

The Builder



The Newsletter of the National Model Car Builders' Museum

Move the Museum!

MARK S. GUSTAVSON

Anyone familiar with the Museum has known for a long time that the collection had greatly outgrown the space in downtown Salt Lake City. For years, we've not been able to display, for instance, the wide array of vintage AMT spray lacquers (did you know that there are three versions?). Similarly, there were dozens of different putties, aftermarket kits of all vintages, and thousands of other items that were stored on boxes or hidden in the back of crowded shelves. Tours were usually perfunctory since visitors really couldn't adequately see and enjoy the collection. The tours at the GSL Championship were a real problem since hundreds of people tried to enjoy the items in the Museum.

The problem rapidly accelerated this year when several individuals generously donated dozens of magazines and books. On top of that, the regular donations continued to pour in and we discovered that we didn't have any place to put them. *We were just out of room.* We'd started declining requests for tours, and we asked donors to hold off on shipping their items. As Trustee Mark Benton remarked in reply to an outburst from me one afternoon about the problem, "We have to move to larger quarters or close the Museum."

In late May, I called a meeting of the local Trustees at a restaurant after sending them a memo outlining the seriousness of the problem that the Museum was facing. In short, the Museum was in trouble and we needed to move to a much larger facility in a more hospitable and pleasant area. Mike Barlow, Mark Benton, Brian Dees, and I spent a couple of hours talking over dinner about the problem. We all agreed that we needed to continue our search for a new home for the Museum (prior to this time, Mark Benton and I had been separately visiting available office spaces, but nothing had satisfied the requirement of a lot of additional space coupled with an affordable price). As dinner concluded, Mike Barlow observed that there were two available office spaces in the same complex where he worked. We adjourned and visited the site, though it was too late to get into the empty offices.

Matters progressed in early June as Mike and I met with the landlord to examine the available space. We selected one of the two offices and received the approval of the other local trustees, as well as trustee Paul Anagnostopoulos, to sign an 18-month lease. Rent would double to \$500 (after the landlord took kindly to us, at the behest of my son, Eric) and the space would more than *triple* in size.

Well, this was something worth doing. So I wrote a note to all the local Trustees and model car hobbyists, asking for their help. While that letter was being distributed, client Steve Butcher, his sons Steven and Greg, and friend Wayne Egbert worked with Brian Dees to renovate the space for the move-in that would start July 1. Brian labored long and

In this Issue

- Move the Museum! 1
- An Incredible Donation: Tri-State Scale Model Car Club 3
- Roy Sorensen, Rick Hanson, and eScaleCars.com 3
- Special Exhibits Program 3
- Donation Corner 4
- Museum Model Projects 4
- Hot 150/Clone the Past: We Need Your Help* 6
- Oscar Koveleski Contacts the Museum 6
- The Museum and Goodguys Team Up 7
- Magazines Needed 7
- Puget Sound Auto Modelers Association Makes a Donation 8
- The Models of Byron Bowman 8
- Oops, Late Newsletter! 8
- Another Franklin Mint Piece for Auction 9
- Adopt the Museum for a Month! 9
- Flash: IPMS/USA Makes a Donation 9
- Editorial: Choosing the Path of Most Resistance 10

hard to patch the walls and repair other damage. Many evenings he worked late into the night to get everything ready to be painted. I purchased the paint—best grade, 40 gallons in all, and two colors—and waited for Brian's signal that things were ready to go. The landlord pulled up the old carpet, and then Brian sprayed the entire facility in multiple coats of white primer and then applied, with assistance from Mike Barlow, the two colors. After that, the fresh carpet was laid (that extended all the way back into the warehouse area) and we were ready for the move.

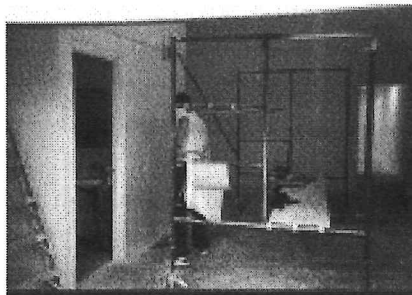
During this time, Paul Anagnostopoulos and I worked late hours to prepare messages for the Model Car List and Hobby Heaven discussion boards to apprise the model car world of what we were doing and why, and to ask (well, okay, to *plead*) for donations to help out with the enormous expenses. Those notes were updated every few days. In response, we were greeted with a immediate donation from a bunch of guys whose dedication and passion for the Museum was indeed heartening during this very difficult time here in Salt Lake. Their names are listed below.

Over the course of the next three weeks, a group of guys, also listed below, worked many evenings to pack up the thousands of items and the many pieces of furniture and display cases and move them to the new facility. Night after night, we worked moving boxes of precious models, irreplaceable historic documents and items, display and filing cabinets, and so forth. That effort was made much easier and less expensive because of the generous donation of time and equipment by Dennis Barker and his son Chad who brought along their 20-foot race car trailer and tow truck. One entire evening was spent just mov-

ing the wonderful Oakland Roadster Show Diorama, which, in its strength, was a testament to the great work of builder Ken Hamilton. Finally, we had finished moving the Museum and we were *exhausted*.

At this point, there are boxes everywhere in the Museum. We have set up the ORSD, and the media center/office now benefits from the placement of the bookcases and equipment. Now we are faced with the daunting but wonderful prospect of re-establishing the displays. This time, we have the space to do it right. I have invited Bob Wick to create a new visual look to the Museum so that we can finally do justice to the thousands of items in the collection.

Throughout this issue you will find pictures of the construction of the new facility and the move. In the next issue, we'll show you photos of the finished space with some of the exhibits set up. You can also trace our progress through the Museum's web site at www.TheModelCarMuseum.org.



When all the sheetrock and wall repair was finished, Brian Dees starts to apply the 40 gallons of high-grade paint with commercial spray equipment. Trustee Mike Barlow also helped with the painting chores.

Thanks to all those who have helped out and thanks to each member for being patient with us as we get out this newsletter.

The following people were the movers and shakers:

DENNIS BARKER AND CHAD BARKER.

MIKE BARLOW AND ANDREW BARLOW.

JANET AND MARK BENTON.

STEVE BUTCHER, STEVEN BUTCHER, AND GREG BUTCHER.

BILL DARGAVEL.

BRIAN DEES.

JOHN AND BEN DINO.

WAYNE EGBERT.

MARK S. GUSTAVSON.

CLAY PITKIN.

MIKE SWAN AND KYLE SWAN.

STEVE WHITE.

These people made generous donations to pay for the move:

PAUL ANAGNOSTOPOULOS.

AUTO MODEL BUILDERS OF VANCOUVER.

DON A. BANES.

BILL BARRETT.

ALAN BRESLOW. (madmansmodels.com)

HOWARD BROWN.

CALVIN AND NANCY CROUCH.

FRED DRUMMOND.

DEAN L. GUSTAVSON.

DALE HORNER.

ROBERT S. KREMER.

LITTLE MOTOR KAR COMPANY.

RONALD NORMAN.

PRYOR PASSARINO.

GREG PLUMMER.

PUGET SOUND AUTO MODELERS ASSOCIATION.

SATCO.

SCALE MOTORSPORTS.

JOHN SHARISKY.

BOB SHELTON.

DONALD F. SIKORA, II.

TRI-STATE SCALE MODEL CAR CLUB.

JOHN WHITE.



Looking toward the front door, you might be able to see that there are two colors, both based on the "desert rose" shades common in the West. The new carpet can be seen, rolled up, in the middle of the room.

An Incredible Donation: Tri-State Scale Model Car Club

PAUL ANAGNOSTOPOULOS

The Tri-State Scale Model Car Club has repeated their 1999 generosity and made another donation to the Museum in the amount of \$1,0000. The donation resulted from entrance fees and the Franklin Mint diecast raffle at the 1999 NNL East™ show.

This money will be used to pay the November and December 2000 rent for the Museum. Please note that last year's Tri-State donation paid the rent for February and April of this year. The Museum expresses its profound appreciation to the Tri-State Scale Model Car Club!

Information on donations to the Museum can be found at www.TheModelCarMuseum.org. Click on *Information*, then *Donations*.

Roy Sorensen, Rick Hanson, and eScaleCars.com

MARK S. GUSTAVSON

Roy Sorensen and Rick Hanson have a model car magazine and

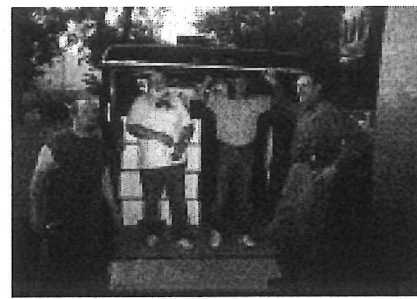
hobby site, www.EscaleCars.com. They have joined forces to start an Internet fundraiser for the Museum. Here's how it works: the web site hosts an auction of selected built-up model cars on eBay with the proceeds going to the Museum. The first model, of Roy's almost box stock AMT/Ertl 1957 Chevy, recently sold for \$156.50. As Roy remarked, "The 1957 Chevy I just sold for over \$150.00 was a \$3.33 kit I picked up at Toys "R" Us and spent three nights building. I know several of you said you wouldn't give up one of your prized models for auction. It doesn't have to be one of your prize winning models. A clean, box stock model will bring in the dough! Three nights of work is a pretty good trade off for \$156.50 for the Museum, don't you think?"

More recently, a die-cast model from George Bojaciuk was auctioned to lucky bidder Stephen Russo; Stephen bid \$232.49 for the model, and is now one of our new Museum members! Other models from Mike Carroll, Terry Jesse, Mark Gustavson, and Pat Covert will be sold in the future. A model from Terry Jessee is next!

If you want to participate, check back every couple of weeks by entering these words at the eBay search engine: "Fund Raiser" and "NM-CBM". If you want to contribute a model for this auction, contact Roy at motoreplica@worldnet.att.net. Remember, 100% of all auction bids will be donated to the Museum, and all buyers who bid over \$50 will also receive a one-year Museum Membership.

Many thanks to Roy Sorensen, Rick Hanson, and eScaleCars.com for their great generosity!

Please note the Museum's new mailing address on page 10.



In the 100° heat of a late July afternoon, some members of the Utah Miniature Automotive Guild met at the old Museum location to load up the race car trailer loaned by Dennis Barker. Here (left to right), Chad Barker, Dennis Barker, Mike Swan, and John Dino take a breather after carrying several bookcases down a flight of stairs and loading them into the van. The new Museum facility is now wheelchair accessible (all on ground level).

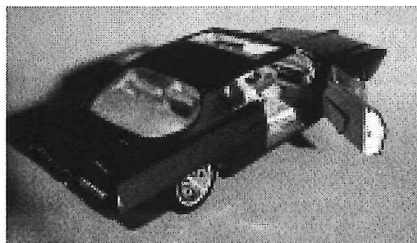
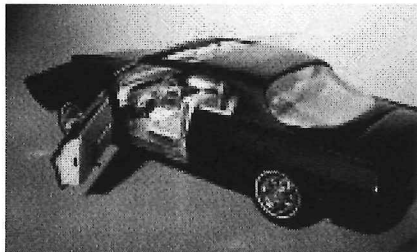
Special Exhibits Program

MARK J. BENTON

Assisted by the great 1999 donation from Dr. Anagnostopoulos, the Trustees of the Museum have decided that the first special Museum project will be the publication of a special booklet on the history of the Revell-Pacta and Revell-Testors Model Car Championships in the '60s. Based on an appendix from *The GSL International Model Car Championship: A Tradition of Auto Modeling Excellence*, great progress has been made in locating and interviewing participants in those great contests. Member Russ Harding has been generously calling dozens of people across the United States, trying to locate some of the leading modelers whose efforts so significantly influenced our hobby.

Russ located Jerry Svitek ("Most Working Parts" winner in Revell-Pactra I), and Lonnn Stern (*Astrodam* and *Astrorod*), who were subsequently interviewed by Mark S. Gustavson, who will write the book. They had much to say, and their models still survive! Jerry Svitek just

recently sent us two pictures of his wonderfully preserved custom Pontiac. Take a look at these!



The interviews of these modelers, as well as the interviews of other individuals being located, and photos of them and their models, will be featured in the special book. Rick Hanmore, also a participant, will be helping out with a photo and his recollections. So will Augie Hiscano and Paul Northrup. We are trying locate the following guys, among many others (locations are those as of the original contest) from the Revell-Pactra I contest:

- ♦ National Paint Winner: Tom Davison, Corvette, Kansas City, MO
- ♦ National Intermediate Winner: Jim Ray Yonts, Dragster, Pasadena, CA
- ♦ National Junior Winner: William Christianson, Falcon, Worthington, OH
- ♦ Best Engine: Carl Dunn, Sacramento, CA
- ♦ Best Interior: Carroll St. Aubin, Inglewood, CA
- ♦ Most Unique: J. P. Chisel, New Orleans, LA

♦ Scratchbuilt: David Ewing, Aurora, IL

If you know where any of these guys are, please let us know at the Museum as soon as possible. Additionally, Mark S. Gustavson has been buying Revell-Pactra stuff on Ebay, so we have gathered a substantial collection of items to feature in the book. When the text is roughed in, Museum Researchers Randy Vandraiss and Rex Barden have agreed to double-check the historic data and lists.

Were you involved in any of those four contests in any way, or do you know of anyone who was involved? Or do you have any memorabilia from that era (photos, models or whatever)? Do you have any items from the Revell-Testor contests (there is comparatively little available from this contest, either year, either venue): If so, please contact the Museum. This book needs to be authoritative and as complete as possible.

With the vast amount of information that we are uncovering, the publication will probably be delayed into next year to permit us the time to interview the greatest number of people possible. A special thanks to Russ Harding for his very generous calling effort! And special thanks to Dr. Anagnostopoulos for his generous endowment!



One of the most nerve-wracking tasks was moving the great Oakland Roadster Show Diorama. Built in 1992 by diorama master Ken Hamilton, this exquisitely detailed diorama is large, heavy, and somewhat

delicate. After we pulled off the old Museum door and removed the jamb, we muscled the diorama downstairs to Mark Benton's Ford van. Here (left to right), Trustees Brian Dees, Mike Barlow, and Mark Benton carefully load the diorama.

Donation Corner

MUSEUM STAFF

In addition to the wonderful monetary donations relative to the Museum's move to new quarters, the following individuals donated a lot of really cool stuff to the Museum:

NICK WHITLOW. Revell-Pactra trophy and array of books

DAVID CARLESON. April 1968 issue of Car Model

MIKE HAMIL. 1960 issue of Fisher Craftsman Guild booklet

DEAN L. GUSTAVSON. Conference Table

RICHARD JARMUSIK. Tom Daniels materials

ANDY MARTIN. Four vintage Pactra paint sets



While the renovation work was underway, others were at the old Museum packing up the huge collection. In this photo, UMAG member Bill Dargavel is packing up the Museum's magazine collection.

Museum Model Projects

MARK S. GUSTAVSON

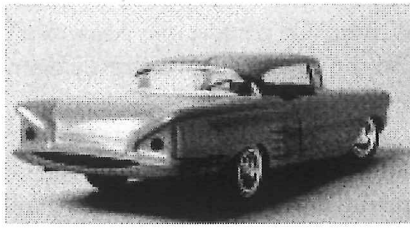
One of the key Museum programs is the completion of the custom model projects of Bob Barnett. I

said the following about Bob in the introduction to my *Custom Car Modeling* book:

“In our hobby, as in every arena of human achievement, there are pivotal individuals who, almost single-handedly, change the complexion of an entire landscape. One such person was Bob Barnett. While not the first builder of scale replica custom vehicles, Bob was the most passionate and eloquent advocate of the replication of famous full-scale custom automobiles that the model car hobby has ever had. Pleasant and intense in equal measures about custom car building and full size customs, Bob was always available to talk with other custom model car builders, and was free with his candid opinions about custom auto styling.

“Bob was one of my best friends in the hobby, and he will be remembered by model car builders everywhere as one of the leading spokesman of that segment of the model car hobby. Bob died in June 1994, but he left a legacy of work, ideas, ideals and enthusiasm that continues to inspire not only my work, but that of many other builders of accurate custom models.”

Bob's wife Kay gave me his unfinished custom models in July of 1994 and asked me to fulfill Bob's wish that they be completed. Previously, in October of 1993, I spent quite a lot of time with Bob at the Southwest Challenge, when he told me about his models and plans for them. I was certainly aware, as were others, that Bob's illness would take him from us. We have tried to keep faith with Bob, with the latest promise kept by noted Buckeye Scale Auto Club member, Bob Mako. Starting with Bob Barnett's partially finished replica of Frank Gould's 1958 Chevy Impala (restyled by the legendary customizer Bill Cushenbery), Bob Mako worked several years to finish the model. Assembled with precision and insight, Mako's work is absolutely first rate.



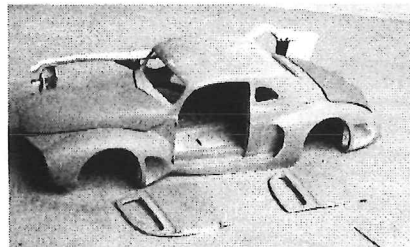
Bob Mako completes Bob Barnett's replica of the Gould '58 Impala.

This model will now find a permanent home in the famed Oakland Roadster Show Diorama in the National Model Car Builders' Museum. For more information on Bob Mako's first-rate model building, visit the Museum Web site www.TheModelCarMuseum.org, click on *Models* and then on *Bob Barnett*. Or pay a visit to www.themodelcarmuseum.org/Models/BARNETT/barnett.HTM for complete details and lots of photos of this terrific model. Thanks to Bob Mako for his wonderful work.



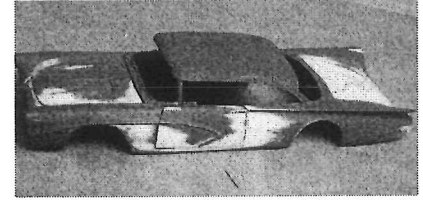
Another view of the completed Bob Barnett model.

Tom Dillion II and Lyle Willits have Barnett customs on which they are working. There are also additional Barnett models still available. Here are some shots of them:

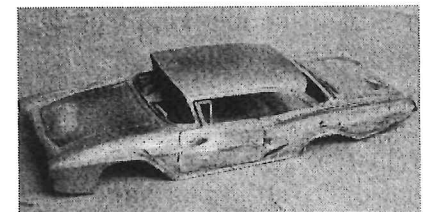


El Matador. The major body work has been done on this model. The chassis has been roughed in and most of the necessary parts have

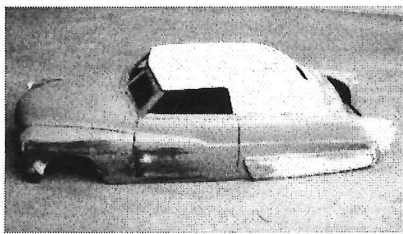
been obtained. The trunk doesn't fit and may have to be remade (it appears to be warped). This model will require a highly experienced builder to finish.



1956 Ford. Bob intended this model to be a replica of Cushenbery's *Marquis* show car. This model has been well roughed in, though it appears that the body has been sectioned a bit too much (adding a strip of styrene along the rocker panel might be enough to correct the apparent dimensional problem). The real car has been recently restored by owner Bud Mallard—with a changed rear wheel well shape to reflect the original intention of Cushenbery (the modeler would have to decide which version to build). All of the heavy work has been done. A highly experienced builder will be appropriate here.



1957 Ford. This one is included here even though it is already being completed in Mark S. Gustavson's workshop. The bodywork has progressed well, using modern primers and putty. This model, according to Bob Barnett's wishes, will be painted a pearl/candy Pagan Gold with a pearl white roof.



1949 Mercury Convertible. This convertible is not a known replica of any particular car. A builder of moderate experience would be needed here.

If you would like to complete the *El Matador*, the *Marquis*, or the '49 Mercury, please submit your request and credentials to the Museum at mng@TheModelCarMuseum.org for the lowdown.

Hot 150/Clone the Past: We Need Your Help

PAUL ANAGNOSTOPOULOS

One of the missions of the Museum is to acquire and preserve famous models in the history of our hobby. Many of the original models can't be located and obtained; therefore, we need to clone the models on our *Hot 150* list so that we can present a visual history at the Museum in a dedicated display case.

So far, the following models have been picked up by members of our Museum to clone: 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; Richard Kemp is working on Don Jolley's 1929 Ford Pickup; Bill Taylor has finished the *Dixie Bee* clone that appeared in *Car Model* magazine; already, Jim Keeler's *MCS-XI* is ready for primer in Mark's workshop. John Mahaffey has committed to cloning a model and is thinking about which one. Already, Paul Sable's custom

Mercury has been cloned by Rick Wright. Of course, the *Shamrock* and the *Crusader* have already been restored.

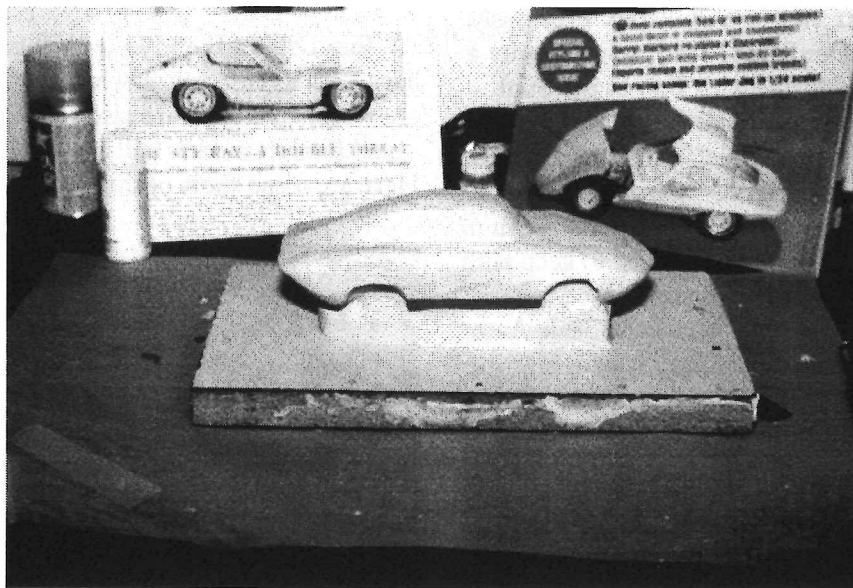
We recognize that many Museum members may not be acquainted with the models listed, and may not have access to the vintage magazines. So please take a look at the accompanying photo to whet your appetite. Now that we're in our new quarters, we have plenty of room for the *Clone the Past* program. Please help out! Each cloned model will be featured on the Museum's Web site, and you'll have the satisfaction of knowing that you have contributed to one of the primary projects of the Museum. This donation to the Museum won't cost much and will make such a *huge* difference. Please help out! Visit www.themodelcarmuseum.org/Projects/Clone/clone.html for more information on the *Hot 150/Clone the Past* program.

Oscar Koveleski Contacts the Museum

MUSEUM STAFF

Recently, the legendary Oscar Koveleski, founder of Auto World and participant in many other automobile events, called and passed along information on how to contact Robert "Smitty" Smith, an essential character in the Auto World tradition and the first half-dozen years of *Car Model* magazine; Paul Sable, a *Car Modeler* contributor and now professor at a small college; and Lee Koronow, who received a full-size Buick for his winning model in the Revell-Testor contest. Mark S. Gustavson will soon be interviewing these guys for the Museum and the contest book (see story on page 3).

Oscar was key to the Museum's acquisition of the collection of famed builder Dave Shuklis. For further information on the Shuklis collection, visit the Museum web page at www.themodelcarmuseum.org/Models/Shuklis/shuklis.HTM
Thanks, Oscar!



Nick Whitlow uses clay to rough in the shape of Charles Gibilterra's Sty-Ray.

The Museum and Goodguys Team Up

MUSEUM STAFF

Because the Museum is as interested in promoting high quality model car construction in the future as we are in preserving the past of our great hobby, the National Model Car Builders' Museum and the Goodguys Rod & Custom Association teamed up to jointly promote model car building in the United States. For each of the 17 Goodguys show across the United States, the Museum has supplied a special Best of Show certificate, a copy of Mark S. Gustavson's *Custom Research Bibliography* and a one year membership in the Museum. The arrangement was suggested by Mike Carroll, who was asked by Marc Meadors to administer the model car shows. The Museum is delighted to be associated with Goodguys. Thanks Mike and Marc! For further information, visit www.themodelcarmuseum.org/Events/Goodguys/goodguys.html

So far, some of the individual event promoters and winners have advised the Museum of the individuals who have won Best of Show awards at the Goodguys model car contests. Here are the winners that have reported in:

JOHN GARD.

BOB HORAK.

TOM NUNGESTER.

AARON THOMAS.

BUD THON.

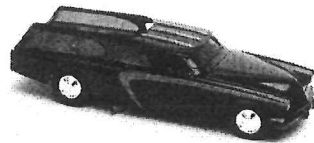
STAN ULRICH.

Here are pictures of two of the winning models. More pictures will be featured in future newsletters. The Museum extends its congratulations and encouragement to

John, Bob, Tom, Aaron, Bud, and Stan. Great job guys, and welcome aboard!



Tom Nungester's '67 Chevy.



Stan Ulrich's custom Studebaker.

Magazines Needed

MUSEUM STAFF

We've mentioned previously that we are sleeving the thousands of magazines in the Museum to protect them from the elements. Based on a donation of materials and funds by Museum trustee Alan Raab, each magazine is slipped into an archival clear plastic sleeve, three-hole punched, and then inserted in special three-ring binders. Can you help us by donating a really good and clean copy of any of the magazines listed below?

Car Model. 1967: July, September; 1968: March, 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 February '65, March '73

LAAM Bulletin. 1955: February; 1956: March–April; 1958: September–October, November–December; 1960: March–April, July–August, September–October, November–December; 1961: January–February, March–April, May–June, September–October; 1963: March–April, May–June, September–October, November–December

International Modeler. 1973: All; 1974: January through March, August, September, December; 1975: October

Meccano Magazine. All but April 1968

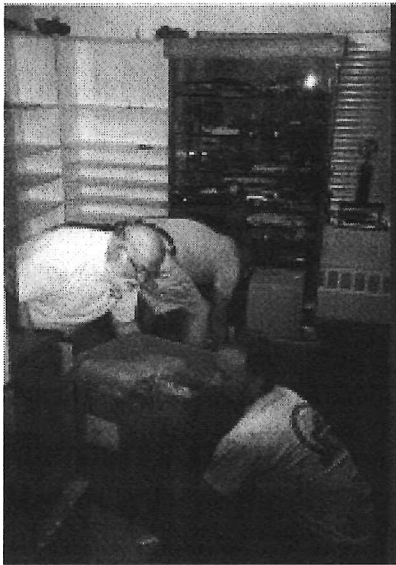
Miniature Car Quarterly. All but Volume 1 #4 (Spring 1994)

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 to June, December; 1965: All to end of publication

The Model Craftsman. 1932–1938: all; 1939: all but May; 1940–43: all; 1944: all but November; 1945: January, February, March, August–December; 1946: January, Feb, March, August–December; 1947: January through May, September to December; 1948: January, February, August through December; 1949: all to end of publication



Members of the Utah Model Car Association pitched in to help pack up and carry the uncountable number of items.

Puget Sound Auto Modelers Association Makes a Donation

MARK S. GUSTAVSON

On September 11, 2000, the Museum received a \$250 donation from the Puget Sound Auto Modelers Association. This club has been supporting the Museum for several years and their help is greatly appreciated. Club Secretary/Treasurer Tony Willing expressed the support of his club in his accompanying note.

"Best of everything in your new location. It is an important task that you are performing, and we at PSAMA appreciate your efforts."

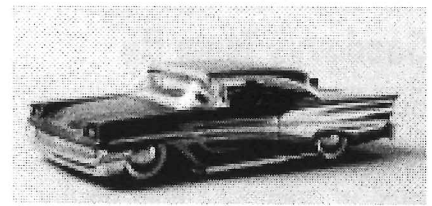
Thanks, Tony, for the encouragement and for the support of your great club! Part of this donation will be used to purchase a vacuum cleaner and typewriter, both of which are needed to keep the new Museum clean and to help administer the archiving of the many items received each month.

The Models of Byron Bowman

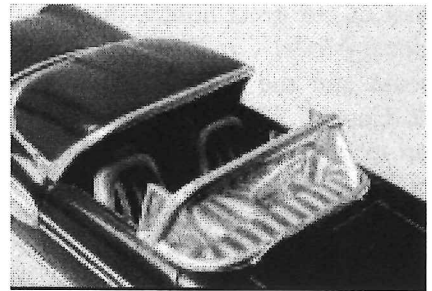
MARK S. BENTON

As a principal in Superior Automotive Paint, a Salt Lake City DuPont paint jobber, Byron is well known in the Intermountain West as a genius in understanding and replicating colors. An artist of no small note, Byron is also a major supporter of the Museum and the GSL International Model Car Championship.

He once built wonderful custom model cars. Recently, Byron lent the Museum three incredible examples of the best of late '50s model car customizing. Each model was constructed in 1958, features extensive body work, and is painted with vintage Dupont nitrocellulose lacquer toners. Safely stored in padded boxes for a bit more than 40 years, they recently emerged again to be enjoyed for their styling and excellence of construction and design. All they required, Byron advised, was a light polishing.



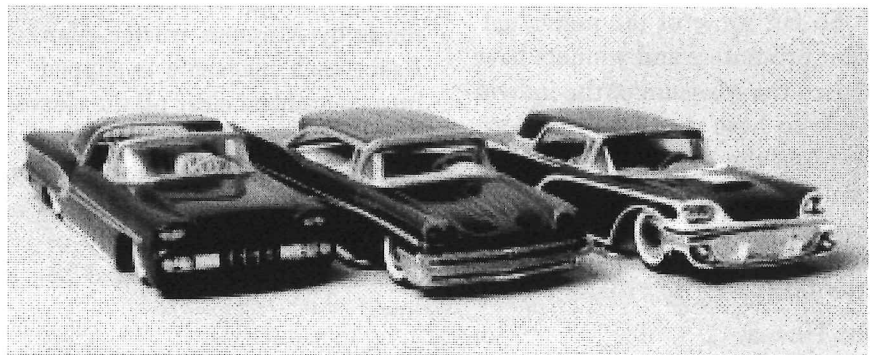
Byron Bowman's custom '58 Ford.



His custom '58 Pontiac.



And his custom '58 Thunderbird.



Take a look at these pictures for some of the wonderful details on the 1958 Pontiac, Ford, and Thunderbird, all built from vintage AMT kits. Thanks, Byron, for your great work and support of the Museum!

Oops, Late Newsletter!

PAUL ANAGNOSTOPOULOS

Please accept our apologies for the late delivery date of this newsletter. As you might have guessed, we've been exceptionally busy with the Museum move and that has stretched the staff quite a bit. At the end of last year, we indicated that we

would be publishing a much longer newsletter but only three times a year because we just didn't have the time to publish quarterly. And now we're late with the second newsletter for this year. Please accept our apologies, and be assured that the next newsletter will be issued in late November.

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: mmsgsl@xmission.com. Written bids must be postmarked, and e-mail bids received, by December 1, 2000. The reserve is \$300. You've gotta be the one to own this gorgeous diorama with Corvette!



Adopt the Museum for a Month!

MUSEUM STAFF

People and organizations often contribute more than just the \$15 annual membership fee. The Museum uses a portion of these generous donations to pay the rent, and acknowledges the individuals and organizations by sending a certificate of appreciation. The giving levels are as follows:

Supporter. \$65–149.

Friend. \$150–249.

Adopter. \$250–499.

Benefactor. \$500 or more.

The Adopter level was instituted years ago to acknowledge donations of one month's rent. Because the rent is now \$500 per month, we added the Benefactor level to recognize this extremely generous donation.

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

August. Alan Breslow (www.madmansmodels.com); Automotive Model Builders of Vancouver; Pryor Passarino; Puget Sound Auto Modelers Association

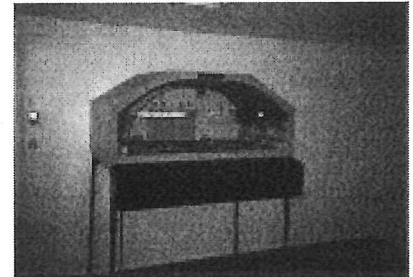
September. Howard Brown; Calvin and Nancy Crouch; Little Mo-

tor Kar Company (Dale Horner); Ron Norman; Bob Shelton; Don Sikora; John White

October. Don Banes; Fred Drummond; Robert Kremer; Greg Plummer; Scale Motorsports; John Sharisky

November. Tri-State Scale Model Car Club

December. Tri-State Scale Model Car Club



The first exhibit that we set up was the Oakland Roadster Show Diorama built by Ken Hamilton. In this view, the electronic hookups have been made, but we've yet to install the skirting around the metal base.

Flash: IPMS/USA Makes a Donation

MARK BENTON

IPMS/USA has just donated \$500 to the Museum! The Museum has benefited from two previous donations from the Society. This latest IPMS donation will be used to fund the model car hobby timeline. Many thanks to Chuck Davenport, John Noack, Pat Covert, Mary Jane Farren, and the rest of the IPMS Executive Board.

To graphically illustrate the history of the scale vehicle hobby, the Museum will create a 30-foot time line that will simultaneously track the activities and accomplishments of modelers and the actions of magazines and manufacturers. This time line will feature icons of the history of the hobby: building supplies, photos of key models, magazine

covers, and other bits of “model-carabilia.” Graphic artist and GSL Trustee Bob Wick is doing the design work.

Editorial: Choosing the Path of Most Resistance

MARK S. GUSTAVSON

As we bring this (very late) issue of *The Builder* to a conclusion, I have been thinking about all that we have jointly achieved with the Museum. We have been able to gather together thousands of items of irreplaceable value and importance to this hobby of ours; item which have commanded so much of our attention, money, and passion. We have reached out and located many historic modelers whose work influenced all of us. We publish this great newsletter, and dozens of individuals and clubs across this country regularly have donated much-needed funds to keep the Museum and its dream alive. We have now started to reach out across the world by establishing beachheads by identifying great modelers of influence and judgment who are keeping the Museum informed of model car activities in their countries. Three Museum members are now scanning precious magazines and creating CD-ROMs so those precious images—and the information—won't be lost forever.

While this Museum started off as my personal dream, it has become the shared vision of hundreds of people for a very long time. Our Museum Trustees share the enormous work, and our far-flung representatives and supporters (located all over the landscape) assist in the goal of preserving, for the future, the history of our hobby. We have *all* done this—on impossibly modest annual budgets—because our passion for

the history of the hobby reflects the transfixing importance of the hobby.

This effort has been difficult. It has required a lot of work. All of us could have chosen paths of lesser effort and greater ease. We could have remained isolated in our memories of this hobby and what we know might have been lost as we passed on. We might even have done nothing at all. But we have, *all of us*, decided that the substantial work of the Museum to preserve the history of the hobby before it is lost has been worth the incredible work and financial commitment. We have chosen a path of significant effort. I think the pioneers of our hobby—not all of whom are still with us—would appreciate our work. We have taken the path of highest resistance and look at what we have done. And look at what we still need to do. Thanks to all of you.

How to Contact Us

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 mailing address.

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

Coming Up in the Next Issue of *The Builder*

The next issue of *The Builder* will hit your doorstep at the beginning of December. Here is what we're working on:

- ♦ Full feature on the new Museum facility.
- ♦ Update article on the restoration of Keeler's MCS-XI.
- ♦ Full feature on the vintage AMT Styline '61 Falcon Ranchero. Part of our “As it used to be . . .” building series. Current information, soon to be updated, can be found at www.themodelcarmuseum.org/Projects/As_it_Used_to_Be/as_it_used_to_be.html
- ♦ An update on the Special Projects Division.
- ♦ The Museum store.

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