

The Builder

THE NEWSLETTER OF THE NATIONAL MODEL CAR BUILDERS' MUSEUM

INTRODUCTION

MARK S.GUSTAVSON

This newsletter and the Museum have come a long way. From the initial one-page ditty produced more than half a decade ago with a Jurassic-era program on my old 486 PC, to the great editions created by Pat Covert, to the sophisticated wonder that Editor Paul Anagnostopoulos produces for us today, it has been quite a journey. This is the end of the seventh year of *The Builder* and the eleventh year of the Museum.

The Museum has also come a long way. From just a small collection of items I started to purchase in the mid-eighties, stored in a few boxes at my home, to the wonderful facility we now enjoy that greets hundreds of enthusiastic hobbyists each year who jostle to glimpse the many thousands of items in our growing collection, the progress has been remarkable. In fact, who could have believed how well things have gone?

In this issue, there is a wide range of historic articles and feature stories. We feature photos of a few of the incredible models that need to be cloned and move on to talking more about the pending book on the Revell-Pactra and Revell-Testor contest series. Additionally, we'll read about Bill Maunder's recent visit to the Museum and enjoy the work of Joe Prestia, who's been working on finishing up a Bob Barnett custom Mercury. You're invited to nominate models for the next phases of the *Hot 150 Program*. Two recent Goodguys Best of Show winners are celebrated, and we'll give our thanks to donors who have contributed some wonderful items.

Our announced goal in the last newsletter to expand the scope of *The Builder* to encompass contemporary news of the hobby has been widely embraced. But even that change wasn't enough: the Museum needs to play an important role in shaping the future of the hobby. As we embrace the past and preserve it for the future, we're going to start to reach out and influence our future.

We're also going to strike out on new territory. I'll be resurrecting my "Putty Thrower" editorials that appeared in many issues of *Scale Auto* and later reappeared in *Car Modeler*. And we'll also be inviting leading hobby figures to offer their views on the hobby, starting in the next issue with some thoughts by Mike Carroll. We intend to gather and celebrate the past of the hobby and take an active role in helping to define the future of our hobby, too. Interesting letters from you will be condensed and appear from time to time, too.

Hope you enjoy this issue. The first 2002 issue of *The Builder* will appear in April.

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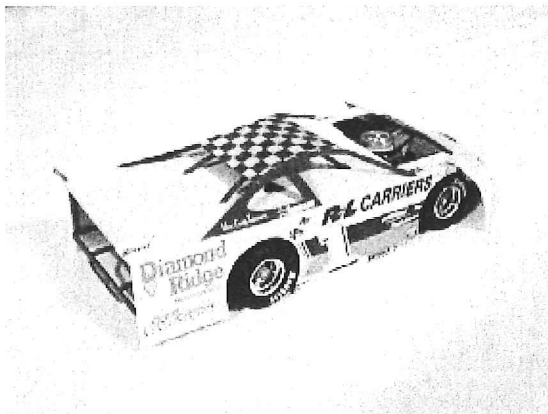
MORE GOODGUYS WINNERS

PAUL ANAGNOSTOPOULOS

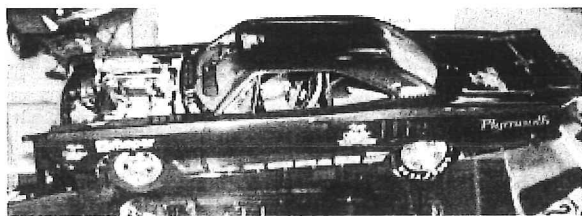
As you know, the Museum first teamed with the Goodguys Rod & Custom Association in 2000 to present a series of model car contests across the country. Now in the second year of this joint program, the Museum presents an array of special awards to the Best of Show winners. Two recent winners are Chris Smock at the Columbus Goodguys PPG and Del Paone, who won at the East Coast Goodguys' Nationals. Check out the accompanying shot of Chris' model which he described in this way:

I started with a modified Revell ASA chassis to which I added scratchbuilt coil-over shocks, drilled aluminum brake rotors, white metal brake calipers, brake lines, aluminum drive shaft with yokes, fuel cell with breather, fuel line, four left rear tires from sprint car kits, wide five wheels and hubs from ASA kit. I used the kit V-6 engine with following modifications: aluminum distributor, aluminum pullies, aluminum fan, aluminum breathers, plug wires, aluminum air cleaner, braided hoses, scratchbuilt headers made from solder. The interior includes o-ring and metal steering wheel, and seat belts. The body nose was vacuum formed off the Winston cup Taurus and the rest of the model was fabbed from sheet plastic.

Chris and Del have each received a prize package as well as a one-year membership in the Museum. Congratulations, guys, and welcome aboard!



Chris Smock's Goodguys winner.



Del Paone's winning '68 Roadrunner.

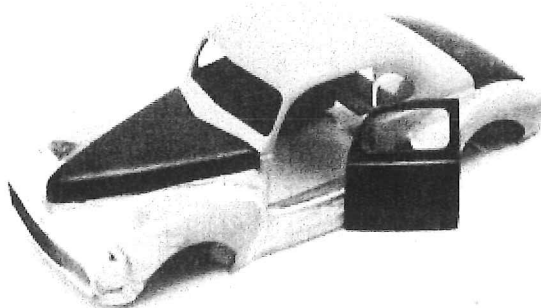
THE REVELL-PACTRA AND REVELL-TESTOR BOOK

MARK S. GUSTAVSON

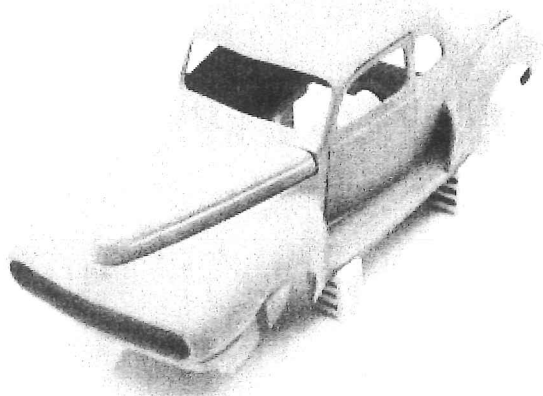
As reported in the last issue, the next official publication of the Museum will be the book *To Design, Build and Win: The History and Myth of the Revell-Pactra and Revell-Testor Contests*. Since our last report, Museum Trustee Bill Helm has been editing the transcripts of my interviews with Lonny Stern, Jerry Svitek, and Charles Jones; Bill will also edit future transcripts. I'll be talking soon to Rich Morgan, Charles Gibilterra, Abigail Capps (widow of Lewis Capps), Byron Cooper, and John M. Braun. Russ is now looking for Larry Elting, Bob Sifferd, Tom Smith, Mike Yamashita, and others. If you know of any participant in any of these contests, regardless of whether they won an award, please get that information to Russ Harding immediately (DedMod47@aol.com). All names and related information should go to Russ, who assembles and screens it.

The book will feature photographs of artifacts of these contests. Though we've been relatively successful with the Revell-Pactra contests, we're shy of information on the Revell-Testor contests. If you can help out (credit will be given in the book), please e-mail me at msgsl@xmission.com or call my office during regular hours: 801 523-3683 or send a note to my fax at 801-553-8908.

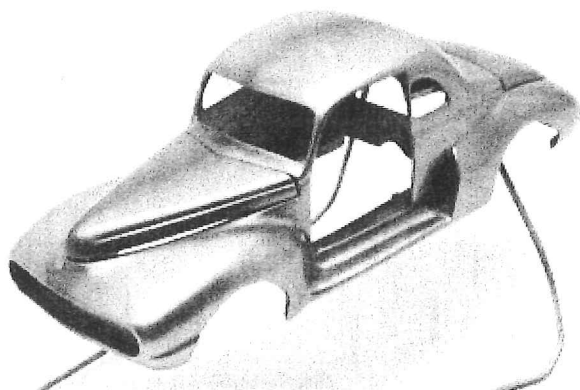
Last time, we featured a few photos of Rick Harris and a shot of his restored model that won the Southeast Regional Paint Award in the Revell-Pactra I contest. Since then, Rick has sent us a few photos of the restoration project, presented below. The full range of photos, by the way, will be available on the Museum Web site (www.TheModelCarMuseum.org) by December 15. Thanks, Rick, for your generosity and great contributions to the hobby.



The original model was in remarkably good condition, but it needed to be redone. The original driver's door was replaced, but used to match the paint. Note the excavated original bodywork.



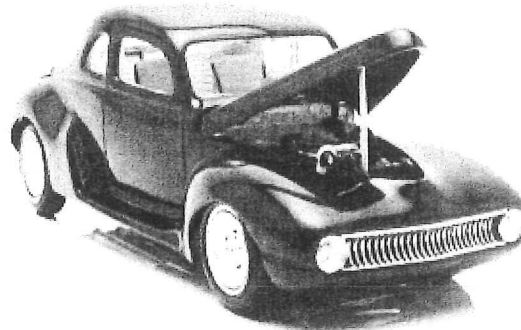
With fresh bodywork and a coat of primer, the great decades-old design emerges again!



A silver lacquer finish was applied over which a dark blue candy center stripe was applied. Rick remarked to me that he had to really open up the gun to replicate the less delicate early Sixties style of painting.

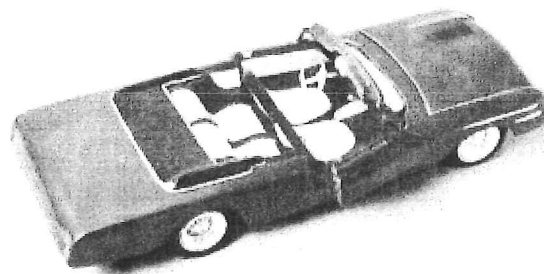


The beautiful candy Brandywine lacquer finish was then applied over the fogged base color. Note that all the parts were painted separate from the body. Rick is a master painter.



With a handful of fresh and replated parts, the winning design appears again. What a vision of the past!

A desired outgrowth of the effort to gather information for the pending book on the Revell-Pactra and Revell-Testor contests has been the unforeseen emergence of historic modelers who actually participated in one or more of those contests. Unexpectedly, the Museum was contacted by Ken Willaman, who participated in the Revell-Pactra I show. Ken decided to clean up and detail—but not restore—his AMT '62 Ford and give it to the Museum for display. The model won Best Senior and Best Paint local awards in the contest. In the process of cleaning up the model, Ken recorded a wonderful video of the presentation of the model to his local club members and then sent that video to the Museum. Ken's story will be featured in the book. For now, take a close look through this time tunnel to 1963!



The sectioned body style is quite dramatic. The original fogged candy gold to candy red finish is still in remarkably great shape.



The styling and detailing is a picture-perfect vision of the early days of our hobby.

THE PUTTY THROWER

MARK S. GUSTAVSON

We've witnessed some significant changes in our hobby in the last few years. In contrast to the time when new kits seemed to be abundant, many of the kit manufacturers have greatly scaled back their product line, which is now becoming more diverse as they reach out to—or create—other markets. The recent acquisitions of Revell-Monogram and AMT/Ertl have resulted in tentative marketing decisions pending those sales that have produced a new level of uncertainty. Though many now are loudly lamenting what they see to be a downturn in our hobby, I don't see it that way. I think that even the assessment of a downturn misunderstands what's going on and underestimates our collect role in current events.

Think about this: instead of the collapse that some hyperventilated hobbyists are seeing emerging from the shadows, I think we are witnessing the accelerating decentralization and diversification of our hobby. Where once the hobby was focused on the actions of the major kit manufacturers who determined the direction of the hobby by deciding what we'd build and to what level of detail, enterprising entrepreneurs now have changed the entire complexion of the hobby. Whether offering complete resin kits, or sophisticated machined and photoetched detailing sets for mainstream kits, or presenting unbelievably cosmopolitan scale speed equipment (did you ever think a vendor would offer a S.C.O.T. blower kit like Norm Veber does?), we've never had more choices or had it better.

If the major kit manufacturers are no longer the purveyors of dozens of new kits every year or the promoters of reputable contests, the rank and file of our hobby have taken up the slack and we've done things they could not have been even imagined a few years ago. The best events these days—from the many NNL displays to contests like the GSL Championship, the So-Cal Classic and the dozens of contests covered in *Scale Auto's* Contest Annual—are all presented by dedicated hobbyists who've made the right decision to consciously avoid tie-ins with the manufacturers. By growing independent, we have developed the ability to tailor our grass-roots events to fit the expectations of demanding and sophisticated hobbyists as well as the casual builders who collectively have a precise idea of what they'll support and what they'll avoid. This is a vital marketplace that is—and must—remain directly and quickly responsive to the audience to survive. Centrally-managed major kit manufacturers can't possibly be in

touch with both the casual and sophisticated builders and they can't be expected to.

The hobby is changing in other ways too. The January issue of *Scale Auto* (note that "Enthusiast" has been dropped from the title) now boldly presents concours-quality slot cars and the best of the diecast models alongside the traditional how-to articles and event presentations. *Model Cars*—the upstart and increasingly sophisticated competitor to *Scale Auto*—attracts mostly new author/builders and provides the diversity the hobby requires. *Car Modeler* has been transfigured into a hard core builder magazine, though it is unfortunate that it appears only once a year.

Instead of lamenting the appearance of non-traditional topics in *Scale Auto*, let's consider the possibilities. Demanding hobbyists might move the die-cast manufacturers to create metal kits of increasing sophistication; if there's a market for a more accurate '57 Chevy Black Widow in metal, a company will step up. It's not beyond the realm of consideration to think about a hybrid metal kit (remember the Monogram die-cast kits of more than a decade ago?) with enhanced and more delicate casting and more subtle and accurate accessory parts manufacturing that might also be offered as an assembled model. Moreover, if we can avoid the inane "thingie" slot cars of the late Sixties and later, think of the possibilities that this area of the hobby might present! Consider: with contemporary computer technology and micro-miniaturization, a visionary and committed builder (with a good budget) could create a sophisticated and authentic model of the 1962 Bertone 250 Ferrari concept car that could be operated, by remote control, on a scale slot track and still rule a static contest. We don't have to assume that there is a bright line between a cutting edge contest model and a motorized model that could be enjoyed in action. It's time for us to shed our historic prejudices and think outside the box. There are enormous opportunities to expand the hobby.

It's up to us to mold our hobby to reflect our dreams and expectations. Let's spend less time wringing our hands and dedicate that time and energy to changing the hobby to fit our dreams. It's *truly* up to us.

On to the future!

VIDEOTAPE OF GSL-XVIII

MUSEUM STAFF

Kurt Womack (Womack Productions) has produced a professionally filmed and edited tape of the eighteenth GSL International Model Car Championship. Featur-

ing interviews with many of the attendees, a sampling of the many seminars, the Museum tour, and the Museum-benefit auction, as well as the Awards Brunch, this tape is a first-rate effort that chronicles the most recent presentation of this world-famous contest.

One of the featured events in the GSL-XVIII video tape was the evening seminar honoring Revell cofounder Royle Glaser Freund. She was joined on the dais by Bob Paeth, Jim Keeler, Lloyd Jones, and Darrell Zipp. Each of these industry leaders autographed an event sign which now hangs in the Museum.

This tape is available now for an \$18 donation, postpaid. Make out your checks or money orders to "GSL-XVIII Tape, c/o National Model Car Builders' Museum" and send it to National Model Car Builders' Museum, 10271 South 1300 East, PMB #131, Sandy, UT 84094. Except for the tape duplication and shipping and handling costs, all proceeds will go directly into the Museum account. Thanks, Kurt, for your generosity and for the great work!

LEADING AFTERMARKET COMPANIES PROMOTE THE MUSEUM

MUSEUM STAFF

We are pleased to announce that some of the leading aftermarket companies have graciously agreed to include a Museum brochure in each of their orders. This kind of support is greatly appreciated, and will help to get the word out about our efforts and gain new members.

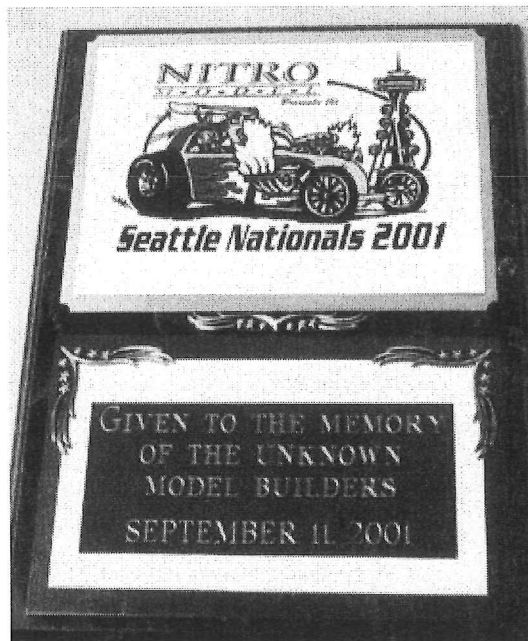
The Museum expresses its gratitude to these companies; Buy from them often: Black Gold, Little Motor Kar Company, MCW Automotive Finishes, Nitro Models, Replicas and Miniatures Company of Maryland, R&D Unique, The Model Car Garage, and The Modelhaus. Thanks a lot!

MONETARY DONATIONS

MUSEUM STAFF

We received a \$300 donation from an anonymous donor in Salt Lake City, and a \$150 donation from Nitro Models in memory of the modelers who were lost in the September 11 terrorist attack. Please note the beautiful commemorative plaque made in memory of those modelers who are no longer with us. Royle Freund graciously donated \$100. The Classic Plastic Model Club donated \$125 from the admissions at their contest

in October. Editor Paul Anagnostopoulos matched his club's contribution. Thanks to these generous donors for the funds!



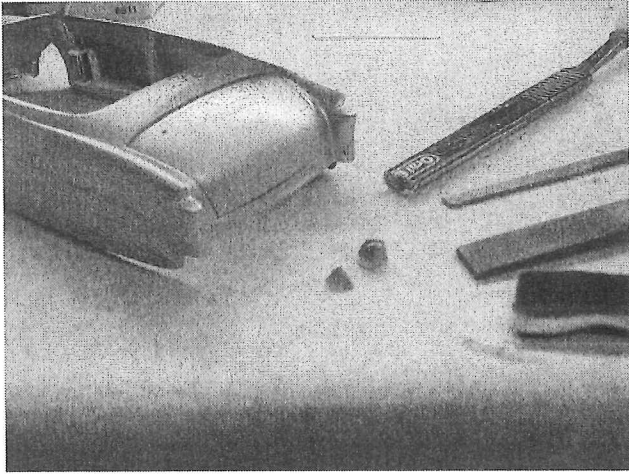
The commemorative plaque hangs in the Museum.

BOB BARNETT CUSTOM MERCURY

MARK S. GUSTAVSON

Joe Prestia agreed about a year ago to finish up one of the several remarkable custom Mercuries that Bob Barnett was unable to finish before his death. Joe has been working hard and bringing to bear his substantial talents on this great custom. Let's listen to Joe as you check out the photos he sent to us:

"Well, so far, I put the Kens Kustom Fuzzi-fur on the floor boards and trunk area. I used 3M Super 77 spray adhesive (it's a fine mist). It worked very well. No large buildups or drops of adhesive. I also have made tail lights out of a red transparent tooth brush handle. I first cut out two pieces of plastic from the brush, then continued to file them down and shape them to fit the light housings. One side was bigger than the other from the get go. This posed a problem for me for any chance of finding aftermarket lights to fit (or kitbash something). So I was off to filing and using jewelers files and fine grit sandpaper to accomplish my objective. Well it worked out great. All I have to do is clear the lights and they will be fine.



“Another challenge, I guess you can say, was the rear bumper. It was way too small and twisted. I cut the bumper in four pieces, then proceeded to make a new one. This took more time than anything. Only thing left to do is have it plated and it’s done.

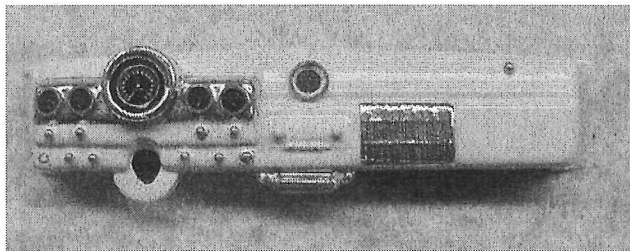
“As for the car, some old bondo has just given me a new present by cracking. I will now have to fix this area. I have filed these cracks out and need to fill them. Other than that I’m ready to have it painted.

“I hung the doors and the trunk. Although I’m not the best in this area, they work fine.

“Looking at the front of the car I think I’ll just put an early Corvette grill in the opening. It appears that no front bumper was ever meant to go on this model. Bob started to make a very nice lower front roll pan, so I feel that the ’54 Vette grille will set it off just right.

“The next part of the project to handle is the motor. Woo hoo, I can’t wait.”

Thanks to you, Joe, for your dedication and excellent work!



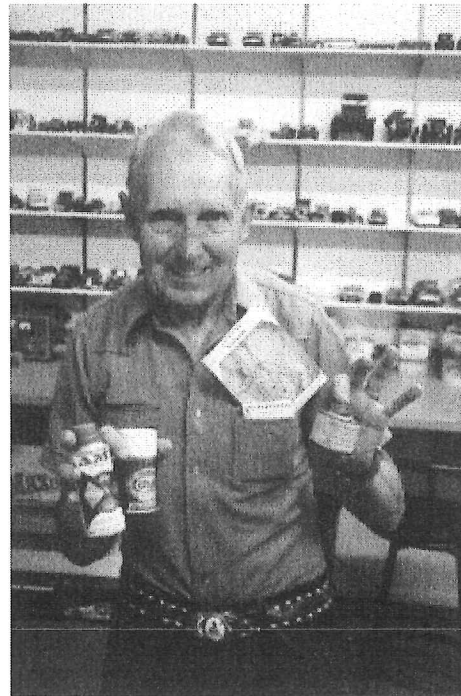
VISIT FROM BILL MAUNDER

MARK S. GUSTAVSON

The Museum was honored by a recent visit from Bill Maunder, an noted early builder and contest winner in our hobby. Bill’s work first appeared in the October 1963 issue of *Model Car Science*, where his *Tall T* was

honored (this same model later appeared in *Rod & Custom*). Previously, Bill had donated a custom ’40 Ford coupe that he built in the Sixties, as well as an AMT 1953 Ford pickup truck built by his son Dean, who died in 1976. Bill stayed at the Museum for about an hour and enjoyed the many exhibits. While there, Bill pledged to loan the Museum his *Tall T*, which was subsequently badly damaged in transit. Now back in Bill’s shop, it will be repaired and returned to the Museum.

Bill is now a Member of the Museum, and we are pleased and honored to have his historic work on display. Soon, I’ll interview Bill and we’ll archive the tape of his reminiscences of the early days of our hobby. Welcome aboard, Bill!



Bill spent a pleasant visit and hammed it up with some of the vintage paints, parts kits, and AutoWorld wax.



Bill’s Model Car Science, contest-winning Tall T model was badly damaged in transit to the Museum.

CLONE THE PAST

MARK BENTON

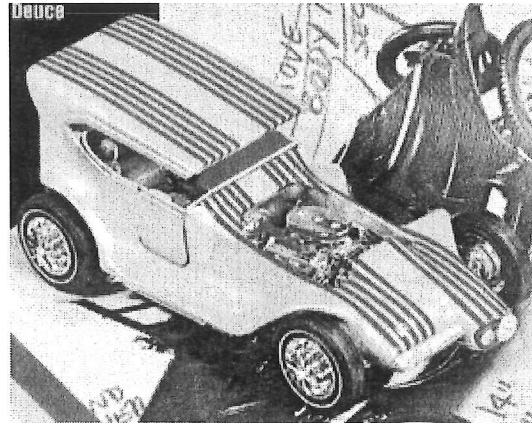
As you know, one of the leading programs at the Museum is the presentation, in one of our new display cases, of the history of the development of model car building. We hope to either gather by loan or acquisition, or by replication, the models that appear on our *Hot 150* list (check out the update on this list elsewhere in this issue).

We had already made a good start in this effort: Dave Shuklis's *Shamrock* (restored by Pat Covert and Bob Downey), the *Car Model* magazine *Crusader* (restored by Mark S. Gustavson), Bob Paeth's *MCS X-100*, the cloned *Dixie Bee* by Bill Taylor, Don Emmons' Willys Pickup, Tim Pentecost's clone of the *Nervous Nomad* (originally built by Paul Sable), and Jim Keeler's *Dodge Fevers I and II* are on display. We are pleased to note that the following models are presently being cloned:

- ♦ Pryor Passarino II is building Tony Broer's 1/32 scale '32 Ford roadster (*Rod & Custom*, August '59, p. 30).
- ♦ Richard Dunn is working to build a replica of Don Jolley's '29 Ford roadster (*Rod & Custom* September 1961, pgs. 35-36).
- ♦ John Mahaffey is replicating Donna Schuld's '60 Ford Starliner (*Custom Car Models* by Barris, 1962, p. 11) (Spotlite book #S-508).
- ♦ Roy Urvald is building Jim Keeler's '40 Ford Sedan (*Custom Car Models* by Barris, 1962, p. 25) (Spotlite book #S-508).
- ♦ Mark S. Gustavson is finishing up the restoration of Jim Keeler's *MCS XI* (*Model Car Science*, 8-63, pgs. 24-27, and 9-63, pgs. 11-15).
- ♦ Nick Whitlow is replicating Charles Gibilterra's *Sty-Ray*.
- ♦ Marc Havican is cloning one of Jim Yonts' dragsters.
- ♦ Mark S. Gustavson is cloning Lonny Stern's *Astrodan* (Lonny may be willing to lend the original model to the Museum for a short time), *Car Model* 6-64 (cover and on pgs. 18-19).
- ♦ David Lumen is replicating Wayne Thomas's Indy car model.
- ♦ Charles Jones (the original builder) and Mark S. Gustavson are teaming up to replicate Jones' historic mid-engine custom that was a big winner in the International Modelers' Guild Modelrama.
- ♦ Rick Hanmore is replicating Bill Neuman's '60 Ford Starliner.

We still need more help from you. How about these projects?

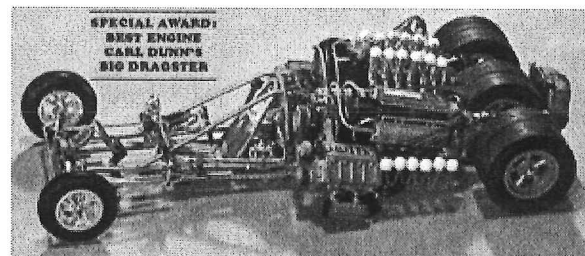
- ♦ Al Gaby's *Golden Rod* (*Car Model*, 5-64).
- ♦ Harry Auffinger's T-Bird (*Car Model*, 5-65).
- ♦ Carl Dunn's twin-engined dragster (*Car Model*, 1-64).
- ♦ Bob Sifferd's *Telstar* and *Gold Nugget* (*Car Model*, 7-64)



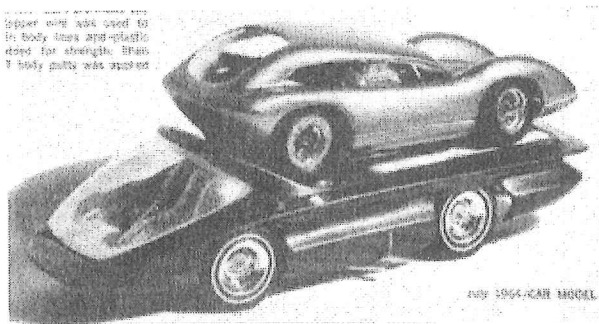
Gaby's custom rod is significant because it was one of the early efforts to set a new level of detailing while reflecting the show rod styling of the early Sixties. The 6-page article, along with a cover shot, certainly establishes this complex model as a milestone in our hobby.



Harry's model was a tour de force of operating features and tasteful styling. Although it did not benefit from a how-to article, it was a winner in the Revell-Pactra II national contest and presented graceful styling, exquisite detailing, and a first-rate paint job.



Carl's dream dragster was just stunning. With two Allison aircraft engines in a scratchbuilt frame, complex wiring and plumbing, and lots of mechanical detailing, Carl set a new standard for competition vehicle modeling and won the Best Engine award at the Revell-Pactra II contest.



Sifferd's models were innovative and helped define the "golden age" of model car customizing. His design work avoided the clumsiness of early customizing.

Please think about cloning one of these models or one on the *Clone the Past* list. Replicating a model is a real challenge and you can help the Museum present to visitors a visual history of our hobby. If you want to accept a project, write to the Museum for a *Clone the Past* package. You'll be supplied with photocopies of all available research for the model you select. Each person cloning a model may call upon the help of Museum member Gordon Clark (156 Spring Street, Yankton, SD 57058-6709, 605 665-0442), who has offered to search his magnificent personal parts collection to assist anyone cloning a model for the Museum. Just specifically describe the parts and he'll try to fill your order. Gordon's service is open *only* to those who are restoring a Museum model or building one of the *Clone the Past* projects. Please specify your project. Come on, sign up, eh?

ANOTHER HISTORIC MODELER: BOB HENNINGER

MIKE BARLOW

Museum member David Quick picked up an incredible array of vintage trophies and the model of a previously unknown but highly skilled and successful builder named Bob Henninger, who lived in California. Dave is doing some additional research into this monumental discovery. Can any of you provide any information on Bob? Does the surviving body, pictured below, of one of his missing models help? The contests in which Bob apparently did so well will be covered in the introductory chapter to our book on the Revell-Pactra and Revell-Testor contests.

Thanks, David, for your great find and terrific generosity!



This full custom, apparently based upon an AMT 1961 T-Bird, is wild, but nothing remains except the body. Check out the 1963 Revell trophy that demonstrates that the company was active in contests before the legendary Revell-Pactra/Testor series began.



Here's a better view of the Revell trophy. The bold-colored here aren't plastic but electroplated metal. Check out the great condition of this trophy. Russcraft was a slot car racing manufacturer. The company was involved in sponsoring static model contests, though, in 1962. There are five vintage trophies that came with this remarkable package from Dave Quick.

DONATION CORNER

PAUL ANAGNOSTOPOULOS

The following items have been received since our last newsletter. Thanks to all of the exceptionally generous donors!

JOHN ANT CZAK. Donated some materials on the ERTL

Replica Series Collector's Club. This club was previously unknown to the Museum.

RICHARD JARAMUSIK. Donated a box full of information on Craig Breedlove, including some information on models of Breedlove's cars.



John Antczak contributed a full set of items from the poster to letter, certificate, handbook, and dealer sheets.



This remarkably complete setup is nostalgic. Wonder how many of us enveloped ourselves in fumes. Check out the instruction booklet, the mailing box, decal, and the order blank that accompanied the cutter itself.

DAVE LINDSAY. Donated more signs for the revised exhibits.

CUYLER OTA. Donated a Revell-Pactra II sticker, an AMT '27 T double kit, and his trophy from the Revell-Pactra I contest.

PRYOR PASSARINO. Donated an old AutoWorld auto cutter.

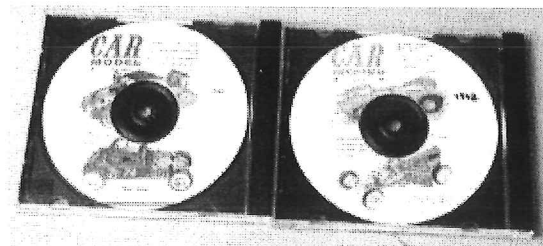
SPECIAL PROJECTS DIVISION

PAUL ANAGNOSTOPOULOS

The Museum's Special Projects Division has been organized to pursue many long-term projects and to separate them from the mundane tasks of 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's an update:

SCAN THE PAST! (DIGITIZE THE MAGAZINES)

With the magazines carefully protected in their clear sleeves, it isn't likely that more than a few Museum visitors and researchers will be permitted to thumb through them. Most of the oldest issues are getting so fragile. Still, the information and historical perspectives in those many decades-old magazines must be preserved and made available to hobbyists. Three Museum members (Elmore Craig, Ron Norman, Roger Yu) have been working on scanning the hundreds of magazines in the Museum, but this can't be done by just these three members. So far, Roger has produced two CD-ROMS, each containing one issue of *Car Model* magazine. We will make each disc available on the Museum's Web site for a period of time, restricted to Museum members only. There is an urgency to this effort: the original magazines are deteriorating and it is essential for us to preserve the information before it is lost forever! Please help out! If you have scanning equipment and some time, contact Mark S. Gustavson at msgsl@xmission.com.



Roger Yu has really caught the spirit of this Museum program. The CD label displays the cover of the issue contained on the CD. The quality and clarity of the pages are remarkably good. Thanks, Rog!

ORGANIZE THE HUNDREDS OF PHOTOS INTO PHOTO ALBUMS

Another major project is the categorizing and archiving of the many hundreds of photographs that we have collected over the last decade. Many photographs have already been identified by Randy Vandraiss and Rex Barden, but photos from the Midwest remain unidentified. Hopefully, one of our supporting clubs in Ohio or Wisconsin could take on this project since we have many mid-Seventies photos from the middle part of the United States that need to be identified by name and event.

IN MEMORIAM

MARK BENTON

A sorrowful Museum project is keeping a list of modelers who have passed on. By keeping such a list, we can remember and honor those who are no longer with us.

The Museum regrets to announce that noted California builder Bruce Treadwell passed away on November 8, 2001. At Bruce's funeral, Robert Woolley read the following text prepared by Mark S. Gustavson:

On behalf of hobbyists everywhere, the National Model Car Builders' Museum and I extend our deepest regrets and anguish to the family and friends of Bruce Treadwell, one of this generation's best craftsman. His commitment to quality modeling and to passing along his many skills to other builders is well known throughout the hobby. Bruce's deep passion for our hobby was evident in the precision of his work. More importantly, however, Bruce was a kind and decent man who will be missed by everyone who knew him and by those who lives were not blessed by knowing him.

Earlier this year, noted builder Olaf Wahl passed away on April 19. Olaf was a leading builder of replica stock builder whose work appeared in the *Complete Ford Book*. His estate has graciously donated six of his models to the Museum. We express our great sadness at Olaf's passing and delight that we can preserve and honor his legacy by acquiring and displaying some of his work in the Museum. Thanks, too, to Doris Hoene for her gracious help in arranging this extraordinary donation.

The Museum has assembled a list of hobbyists known to have passed away since 1976. If you can supplement this list, please write to the Museum with details. This list is updated, and read at the Awards Banquet of each GSL International Model Car Championship:

Dean Maunder (1976), Dave Shuklis (1977), Herb Jackson (1986), Mike Pope (1989), Hal Taylor (1990),

Cassie Vandraiss (1990), Ken Gipson (1991), George Grant (1992), Steve Unger (1992), Steve Yoder (1992), Mike Watgen, (1993), Al Watson (1993), Budd "The Kat" Anderson (1994), Bob Barnett (1994), Mike Stunzi (1994), Carlo Brianza (1995), Steve Layten (1995), Tom Showers (1995), Walter Glardon (1995), Steven Jewett (1995), Charles Nance (1995), Ron Roebuck (1995), Ed Soltis (1995), Rick Reichert (1995), Manuel Olive Sans (1995), Wolf Pechotsch (1995), Michael Conte (1996), Don Hillyer (1996), Dick Bassett (1996), John Reid (1996), Joe Cavorley (1996), Tom Augustyn (1997), Joy Townsend (1997), John Slivoski (1997), Jose Rodriguez (1997), John Hanley (1998), Dale Kartchner (1998), Duke Tanaka (1998), Dave Niemann (2000), Bob Bray (2001), Olaf Wahl (2001), Ed "Big Daddy" Roth (2001), Modelers at the World Trade Center (2001), Bruce Treadwell (2001).

BITS AND PIECES

MUSEUM STAFF

The nineteenth GSL International Model Car Championship will be held April 24 through 27, 2003 at the Wyndham Hotel in Salt Lake City. The Championship has moved to a new hotel to accommodate the demands of a growing group of competitors and attendees. If you wish to get on the mailing list, drop an e-mail to Mark S. Gustavson at msgsl@xmission.com.

The Museum celebrates the fact that the NNL Western Nationals has been resurrected! To be held on February 2, 2002 at the Santa Clara Convention Center, this famous event re-emerges on the hobby scene as a great bellwether of the grass roots strength of the hobby. The Museum and editor Paul Anagnostopoulos have contributed to the event. Welcome back! Check out their web site at www.nnlwesternnationals.org.

The Museum welcomes new *Scale Auto* editor Terry Thompson and extends its appreciation to Kirk Bell for his unflinching support of the Museum.

Museum Trustee Pat Covert has created a new advertisement for the IPMS/USA that features endorsements by Pat and Trustee Mark S. Gustavson. Watch for them in *Scale Auto* and the *IPMS Journal*.

AS IT USED TO BE

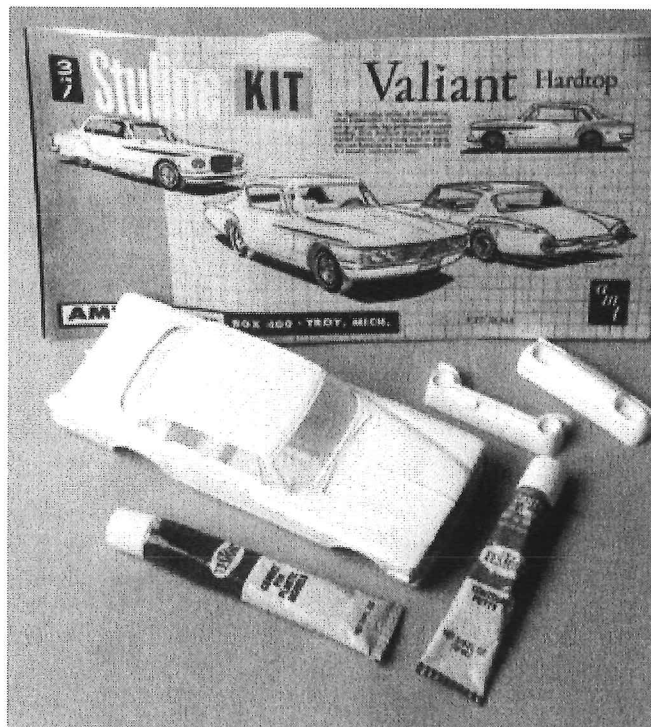
MARK S. GUSTAVSON

Last time, we took a brief look at the construction of a vintage AMT Styline kit, the '61 Ranchero. It was built with historic construction supplies that have

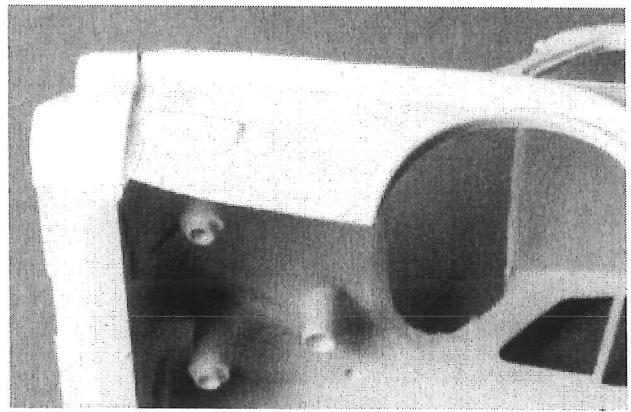
been donated to the Museum. Thanks to the generosity of dozens of donors, including Dick Groenheide and Don Emmons, who have both donated a considerable collection of AMT spray lacquers, we have a good selection of hobby paints, Revell tube glue, Pactra putty, vintage flocking, and spare parts.

Let's build another Styline kit, this time the venerable Valiant kit seldom seen today. I found a tube of really soft Testors putty and we have many tubes of glue. We'll use the rejuvenated AMT lacquer primer used in the Ranchero project, but a later version of AMT spray lacquers, Orchid Silk (#404), will be used for the top coat. I'll airbrush the lacquer using an old Badger gun, and I'll use Bare Metal foil again, since Bob Paeth has convinced me that an aftermarket foil kit was available in 1962. As the bodywork progresses, I'll grab some of the several spare aftermarket kits to customize and detail the kit, though the AMT kit will supply most of the parts used.

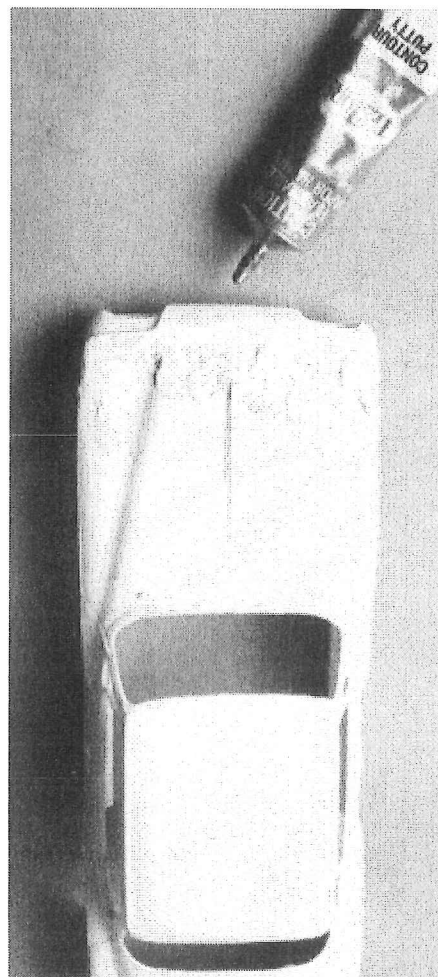
Let's take a quick look at the kit and early work. Next time, we show more photos of this project and then finish it up in the second 2002 issue of *The Builder*.



It is incredible to think in these days of parsimonious packaging that a kit manufacturer would go to the trouble to produce an interesting, informative, and beautifully produced instruction booklet. Testors glue and putty will be used.



The Styline parts didn't fit well. Note how the glue has turned amber after thoroughly drying. Wonder how much putty will be needed (we wanted to use AMT putty, but we didn't have any soft enough to use).



To keep faith with the goal of this project, the Testor putty was slathered on the Styline nose piece. It took several days of drying before the putty could be sanded. Wait 'till next issue!

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 so far have contributed rent for 2001. The Museum expresses its profound appreciation to all those individuals and associations who contribute funds to pay the rent.

September. Joan & John Mahaffey

October. two anonymous donors, John Antczak

November. Mark Brown, Steve Catron, John Dellosa, Model Car List, Eric Nelson

December. Bill Prior, Greg Struhar, Roger Yu

NEXT TIME

We'll finish up the Styline Valiant model. Wait 'til you see it in its vintage AMT splendor!

We're creating a special display of detailed engines. Gerald Wingrove has offered to contribute an engine from his legendary workshop!

Wait for a view of Augie Hiscano's four decades old '40 Ford coupe that was donated to the Museum following the Museum-benefit auction at GSL-XVIII. Incredible work!

We'll have a tour of the Museum next time, an editorial by Mike Carroll, and more news of the hobby.

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 801 860-2829, 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

The Builder Vol. 7, No. 3

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

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