



The Builder

THE NEWSLETTER OF THE NATIONAL MODEL CAR BUILDERS' MUSEUM

THE VIEW FROM HERE

MARK S. GUSTAVSON

The last issue of this newsletter was greeted with great enthusiasm. In that issue, we celebrated the growth of the Museum, the history of this newsletter, talked about our traditional activities and programs, and broke the news on our decision to expand our focus to cover contemporary events in the hobby as well as attempting to positively influence its future.

Since then, the Trustees and I have been working to expand, cement, and focus the Museum's expanded activities without compromising our ability to perform core responsibilities. We will continue to work on preserving (and replicating!) the history of our hobby while participating in current events and attempting to positively influence future developments. One of these changes will be that this newsletter and our Web site will devote more space to contemporary activities. For instance, the Museum will pursue these goals: Initiate Museum sponsorship for selected contests (we are supporting the upcoming Copper State Classic in Phoenix, and the just-concluded Space City Nationals Model Car Contest in Houston); contribute to NNL events that started with the 2002 NNL East show and will continue with the Toledo 2002 show this October; present features on the top models from the leading contests and NNL gatherings; and we will continue to pursue and enhance our relationship with the Goodguys model car contest series (the Museum is now the sole sponsor of the Best in Show award). And, of course, the Museum will continue to present the GSL International Model Car Championship every two years here in Salt Lake City.

I think that the Museum's importance to, and role in, our hobby will be best fostered by focusing our attention on a mix of historical and current events. To accomplish these goals, we will be asking dedicated hobbyists to act as our representatives in these various venues. More on this in the next issue of this newsletter.

In this issue of *The Builder*, we'll take a look at the newly-available portfolios from Gerald and Phyllis Wingrove, the announcement of GSL-XIX in April 2003 and Wingrove's sponsorship of it, developments in completing Bob Barnett's unfinished custom car models, recent donations including the annual blockbuster donation from TSSMCC, an update on the growing *Clone the Past* program, a note on some just-restored models, a quick peek at Rick Hanmore's replica hobby shop window display, the Goodguys' model car series, and other developments. Read on, and don't forget to sign up for a Museum project!

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I want to express my great appreciation to a few people who particularly have made a difference on how the world sees and enjoys the Museum. Trustee Mark J. Benton works more hours than I can imagine maintaining and updating the Museum's Web site. Trustee and newsletter editor Paul Anagnostopoulos takes the fractured prose and photos I submit and creates this beautiful newsletter. With other Museum Trustees Rex Barden, Mike Barlow, Pat Covert, Brian Dees, John Dino, Bill Helm, Alan Raab, Mike Swan, Randy Vandraiss, and Bob Wick, together with Museum research assistants Russ Harding and Bill Harrison, we have a first-rate team whose work is supported by so many of you. I also want to especially thank my wife, Janet, for the countless hours she has spent for decades addressing envelopes and managing the donated items and the filing cabinets, and doing a hundred other things for both the Museum and GSL. My heartfelt thanks to all!

NEWS FLASH!

MUSEUM STAFF

The Tri-State Scale Model Car Club has again made a very substantial monetary donation to the Museum as part of its new Grow the Hobby Fund. \$1,500 has been donated from gate proceeds and a die-cast auction at the recent 2002 NNL East show. TSSMCC's forward-thinking commitment to the hobby was first covered in the June 2002 issue of *The Builder* (Vol. 7, Number 1). We express our heartfelt appreciation for this club's long-standing financial and material support of the Museum. This donation will be used to pay for three months' rent. Thanks to club President Tom Geiger and all those many others who do so much for the hobby and the Museum.

Kudos: The Museum extends its great appreciation to MaryRose Orlans for her hard work at NNL East, where she worked tirelessly to hawk the donated die-cast GTO for the Museum. Her effort netted the Museum around \$250. Thanks, MaryRose!

CLONE THE PAST/HOT 150

MARK BENTON

As you know, one of the leading programs at the Museum is the presentation of the history of developments in model car building. We hope to gather, by loan or

acquisition or replication, the models that appear on our *Hot 150* list (check out the update on page 8)

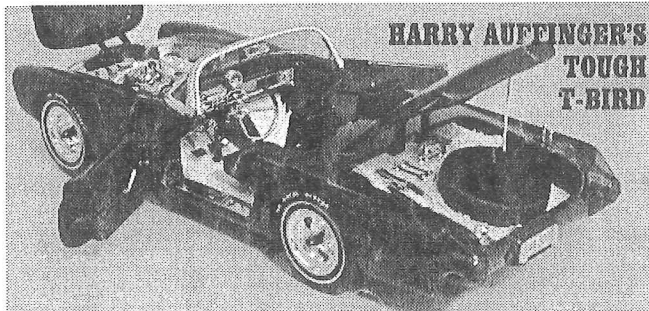
We already had made a good start in this effort: Dave Shuklis's Shamrock (restored by Pat Covert and Bob Downey), the *Car Model* magazine "Crusader" (restored by Mark S. Gustavson), Bob Paeth's "MCS X-100," the cloned "Dixie Bee" by Bill Taylor, Don Emmons' Willys Pickup, Tim Pentecost's clone of the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

- ♦ Pryor Passarino II is building Tony Broer's 1:32 scale '32 Ford roadster (*Rod & Custom*, August '59, p. 30).
- ♦ John Mahaffey is replicating Donna Schuld's '60 Ford Starliner (*Custom Car Models* by Barris, 1962, p. 11. Spotlight book #S-508).
- ♦ Roy Urvald is building Jim Keeler's '40 Ford Sedan (*Custom Car Models* by Barris, 1962, p. 25. Spotlight book #S-508). We recently found an old *Rod & Custom* magazine photo of the model and sent it to Roy, who is in regular contact with Jim Keeler.
- ♦ Mark S. Gustavson has decided to repaint Jim Keeler's bubble-top Corvette (*Model Car Science*, 8-63, pgs. 24-27 and 9-63, pgs. 11-15) because Mark originally used the "muddy" candy red toners from Dupont when he restored the model about 16 months ago. House of Color candy red, supplied by Jack Wenk (Black Gold), will be used.
- ♦ Nick Whitlow has decided to change his choice and is now cloning Al Gaby's *Golden Rod* (*Car Model*, 5-64).
- ♦ Marc Havican is cloning the Jim Yonts's dragster that appeared in the January 1965 issue of *Car Model* magazine.
- ♦ Mark S. Gustavson is cloning Lonnn Stern's "Astrodan." Lonnn may be willing to lend the original model to the Museum for a short time. (*Car Model* 6-64, cover and pgs. 18-19).
- ♦ David Lumen is replicating Wayne Thomas' Indy car model.
- ♦ Charles Jones (the original builder) and Mark S. Gustavson have teamed up to replicate Jones's 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 (*Rod & Custom Models*, June 1965, p. 52).

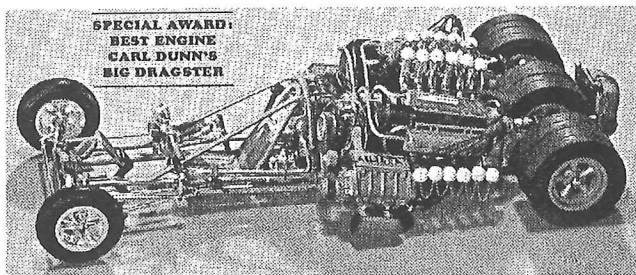
We still need more help from you. Will you choose a model and clone it? How about one of the models

featured below? Each will require a bit of work, but will help us capture these important icons of our hobby (and think of the fame and fortune for the builders).

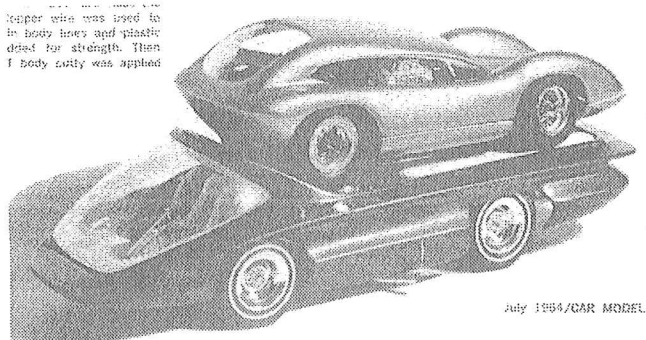
- ♦ Harry Auffinger's T-Bird (*Car Model*, 5-65).
- ♦ Carl Dunn's twin-engined dragster (*Car Model*, 1-64).
- ♦ Bob Sifferd's Telstar and Gold Nugget (*Car Model*, 7-64).



Harry's model was a tour-de-force of operating features and tasteful styling. Though 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. Mounting 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

any other models on the *Clone the Past* list. Replicating a model is a real challenge and you can help the Museum present visitors with 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. 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 (specify your project). Come on, sign up, eh?

The next step in this process is to select the set of models for the interval between 1969 and 1998. There is a wide array of terrific, hobby-changing models from this time period that meet our requirement of having been published and thereby influencing the development of modeling technology and finishing techniques. Models from this 29-year interval are probably still around and many might be available for loan to the Museum. Therefore, it is not quite as likely that we'll be cloning models from this time, although the original builder might not want to participate. Regardless, please review your old issues of *Scale Auto*, *Car Modeler*, *Model Car Journal* and *Plastic Fanatic* and nominate your favorite models for these Ages: 1969 through 1978, 1979 through 1988, and 1989 through 1998. Give us your reasons why these nominated models should be included. Your nominations will be juried by the special Museum team and announced in a future issue of *The Builder* and on our Web page. Please go to the separate insert sheet to make your nomination(s); use a separate sheet for *each* nominated model.

LET'S TALK ABOUT THE "STATE OF THE HOBBY"

MIKE CARROLL

Lately it seems no matter where you might be or with whom you're talking about our hobby, there is an atmosphere of "doom and gloom" that fills the conversation. Why? Those of us who have been around since AMT made aluminum die casts have been through all this before. We have seen the hobby hit lows and we have seen the highest of highs. What I don't recall during any of the previous "low" periods is the apparent

pervasive “give up” attitude that seems to be present today. I’ve heard, “the hobby is dying a slow, painful death,” that “there are no new products,” and that the major retail outlets (meaning K-Mart and Wal-Mart) are “phasing out plastic.” All this is generally said by hobbyists willing to do little but sit back and just let things go to pot.

The situation was the topic of a lengthy roundtable discussion at the recent Eighteenth GSL International Model Car Championship. The general consensus was among representatives from the aftermarket, most of the leadership of Revell from the Sixties, and everyone else seemed to be that the “big guys” (meaning the major kit manufacturers) don’t care. I’m not so sure.

First, let’s address the subject of the big retailers reducing the amount of plastic they’re carrying. When we saw the shelves at Wal-Mart fill up with “pre-finished” kits and push our beloved “standard” glue kits aside, our uproar was immediate and loud. The purists among us screamed, but the sales of those kits were so good that they begot yet more of the same. Now think for a moment about the sales figures for the “new” AMT 1957 Chevrolet Bel-Air, a kit was touted as one of the best to ever come from AMT. It came in at least four different versions because AMT was trying to find a way to sell it and in the end the “Pro-Shop” version. But it was selling at Toys R Us for \$3.33 a pop! That’s our fault, folks, nobody else’s! We didn’t buy it in enough quantities to keep it from being distress wholesaled to a mass-marketing company.

Another reason for the success of pre-finished kits? Youngsters. They see big brother or sister’s model and, not possessing the skills to come close, turn a standard kit into a mess, get discouraged and go back to the video game, roller blades, or whatever. But if they can create something that looks good right out of the box, that self-satisfied feeling will bring them back and hopefully a spark of ambition will hit and they will want to do something more the next time.

Not too long ago, I wrote that I was shocked at the decision to shelve the proposed (and announced) ’50 Olds Coupe and Studebaker “Bullet Nose” from AMT. I said I would have bought a case of each of them! I heard others echo the same sentiment. So why no production? Well, let’s say I buy a case of each and 5000 hobby-minded folks each buy a case of each. Do the math. A case is now 6 kits and if I and 5000 of my closest friends each buy two cases, that’s 60,012 kits. That, my friends would not pay for the tooling. Hence, no production.

Let’s talk for a minute about the aftermarket. There are so many kits, parts, trans-kits and accessories

available in mediums ranging from resin to cast metal to aluminum to styrene that it would take a phone-book-sized publication to catalog them all. There are resin casters who cater to every specialized area of the hobby. The photoetched parts available now are mind boggling! There are complete sets for just about every worthwhile kit on the market, detail sets for various types of models, accessories for customs, etc. At least two of the major resin casters in the business offer complete kits of customs that are beautiful! How ’bout Factory Stock? Where else can you get a 1957 Mercury Turnpike Cruiser or a 1953 Buick Riviera hardtop? Only from a resin caster! You still want to complain about the price as so many have in the past? Let’s do some more “considering” The resin casters fill the gaps left by the major manufacturers and pick up the slack when a popular kit is dropped because Wal-Mart didn’t buy 250,000 of them this time around. Most of them operate out of their homes on a relatively small scale. They make their own molds out of rubber, not metal. These molds last for only a few pours and then have to be remade in order to continue with a certain product. If you balk at paying \$35 to \$75 for a complete resin kit because your kids won’t eat, that’s one thing. If you balk because you think that’s too much to pay, check the collector price of that old AMT kit and compare it to the resin re-pop. Then check the price of resin and rubber that a resin caster is using and realize no one’s getting rich. If you still think it’s too much, maybe you’re not a very dedicated builder and you might even be something of a tightwad. You might really want to scream when you see the new prices coming for “normal” kits. The average price of a standard glue kit will be \$13.50. The new ’56 Chevy Del Ray and the AMT Ala Kart retail in the \$15 to \$16 range. Comparatively speaking, that’s not bad. We have enjoyed one of the slowest rises in the cost of our “addiction” than any other hobby I can think of.

We shout out, “Support your local hobby shop,” where the selection is deeper, yet we go to Wal-Mart and K-Mart to buy our kits because they are cheaper. And then we lament how sad it is when the hobby shop goes out of business. When Wal-Mart and K-Mart no longer carry the amount of plastic kits we are used to, we complain again. It is becoming apparent that we are good at two things: building models and complaining. We need to become visible and vocal. We need to go to the company board room if necessary and help corporate management understand that we are not happy with the way things are going. We can speak eloquently with our pocketbooks. We are their bread

and butter, but if we don't buy the product, we won't stay their bread and butter. See how it works?

The bottom line? It is up to us (as usual) to get involved. Write the manufacturers and voice your displeasure to the people who can do something about it! Don't tell me or your model club about! We already know and we are on your side! I firmly believe we, as a whole, can make the difference. I cannot believe the manufacturers are so apathetic that they are willing to ignore a vocal buying public. They will produce and market what sells, period. But we must buy the kits when they are great, as most of them are. It's the American Way—capitalism is the best system there is but let's use it to our advantage!

Editor's Note: As we announced in the last issue of *The Builder*, we'll invite, from time to time, leading hobby figures to author an op-ed piece on our hobby. This, and future, editorials do not necessarily reflect the official policy of the Museum. Our only goal is to encourage thinking about our hobby and its future.

GSL INTERNATIONAL MODEL CAR CHAMPIONSHIP

MARK S. GUSTAVSON

As many of you know, the Museum is now the principal sponsor of the famed GSL International Model Car Championship. After the GSL-XVIII awards presentation concluded, GSL Trustees met to discuss GSL-XIX, which will be presented April 24 through April 27, 2003, at the Wyndham Hotel in downtown Salt Lake City (new location). In our ongoing effort to keep the Championship responsive to its audience, and to continue GSL's commitment to encouraging high-quality modeling, fair competition, and cheerful friendship, the Nineteenth International Championship will include a few changes for the benefit of the entrants and attendees.

The nineteenth GSL International Model Car Championship will be held April 24 through April 27, 2003 at the Wyndham Hotel in Salt Lake City. The Championship has moved to the new hotel to accommodate the growing number of competitors and attendees. Though the event and room charges will go up a bit, we'll have a lot more room, and we'll be able to include the presentation of contest models, projects, and past winners in one large room. We specifically encourage the exhibition of in-process future GSL entries, as well as special projects. A strong effort will be made to present an array of past GSL award-winning

models. Also, look for an old *Car Modeler* magazine project—now redesigned and rebuilt—to be on display.

The National Model Car Builders' Museum will sponsor and host, on Thursday and Friday afternoons, builder-oriented how-to seminars (these events will focus on both fundamental and advanced model building techniques), as well as the now-regular State of the Hobby discussion and reception on Thursday evening. The GSL Seminar Series will also include seminars on Friday morning and afternoon and on Saturday morning. Please visit the newly Museum updated Web site at www.TheModelCarMuseum.org.

The Common Kit will be the AMT/Ertl '62 Thunderbird convertible/roadster kit (30061-1HD). The Common Kit entries will be judged by the GSL judges along with the other regular GSL Classes. The Group '03 kit (built with materials, supplies and techniques in use no later than 1973) will be any version of the AMT '40 Willys coupe or pickup (whether the original kit or any reissue). Remember that the winners in the Group '03 Class will be selected by popular vote.

The Championship will open to on-site registration Thursday at noon, and continue through Saturday at 4:00 P.M. Of course, preregistration will be accepted by mail as in the past, before the Championship opens, but only *after* the GSL Championship Manual is distributed in January 2003.

Tours to the National Model Car Builders' Museum will be presented on Friday and Saturday to permit modelers to better enjoy the collection. This enhanced schedule will give a greater number of modelers the opportunity to visit and fully enjoy the Museum. Museum proctors will be on site.

Check out the newly-revised GSL Web site found at www.GSLChampionship.org. By mid-Summer, venerated GSL and Museum Webmaster Mark J. Benton will also present historic GSL photos and information for the Championships through GSL-XVIII. Thanks, Mark, for your hard work!



The poster for the GSL XIX International Model Car Championship features several images of model cars. The text on the poster includes: "GSL XIX International Model Car Championship", "The Tradition of Excellence Continues", "www.GSL.org 2003-2004", "GSL XIX • APRIL 24-27, 2003 • SALT LAKE CITY, UTAH", "17 CLASSES WITH 4th PLACE - BEST OF CLASS AWARDS", "Plus MASTER AWARDS FOR: BEST IN SHOW • MODELER'S CHOICE • BEST PAINT/JOB • WEIGHTED DETAIL/CONSTRUCTION AWARDS • SPECIALS ENGINEERING AWARD • BEST IN TOWN • BEST DETAIL", "Also: GROUPS • TITLES OF THE NATIONAL MODEL CAR BUILDERS' MUSEUM • FREE SEMINARS • T-SHIRTS • PATCHES • 100 REPAIR ADVICE SERVICE • PLUS • TOP COMPETITION", "HONOR ENTRIES WELCOME!", "FOR MORE INFORMATION, SEND TWO DOLLAR/50¢ STAMPS TO: GSL XIX • 10771 South 1200 East, PMB 101 • Sandy, UT 84086, USA", "ONLINE THE WEB IS: www.GSLChampionship.org • OR BY PHONE: 801-545-2000 ext. 200", and "DON'T MISS IT!"

THE WINGROVES OPEN THEIR WEB SITE

MARK S. GUSTAVSON

Everybody knows about the unbelievable craftsmanship of the Wingroves. Their work has been widely featured, worldwide, for almost four decades. They also permitted their names to be used for the Wingrove Scratchbuilding Master Award at the GSL International Model Car Championships.

The Wingroves have recently created a Web site to pass along their knowledge, and offer for sale their plans and other construction information. Read here as they describe their efforts (text distilled from their site at www.wincol.com):

What Is WinCol.com? Way back in 1979 I had an ambition, (and promised the readers of my books) to make available to them copies of the scale plans and data photographs that I use in building my own work. Now with the availability of comparatively inexpensive home digital equipment, a powerful Apple Mac Computer, and the Internet, I think we have at long last got all of the pieces together to fulfill my original ambition.

The model ship, model aircraft and model steam enthusiast has long been catered for with regard to scale plans of an endless variety of subjects. While those interested in scale carriage building have a limited range, the car enthusiast has almost nothing to choose from. He is obliged to either modify manufactured kits, or collect his own data and draft his own plans as I have done. The former choice means that you are restricted to what the manufacturer is prepared to offer in kit form, the latter means that you might have many months work collecting together the data and drafting the plans before actually getting down to building the model, that is if you can locate the subject of your desire in the first place. That IF is a very big one, because almost all of the most desirable subjects were built in very limited numbers, are now valued in the millions of dollars bracket, and held in private collections, not open or available to the general public.

After more than thirty years of model making and data collecting, Phyllis and I have now amassed an enormous photographic archive. Although we have had to travel up to 12,000 miles to collect a lot of this material, it has been freely provided. We have always been given the most generous of assistance of unrestricted access to priceless vehicles by their owners or keepers, at no cost to us, for which we thank them most sincerely. I wish now to make these available to whoever can make use of them.

Data photographs are like gold dust, invaluable to the person working with a given subject, but can cost ten or twenty dollars *each* from Museums and Archives. In my work I consider them as important as the scale plans themselves. As we were allowed to take them without cost, so we pass them on with the Portfolios without specific charge.

Those familiar with our work will know of my books, some 60,000 copies of which have now gone around the world to aspiring model makers. Here at long last we are making available the plans and data photographs to go with these. This Internet site is for you, to provide you with as much of my original data as you may want, to answer queries on problems you may have with the techniques set out in my books, and for a few, to offer one to one tuition on these techniques in my workshop at some future date.

This of course does not mean that you have to own a Wingrove book before you can qualify for access to this data store. There have been several cases over the years of people making use of this data to assist them in restoring and/or building replica automobiles. If you can make use of it, it is here for you.

I have given much thought on the pricing for this material, and sent out a "round robin" via the Internet to a number of people in several countries who have, over the years, either expressed an interest in acquiring this data, and/or are into scratch building themselves, to seek their views. Suggestions ranged from \$20. to \$200, to \$700. per portfolio, the latter from someone seeking data on a particular car that he found was impossible to gain access to.

The criteria that I have used to arrive at a price is that it should cover the cost of material, labour, airmail post, packing and insurance, and an amount that will allow me to continue drafting plans and adding Portfolio to the list. The price paid is for the plans of a subject, the sheets of which may vary in number from Portfolio to Portfolio, as will the number of pages of detail photos. To put it another way, I am suggesting that as a subject for modeling with regard to the cost of the data required, a Curved Dash Oldsmobile, should be no more or less than that for a Bugatti Royale.

Each Plans Portfolio is made up of a number of A3 sheets of 1/15th scale drawings of the subject together with up to fifteen A4 pages of detail photographs, (with 1 to 4 photos per sheet) most of which will be black and white, but including at least one colour illustration, together with brief notes on the colour scheme and points of interest on the subject. As we have well more than a hundred photos of some subjects, we are also making available to those seeking additional data and who already have the Plans Portfolio, a Supplementary Portfolio of further detailed photos at a reduced price. If they still need more information on a particular point, maybe the left side of the carburetor or spring shackle for example, if we have the photos on file, then we will supply one further single A4 page of photos of these free of charge. Although we ourselves have taken well over 10,000 detail photographs of these vehicles, we have also been given, for use in our plans books (Portfolios), a number of unique, and in many cases, original factory photograph, of some subjects. However the agreement for our free use was given back in the 1970s when this project was first conceived. Because of the time lapse between then and now I have endeavoured to make contact again with these most generous individuals and organisations. Unfortunately many of them have now passed on and it is all

but impossible to determine who or where the new owners of these photos, if any, may be.

Please consult the enclosed blow-in sheet that will give you further information on the Wingroves' efforts. Thanks, Gerald and Phyllis, for your inestimable contributions to this great hobby. And a special thanks to Michael Clark Toomey for helping with this article by supplying the graphics and portfolio list.

WINGROVES SPONSOR GSL CHAMPIONSHIP

MUSEUM STAFF

The Museum and the GSL International Model Car Championship are pleased to announce that the Wingroves will be awarding two portfolios to the winner of the Wingrove Scratchbuilding Award at future GSL Championships, starting with GSL-XIX next April (see the article and advertisement elsewhere in this issue). Thanks to the Wingroves for their encouragement of scratchbuilding and quality craftsmanship! Okay, scratchbuilders, get to work!

DONATION CORNER

MUSEUM STAFF

The Museum continues to benefit from a wide range of generous donations from supporters. Check out these items! Thanks, everyone!

JIM KEELER. Keeler drawings, magazines, one kit, miscellaneous documents.

MIKE OGLE. Back issues of *Blueprinter*, *Auto World Decal*, issue of *All About Model Cars*, *Auto World* catalogs.

JOHN ANTCZAK. Full set of 1962 AMT dealer promotional sheets, including lacquers, putty, Barris role Many vintage advertisements copied onto heavy card stock.

DON STRONG. Two kits.

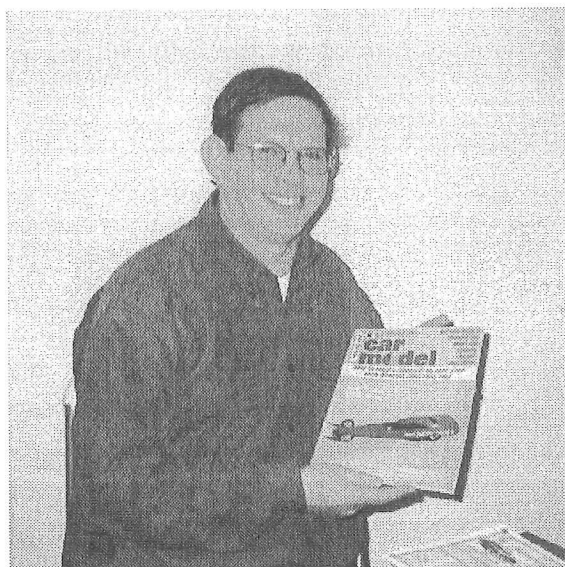
DAVID BASSETT. AMT/Pactra spray paint, *Auto World* decals/Revell custom car parts.

GABRIELE WAGNER (WITH THE ASSISTANCE OF DORIS HOENE). Selected models of Olaf Wahl.

SCOTT ADAMS. Feb '90 issue of *Cartoons* featuring model car building, March/ *Finest in Ford*, Bottle of O-lin styrene solvent.

When Jim Keeler recently visited the Museum to drop off some items, he spent some time with us.

Thanks, Jim, for your donation, and for your great contributions to our hobby!



Remember that Jim built the famed two-model "Dodge Fever" series. Both models have been restored in reside in the Museum.

MONETARY DONATIONS

MUSEUM STAFF

The following individuals and organization made generous monetary donations to the Museum.

AUTO MODEL BUILDERS OF VANCOUVER. \$75. Note that the AMB is the club that has been making contributions to the Museum for the longest time. AMB also played a major role in the Oakland Roadster Show Diorama by building several of the scale replica customs and rods there on display. Thanks to Gerry Bamforth and all the members!

INTERNATIONAL PLASTIC MODELERS SOCIETY. The Museum expresses its profound gratitude to the IPMS and David Von Almen for the generous contribution of advertising space for both the Museum and the GSL International Model Car Championship. Their contribution of advertising space for many years has reduced monetary demands upon the Museum. Many thanks to the IPMS and Dave. The IPMS cares about car modelers!

RICHARD CARROLL. \$150.

TRI-STATE SCALE MODEL CAR CLUB. \$1,500. See news flash on page 2.

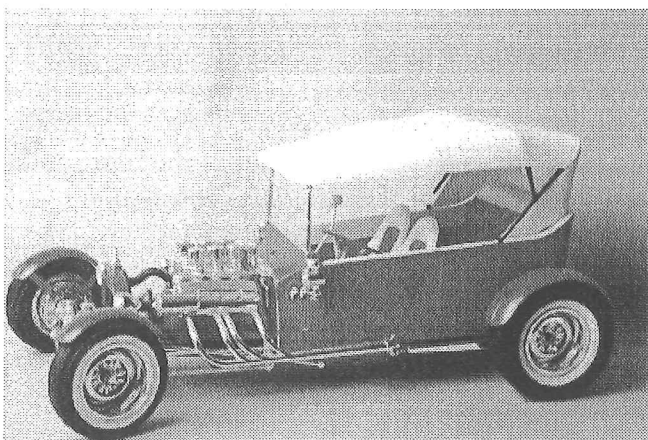
JAMES WALTERS, KELLOGG & ANDELSON ACCTCY CORPORATION. \$150.

NNL WEST COAST MODEL EXPO. \$100. The Museum celebrates the fact that the famed NNL West Coast Model Expo has returned. The show in February of this year was a rousing success. More details on the 2003 show will appear in the last newsletter of this year. Thanks to Steve Hinson for his role in providing this donation. You may remember that the West Coast NNL made a \$4,000 donation to the Museum several years ago.

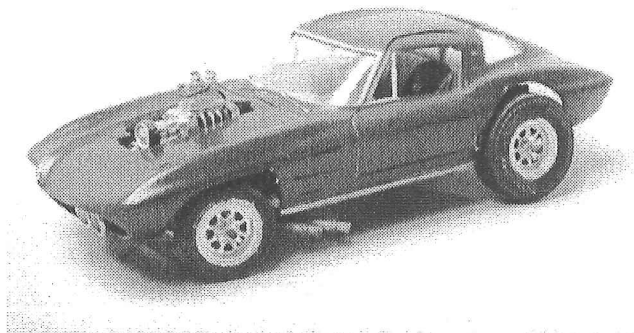
MODEL UPDATE

PAUL ANAGNOSTOPOULOS

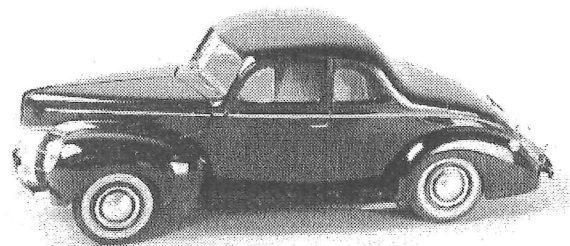
In past issues, we've had brief notes about a Monogram 1:8 scale Big Tub that was donated to the Museum, as well as Darrell Zipp's Revell-Pactra I Corvette. And now we have an early '60s piece by three-time GSL Best of Show winner Augie Hiscano as well as a vintage Model A roadster restored by noted builder Bill Taylor. The Big Tub and Zipp's Vette models really triggered a lot of memories among Museum members and staff. Now we have a glance into the start of Augie's modeling career and then that Model A! Check out these photos.



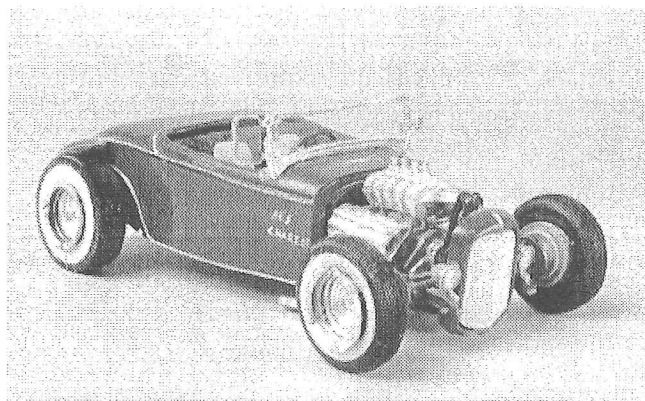
Fresh from the Museum workshop, the Big Tub has been carefully cleaned and reassembled. This model was in generally excellent shape but needed a few parts taken from our collection (rear shocks, a brake drum) to be complete. Reflecting Museum policy, this model was assembled with the front cycle fenders returned to the place where the original builder placed them.



As previously noted, Darrell's vintage custom Corvette still startles viewers. Featuring a scratch built brass frame, working suspension, incredible mechanical detailing, a custom body (complete with asymmetrical styling, a flip front clip and opening doors), this Revell-Pactra I winning model is a tour de force. It has been returned to much of its original glory (we elected not to repaint it) by Mike Swan and Mark S. Gustavson.



An historic model by Augie Hiscano has been added to the Museum's collection because it was purchased by a generous donor at the GSL-XVIII Museum Benefit auction and donated to the Museum. This '40 Ford, built in 1960, is still resplendent in its tuxedo black finish.

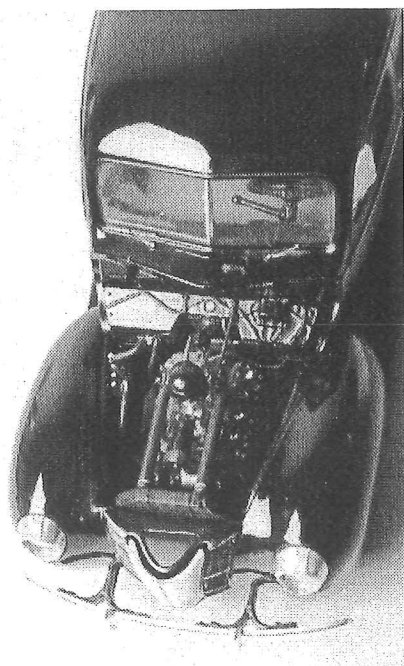


This early Sixties built up version of the original AMT '32 Ford kit is really a time capsule to the roots of our hobby. Channeled over the frame, and featuring decent craftsmanship skills, this model is now on display. Clean up work by Bill Taylor.

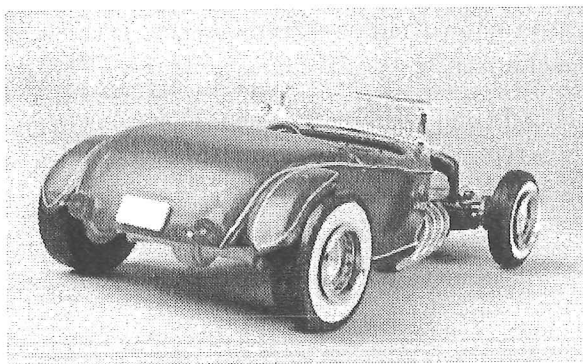
MILANO MODEL TOY MUSEUM OPENS TO THE PUBLIC

MIKE BARLOW

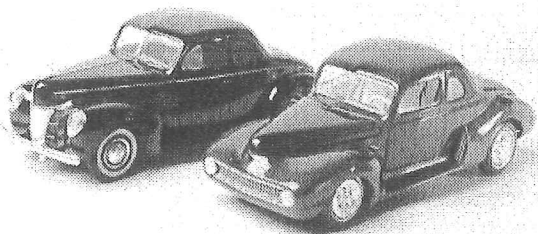
The National Model Car Builders' Museum notes with interest and support the opening of Dean Milano's Milano Model Toy Museum. Well known as a collector and kit historian, Dean's Museum features cars, planes, ships, figures, science fiction, rockets and space vehicles, HO structures, and dioramas. Of particular interest to scale vehicle miniaturists are Dean's wide range of rare Monogram kit dealer presentation items. This kit museum opened at a gala ceremony on Friday, April 5, 2002. Located at 116 Park Avenue in Elmhurst, Illinois, you can reach Dean at 630 279-4422 to arrange a tour.



Augie rendered some modest engine compartment detailing that is still clean as a pin. Check out the gloss on that four decades old paint!



Check out the rake, the molded rumble seat, custom taillights, abbreviated fenders and painted undercarriage. Note how the old tires have shrunk away from the old AMT rims.



We couldn't resist this photo. Augie's stock-bodied '40 is parked next to Rick Harris' full custom Revell-Pacra I Southeast Regional Best Paint winner! Wow!



Dean printed up a full color, three-panel brochure for his kit and toy museum. The bobby welcomes Dean's vision and hard work!

BOB BARNETT MODELS

MARK S. GUSTAVSON

Noted custom car historian and scale replica custom builder Bob Barnett died in 1994 after a long illness. Widely respected and liked, Bob left behind a legacy

of geniality, passion for the hobby, friends everywhere, and a terrific array of started custom models including some replicas of real cars. Shortly after his death, his widow, Kay, called me and invited me to come to her home in Oklahoma to look through Bob's materials and prepare the shipment to the Museum of a wide array of unfinished replica custom, original models and an unbelievable array of hobby and custom car memorabilia. It was an emotional time since Bob was one of my closest friends.

We have advertised Bob's models before to interested builders, and a few dedicated hobbyists have stepped forward. When we first started this program in 1995, Gary Grassman and Weldon McDowell jumped right in and finished off two models. Gary completed Bob's 1948 Ford custom phaeton and Weldon painted Bob's chopped and sectioned 1951 Chevy Fleetline, after which Gary wrapped it up. Then we waited a few years and Bob Mako finished Bob's replica of the "Limelighter," a full custom '58 Chevy built by Bill Cushenbery. Just a few years ago, one-time GSL Best of Show winner Fred Grumke did a magnificent job of completing Bob's model of Johnny Zupan's custom Mercury (check out the article in the June 1999 issue of *The Builder* and on our Web site at www.themodelcarmuseum.org/Models/Barnett/Zupan/zupan.html).

More recently, Joe Prestia undertook the task of completing a '49 Mercury convertible that Bob started. A builder of no small reputation, Joe's decision to take on this project was first covered in our December 2000 issue of *The Builder*. Finished in time for display at the 2002 NNL East, Joe presented the finished Bob's Mercury convertible. Check out this great picture and watch for a full article on our Web site in a few months. Thanks, Joe, for your great work and dedication to the Museum. Bob would certainly approve of your work!



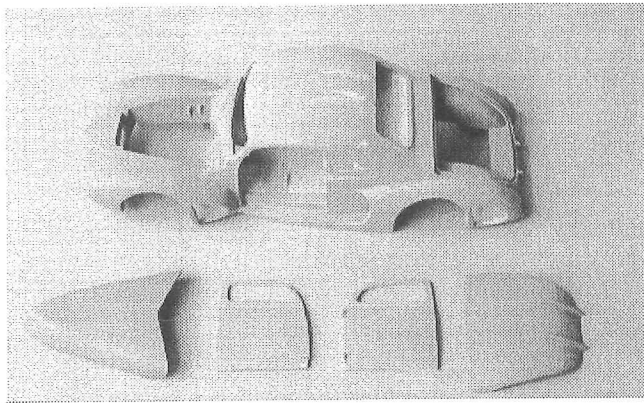
The Barnett '49 Mercury completed by Joe Prestia.

One of Bob's finest unfinished efforts is the half-complete replica of Bill Cushenbery's El Matador. Just about two months ago, Rick Harris took on the project of completing this model. You may remember Rick's recent restoration of his Revell-Pactra I Southwest Regional Paint winner '40 Ford featured in the last issue of *The Builder* and at our Museum's Web site. The El Matador is a difficult piece because the original car was highly detailed, and will require considerable work to complete.

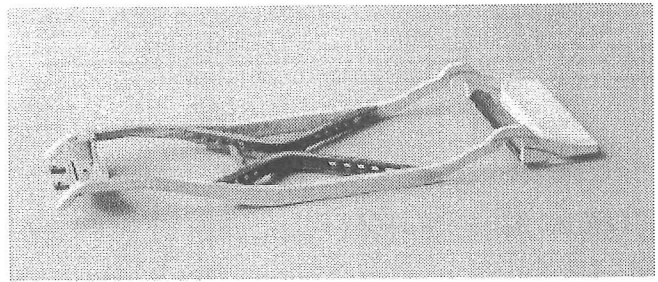
Since Rick enthusiastically embraced this project, he and I have been talking about how to finish the model, which, when completed, will be displayed in the Oakland Roadster Show Diorama. We've decided to retain the services of master machinist Cody Grayland and artist Bob Wick to produce the following machined and photoetched parts:

- ♦ Four wheels (machined by Grayland, and then chrome plated by Mark S. Gustavson);
- ♦ Front and rear bumpers (To be cast in brass, plated by Gustavson);
- ♦ Front grille work, Harris to make pattern, Gustavson to hammer from brass and then chrome plate. Wick to do photoetch insert;
- ♦ Headlight surround and inset screen (Harris makes pattern then reproduced by Grayland, photoetched insert by Wick);
- ♦ Cibie headlight buckets, lenses/inserts (Buckets and lenses will be machined by Grayland; plated by Gustavson);
- ♦ Windshield surround (Harris makes a pattern, Gustavson reproduces in brass and then chrome plates);
- ♦ Backlight surround (Harris makes a pattern, Gustavson reproduces and chrome plates);
- ♦ Steering column (Machined by Grayland, plated by Gustavson);
- ♦ Dash bezels in front of driver and passenger (Grayland to machine, Gustavson to plate);
- ♦ Speedometer in center of console (machined by Grayland, plated by Gustavson); and
- ♦ Taillight lenses (machined from clear red plexy by Grayland) to fit into brass taillight insert "tubes."

Here are a few shots of the model before it was shipped to Rick.

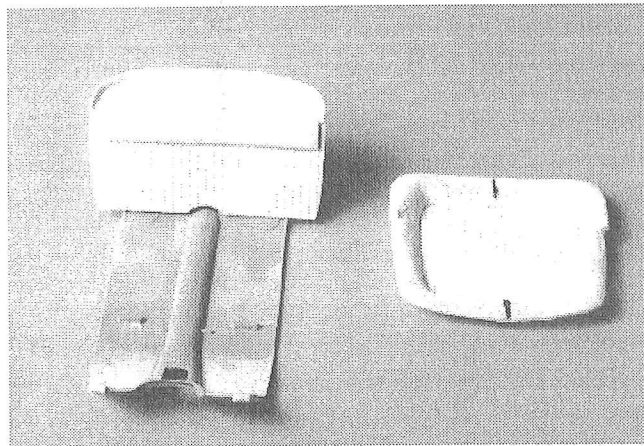


Bob did a good job roughing in the complicated custom body. As was Bob's passion, all of the exterior panels were opened.

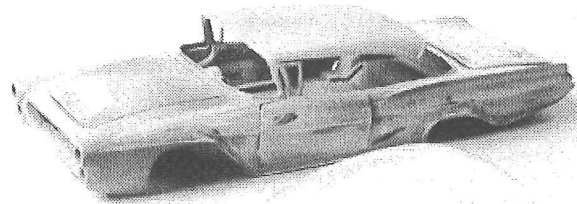


Bob talked with Bill Cusbenbery (now also passed on) about details on the frame. Note the '37 Ford X member and the heavily modified rear frame rails.

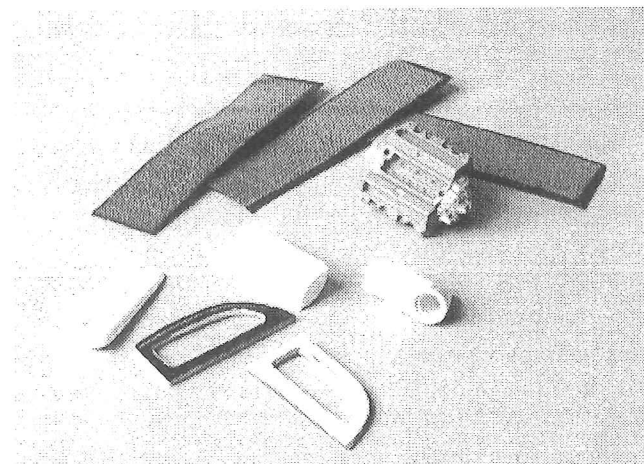
There are other Barnett models to be completed, too. Bob started a very innovative '57 Ford that merges vintage custom styling with more modern drive train details. Check out these two photos:



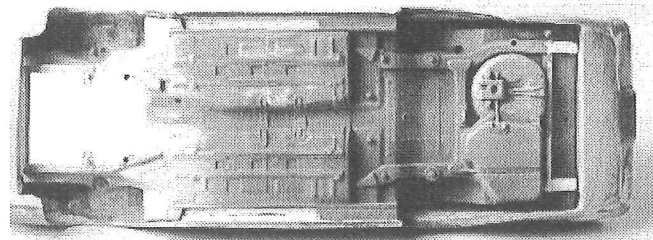
With plenty of research under his belt, Bob got a strong start on the head liner and the rear bulkhead and package tray. Check out the innovative head liner insert!



The model has been deeply sectioned and features the installation of the original issue Styline rear applique. The front end features canted and angled headlights and a pancaked hood.



The head rests, engine, inner rear quarter window upholstery panel and vintage photoetched grille work from my old Putty Thrower company were also gathered.



Bob installed the unibody platform from the Revell 1990 Cougar. This model will require considerable work, but would turn out well in the hands of the right builder. Bob's notes about finishing touches (e.g., colors, etc.) are available.

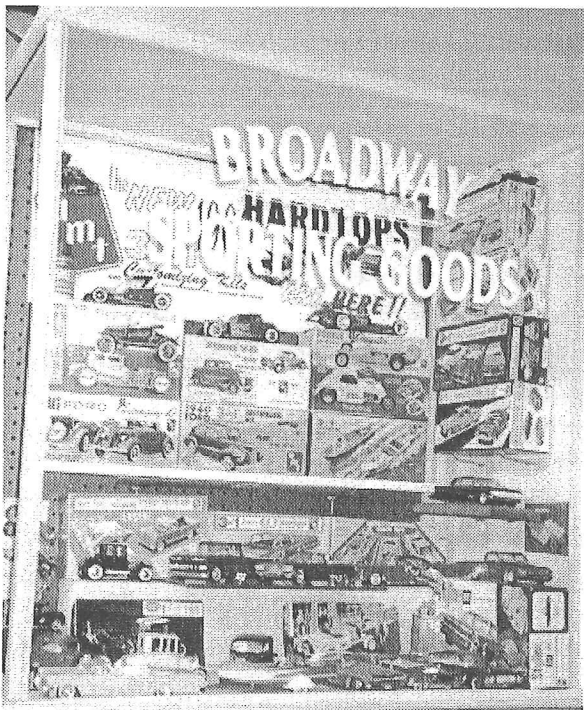
Thanks to Joe, Rick and everyone else who has worked on these models. In our next issue, we'll take a look at another of Bob's unfinished customs. By that time, we might have a report from Tom Dillion II who

also has undertaken to finish one of Bob's models. Can you help by finishing one of Bob's remaining custom models? Please write for more information.

INTERESTING VINTAGE HOBBY STORE DISPLAY

MUSEUM STAFF

A few years ago, Rick Hanmore recreated an interesting historic hobby store window. Check out this really great time capsule, circa 1960–61.



The boxes are all authentic, mint examples, and the built-up models by Rick are constructed only from the kit parts. This is a cool look into the history of our hobby and a more simple, innocent age.

PUBLICATIONS NEEDED

MUSEUM STAFF

As part of our effort to sleeve the thousands of magazines that we have in the Museum, we have personally examined each of the magazines. Consequently, we need to acquire very good copies of the following magazines either to replace poor or missing copies. Please look through your collection and see if you can donate any one of the following magazines.

Car Model. 1965: January; 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

IAAM Bulletins. February 1955; March/April 1956; September/October 1958; November/December 1958; March/April 1960; July/August 1960; September/October 1960; November/December 1960; January/February 1961; March/April 1961; May/June 1961; September/October 1961; March/April 1963; May/June 1963; September/October 1963; November/December 1963

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

Meccano Magazine. All but April 1968

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

SPECIAL PROJECTS DIVISION

PAUL ANAGNOSTOPOULOS

The Museum's Special Projects Division has been organized to pursue the 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 more than a very Museum visitors and researchers will be permitted to thumb through at the magazines—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 (Ron Norman, Roger Yu and Elmore Craig) have been working on scanning the hundreds of magazines in the Museum but this can't be done by just these Museum members. So far, Roger has produced two CD-ROMS each of which contain an image of the issue of Car Model magazine digitized on that disc (displayed

in the last issue). It is our goal to sequentially upload each disc for a period of time that will be available only to Museum members. 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, *please* contact Mark S. Gustavson at msgsl@xmission.com.

ORGANIZE PHOTOS INTO ALBUMS

Another major project is the categorization 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.

I was tremendously impressed with your most recent issue (Vol. 8, Number 3) of *The Builder*. What a professional and informative publication this has become. Bravo to you and your entire team that does the publications. I am very, very impressed, Mark. —Tim Boyd

Hey Tim: This newsletter and the Museum represents the hard work of the dedicated Trustees and those hundreds of modelers who support our efforts with donations, both monetary and in-kind. Thanks for your kind words and support! —Mark S. Gustavson

GOODGUYS MODEL CAR CONTEST SERIES

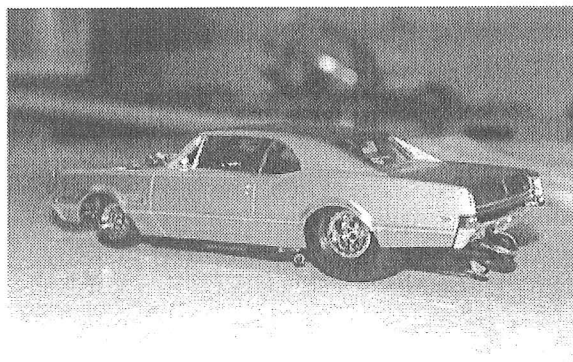
MUSEUM STAFF

As reported previously, the Museum is the exclusive sponsor of the Best of Show award at the Goodguys model shows. Thanks, Mike Carroll, for making this arrangement for the Museum! Each Best of Show winner receives a one-year Museum membership and other prizes, including having their model pictured here (if they supply a picture). Each of the model contest administrators are also presented with Museum memberships.

Two recent winners are:

RICK SIMMONS. '65 Oldsmobile Pro Street, Goodguys 4th Annual Southwest Nationals, November 17–18, 2001.

DONALD T. SIMS, JR.. 8th Annual Southeastern Nationals, October 26–28, 2001.



Rick's pro-street Oldsmobile is exceptionally well done. A flawless finish matched with sophisticated detailing work together to pull down the top award!

AFTERMARKET COMPANIES PROMOTE THE MUSEUM

MUSEUM STAFF

We are pleased to tell you that our arrangement with leading aftermarket companies to promote the Museum has been very successful. We have picked up about a dozen new Museum members through the effort of our sponsors who include a copy of our newly-revised Museum brochure with each order. This kind of support is greatly appreciated, and will help to get the word out about our efforts, and gain new members. We are pleased to add Championship Publishing as our newest participant in this great program. Patronize these terrific sponsors!

The Museum expresses its gratitude to these companies (arranged in no particular order). Buy from them often! Black Gold, R&D Unique, Replicas and Miniatures Company of Maryland, The Modelhaus, Nitro Models, Scale Motorsport, Championship Publishing, The Model Car Garage, Little Motor Kar Company, and MCW Automotive Finishes.

OLAF WAHL DONATION

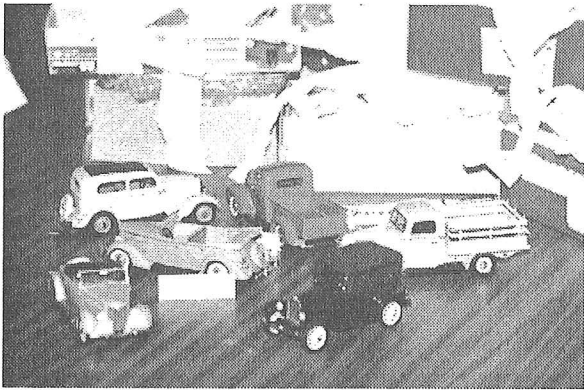
MIKE BARLOW

You might be aware that Olaf Wahl was a leading builder of replica stock Ford models. Featured in an issue of *The Complete Ford Book* series from Petersen Publishing in the Seventies, Olaf was a knowledgeable and highly skilled model craftsman.

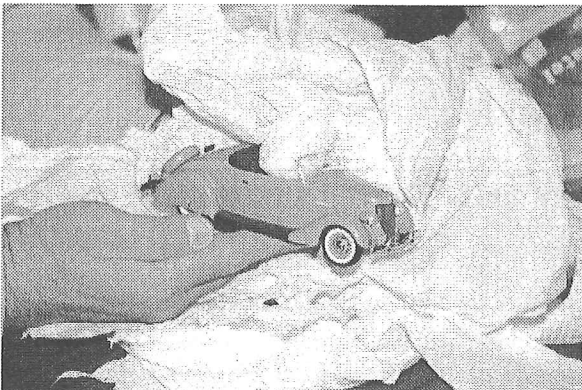
Sadly, Olaf passed away in 2001. In late 2001, Dennis Doty received an e-mail from German citizen Doris Hoene who represented the executor of Olaf's estate, Mrs. Gabriele Wagner. Doris had heard of the Museum and wanted to get in touch with us to see if we'd be interested in a donation of some of his models. We eagerly responded and, following an enthusiastic e-mail exchange between Mark S. Gustavson and Doris, the Museum received a large box of the models that Mark selected from those available.

We are pleased to note that we received six models and two kits from the estate of Olaf Wahl: '28 Ford roadster, '34 Ford Sedan, '40 Ford pickup, '40 Ford stake truck, '26 Ford touring, and a '36 Ford Phaeton.

The Museum expresses its appreciation to Mrs. Gabriele Wagner, Doris Hoene, and to Dennis Doty for putting the Museum in contact with Doris. We will treasure this generous donation of historically significant models!



The models were exceptionally well packed to survive the half-a-world transit. The '34 Ford, '40 Ford flatbed and '36 Ford phaeton each represent substantial conversion work. All the models are exquisitely well done and have held up well over the last three decades.



The '36 Ford roadster is especially nice, and represents an historic coach work custom version of the car. Olaf's work is exquisite.

IN MEMORIAM

The Museum is sad to note the passing of another modeler, Mike Hester, in 2002. We will tell you more about Mike and his models in the next issue. And we just learned that Richard Dunn passed away two years ago.

Tony DeVecchio passed away in May. As the "Unofficial Official" of the LIARS Club, Tony successfully ran most of the club's business and kept a semblance of order and sanity at their monthly meetings. An original founding member of the club in 1991, Tony's nickname was "Slice 'N Dice" because he had the magical ability to take any two or three dissimilar plastic car bodies or body parts, look at them for awhile, make some cuts, Tenax them together, use plastic wood as filler, and create a original vehicle that looked like it was molded that way. Tony especially loved customs and street rods, and had a knack for whipping up something that would blow everyone away, using only parts and pieces from his spare parts box.

Our deepest condolences to the families and friends of these terrific guys. Their names have been added to our list of departed modelers. If you know of a departed hobbyist, please let us know. The list is read at each GSL Championship.

APOLOGY

MARK S. GUSTAVSON

I want to personally apologize to Matthew Wells at Scale Motorsport, who wasn't credited in the last issue of *The Builder* as one of the aftermarket companies that have been distributing Museum brochures. I neglected to double check our list before going to print. The Museum apologizes to Matt who, by this writing, has probably distributed almost 800 brochures and who made a generous donation to the Museum at GSL-XVIII to launch his "1% for the Museum" program. Thanks, Matt, for your dedication to the Museum and for your generous monetary support.

NEXT TIME

We'll take a look at the progress on the vintage AMT Styline Valiant kit (pressing Museum and GSL-XIX duties slowed progress on this model). We'll feature in-progress photos from our *Clone the Past* projects as well as an update on the Revell-Pactra book. We'll look at *Bollinger's Index*; Tim Bollinger has produced the most incredible index of *Scale Auto*, and now has moved on to other titles, too! See you here in September!

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 2002. The Museum expresses its profound appreciation to all those individuals and associations who contribute funds to pay the rent.

January 2002. Classic Plastic Model Club, Royle Glaser Freund, Nitro Models

February. International Plastic Modelers' Society and David Von Almen

March. Dr. C. E. Anagnostopoulos

April. Tri-State Scale Model Car Club

May. Auto Model Builders of Vancouver, Richard Carroll, James Walters, West Coast Model Expo/NNL

June. Tri-State Scale Model Car Club

July. Tri-State Scale Model Car Club

FOREIGN CORRESPONDENTS

The Museum is enlisting the aid of modelers outside the United States to act as our "foreign correspondents." We hope these modelers will contribute articles about the state of the car model hobby in their countries. If you are interested in taking on this role for your country, please contact us.

JUHA AIRIO. Finland

RICHARD BOROZDIN. Australia

ANDERS ERICSON. Sweden

KEVIN FENTEN. Ireland

MARK FLYS. Great Britain

RIK HOVING. The Netherlands

K. S. RAMAN. India

FRANCISCO RUPP. Brasil

JOAN OLIVE SANS. Spain

ZELJKO SEGIN. Croatia

DOUGLASS SEYMOUR. Western Canada

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, send it to the address in the box below. If you want a tour, please call Mark S. Gustavson or Mark Benton, in advance, to arrange a time. 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. 8, No. 1

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

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