



The Builder

NEWSLETTER OF THE INTERNATIONAL MODEL CAR BUILDERS' MUSEUM

THE VIEW FROM HERE

MARK S. GUSTAVSON

Sometimes, I wish you all could be with me and other Museum Trustees here in Sandy, Utah as we work at the Museum. Recently, in anticipation of those many modelers who will tour the Museum during the upcoming Nineteenth GSL International Model Car Championship, we have worked for many Saturdays to completely renovate the displays, work/restoration area and the library. Though it has been remarkably hard work for Trustees Mike Barlow, Mark Benton, Mike Swan, John Dino and his son Ben, who were joined by George Layton, Brian Workman, Ed Lence, Andy Barlow and me, it also gave all of us the remarkable opportunity to again deeply appreciate the collection.

It was, frankly, a humbling experience to handle, again or for the first time, the artifacts that represent the creativity and hard work of more modelers than we can count. The Museum is the repository of *thousands* of items, some significant, many modest, and virtually everything had to be touched as it was moved. From the newly-acquired work of early *Car Model* author Paul Sable to the revealing early-Sixties Revell corporate memos from Bob Paeth, to the Monogram 1/8 scale parts packs that Alan Raab recently donated, everything here represents the work of those who were and are passionate about their hobby. Late at night, when I visit the Museum at times, there is a sense in which the modelers and business people whose work is archived are *there*, silently looking over our efforts to honor and respect their lives and contributions.

Of course, the Museum is about more than gathering the historic items that have characterized and defined our hobby. As our perspectives have matured, we have come to understand that the Museum must also look after current activities and the future of the hobby to genuinely do its job of representing the hobby. Part of that effort includes presenting building-related articles in this newsletter (and, soon, on the Web site) and

promoting current contests and displays. And we needed a new set of display advertisements. You can read more about these activities in this newsletter.

The point of all of this is to observe that the Museum needs *your* help and passion as we look after the wide-ranging scope of activities in which the Museum is engaged. Here's what you can do: write a how-to article about a specific modeling technique, volunteer (as so many have recently) to scan our crumbling historic magazines before they're lost to the hobby, agree to clone a model on our *Hot 150* list so that visitors can visually trace the development of building techniques represented by the most influential models in the history of our hobby, or report to us on model car activities in your area, or sign up to restore one of the models here that need to be repaired. Really, there are so *many* things that you could do to help us.

You may also notice our new name and logo. As we mentioned last year, the Trustees and I decided to change

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the name to more properly reflect the expanding role and scope of the Museum. With correspondents from many countries, it didn't make sense to use "National" to describe the Museum. One of the triggering events was a Canadian who wrote to us, last year, asking if a "foreigner" could join. Our many supporters and representatives around the globe (ranging from India to Canada) truly establish our multinational character. The Museum welcomes all model car builders, no matter where they live!

You can make a difference. *Please help.* Call or write.

NEWS FLASH! VINTAGE GSL TAPES RECOVERED

MARK S. GUSTAVSON

Through the efforts of Trustee Mike Barlow, Trustee Mark Benton and his son, Chad, the Museum is delighted to announce that the "lost" edited tapes of the GSL-VII (1986) and GSL-VIII (1987) events have been electronically retrieved! Mark and Trustee Mike Barlow found an old Sony Beta large format video player at a local Goodwill-type outlet which, when repaired by Mark and Chad, permitted the review of unlabelled video cannisters that been archived since before the Museum was established in 1991. These original master tapes, produced by filmographer Dale Angell (of PBS fame), summarize each of these two vintage GSL events in which Ed "Big Daddy" Roth (1986) and Bud "The Kat" Andersen (1987) spoke at the two respective GSL Award presentations. Each tape was professionally created with voice-overs, music and tight editing. I have seen each of these tapes and they are wonderful insights into the hobby's past and show many of today's hobby leaders many years younger than they are now!

Chad is now working (digitally) to clean up the original tapes, which will be duplicated and offered for sale as a fundraiser for the Museum. More on this project in our next newsletter, or you can check in at the Museum's Web site. A copy of the GSL-VII tape will be sent to Ed's widow, Eileen.

The Museum expresses its great appreciation to Mike Barlow, and Mark and Chad Benton, for their hard work.

REVAMPED MUSEUM

MUSEUM STAFF

After two years in our space, it was clear to local Museum Trustees that the displays had to be revamped and freshened. When we moved to the new location in 2000,

we just kind of dropped everything where it seemed, at first blush, to be the appropriate place to put things. That became where things stayed through the time of GSL-XVIII in 2001.



When first walking in the front door, the visitor is confronted with a display cabinet filled with hundreds of vintage AMT lacquers (all three packaging variants), Pactra enamels (including a full range of the pearl paints), Testors Boyd paints, bottle paints going back to 1952 (did you know that AMT once offered bottle paints?), vintage putties and glues, and so forth. It's really a visual overload!



Turning to the right from the paint cabinet, you can see a wide range of Revell, AMT, and Aurora parts packs that are pinned to the wall between the first two wall-mounted display cabinets. The vertical shape on the right hand side of this picture is the end-cap to one of those display cabinets.

Well, that wasn't good enough, so Trustees John Dino, Mark Benton, Mark S. Gustavson, and Mike Swan joined Utah Miniature Automotive Guild members Ed Lence, George Layton, Brian Workman, and Dick Engar, as well as Andrew Barlow and Janet Gustavson, to work every Saturday for six weeks to clean, reorganize and change virtually every thing in the Museum. George, Brian and Ed took on the task of revamping the

workbench area (with George painting new shelves) and moved and cleaned the many dozens of models that still need to be repaired and readied for display. The spare parts organized by Utah Model Car Association member Ed Wright were placed on newly-painted shelves while Andy Barlow pinned up several dozen event T-shirt and jackets on a long wall in the main room, in addition to hanging vintage plaques, framed pictures, and other memorabilia on the walls. Mike Barlow and Mark S. Gustavson worked on the main displays in the main room; Mike pinned up on walls hundreds of vintage parts packs as well as Ulrich upholstery kits to better display them as while Mark was reorganizing the GSL and Ed Roth displays. Mike Swan cleaned and repaired dozens of models while John Dino labored many hours to better organize the thousands of magazines, catalogs and other paper ephemera in the library. Janet Gustavson spent two Saturdays incorporating several hundred printed

items into the two 4-drawer, legal-size filing cabinets. Brian Workman has also labored to repair the old Phil Jensen truck collection.

At long last, we were finished, at least for now, and we're ready for the crowds that will visit the Museum during the upcoming GSL-XIX Championship. After GSL, video student Chad Benton will produce a professionally-edited video tour of the Museum that we'll make available for sale as a fund raiser.

For now, please enjoy these few pictures.



Here is display that features, on the first two shelves, the Ed Roth display, including two unopened boxes of Roth bottle paints. The third shelf features some of the GSL "Klingon Kruiser" winning models, a display of built-up 1/25 scale engines, a plaster bus collection from Phil Jensen, as well as models (on the bottom shelves) from builders who have passed on.



Progressing further down one of the walls in the main display room, we attached dozens and dozens of the wonderful Ulrich upholstery kits which include pearlescent leather. Original boxes of these upholstery kits are centered in the display.



In the back room (past a hallway that opens into our library), the visitor can enjoy a large room where models needing repair, air boxes (hung on the upper walls), special kits, organized vintage parts and other items are on display. The workbench on this wall is a work area for model cleaning and repair. The TV permits visitors to enjoy event videos that are a part of the collection.



At the end of the last work day, a few of the many who worked at the Museum relaxed by hamming it up a bit. John Dino sits working on the many magazines in the library. Standing, left to right: Mike Barlow, Andy Barlow, Mark S. Gustavson and Mike Swan face the camera held by enthusiast Ed Lence.

EARLY SIXTIES “BUTTERDISH” CUSTOMS

MIKE BARLOW

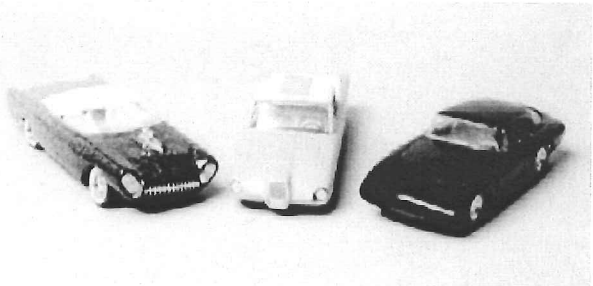
One of the interesting aspects of marshaling so many really old models is the surprising variety of custom models cars built in the early '60s. Whether donated or purchased on eBay, here are a few of the wild customs in the Museum's collection:



In the foreground is a '59 AMT T-Bird converted to a two-door roadster that is brush painted really well. In the background is a deeply sectioned custom '60 Pontiac.



This early '60s Falcon represents the enthusiastic, if not well rendered, custom styling from a bit more than forty years ago. This model arrived at the Museum in dirty, awful condition and was carefully cleaned by Bill Taylor, now departed.



Always the satirist, Mark J. Benton recently built the wild green metalflake '55 Chevy, which is to the left of the '61 Styline Rancho and a '57 AMT T-Bird with a shovel nose on it. Whether contemporary or vintage, what a remarkable display of unrestrained custom styling and a real window on the past!

PAUL SABLE'S DONATIONS

PAUL ANAGNOSTOPOULOS

In the early days of *Car Model* magazine, Paul Sable played a leading role in article presentation and advocacy for custom and competition model car building. For years, Paul's articles peppered the magazine and his work often appeared on the cover.

As with many of us, Paul dropped out of sight. Now a college professor, Paul's early contributions to our hobby were remembered by those familiar with the early days of the hobby. In fact, two of Paul's models ('49 custom Mercury and '55 Chevy Nomad) appear on our *Hot 150* list. They have been cloned by Rick Wright and Tim Pentecost, respectively.

The Museum made contact with Paul about 18 months ago. Letters were exchanged, and the Museum is delighted to report that we have received the first of several packages from Paul. The first package contained two of his famous models (check out the photos below),

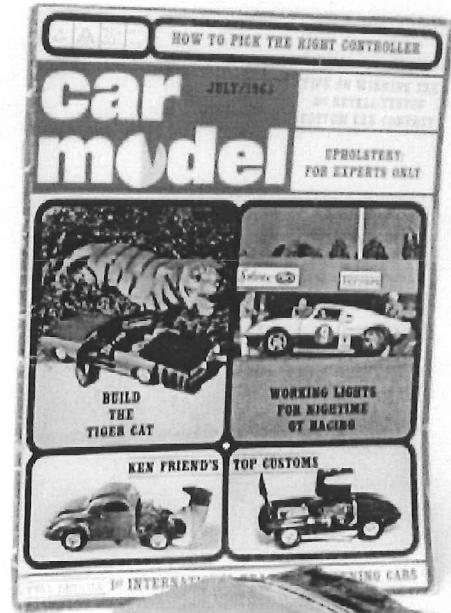
a large array of black and white photos of Paul's work (mostly of altered wheelbase funny cars, probably circa 1965 or so), an insightful survey of the article mix of *Car Model* magazine in the mid-Sixties, cut out magazine pages where Sable projects/columns were presented (various), a copy of *Auto World Custom Club News*, four vintage containers of Funny Fur and a few miscellaneous items.

We are proud to be the recipient of these artifacts of Paul's remarkable contributions to our hobby, with more to come!

Check out these photos of two of Paul's most famous models:



Paul's Herman's Hearse was a wild 1965 Lincoln Continental transfigured into a graveyard gravedigger's hearse. The feature of a large how-to article in the September 1965 issue of Car Model magazine (with a cover shot, to boot!), Paul's over-the-top luxury sedan represented an enormous customizing effort. The model is in extraordinary condition, requiring only a thorough cleaning and light paint polishing (Meguir's #3 worked miracles on the vintage hobby enamel finish).



Tiger Cat was the focus of a full how-to build up in the July 1965 issue of Car Model. Based on a 1965 Buick Wildcat, Paul whacked off the top, opened the doors and trunk, and carried out a Bengal-Tiger paint/upholstery motif throughout. Except for missing the wheel and tires (can anyone help out?), the model is in excellent condition showing only a cracked paint job (typical for vintage hobby paints) to show its age.

MODELING AS IT USED TO BE

MARK S. GUSTAVSON

Editor's Note: The Museum's "Modeling as It Used to Be" was inaugurated a few years ago to explore what it was like, 40 or so years ago, to build model cars. Using many original parts and supplies drawn from the Museum's store of items, this program uses vintage putties, glues, upholstery kits, and spare parts to create a model generally consistent with the original intent of the kit. Previously, we have constructed the AMT '61 Ford Falcon Styline Ranchero. In this second installment of the Valiant Styline kit build up, Mark talks about the AMT kits and the problems he has encountered building this model.

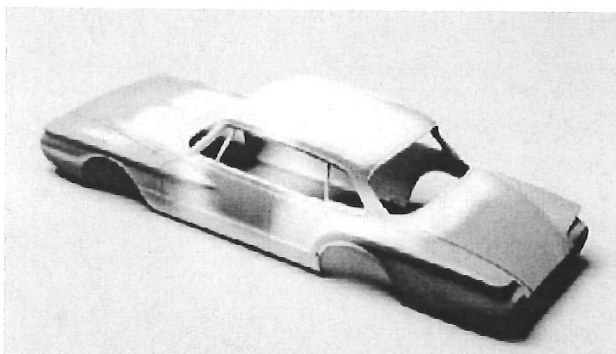
AMT's Styline kit 1961 kit series (Galaxie, Thunderbird, Valiant, Corvaire, and Ranchero) pioneered a new kind of kit for the hobby. Complete with an intelligent assembly

and styling booklet that taught basic principles of auto design, the Styline kits were presented in a special box with art that showed young men building their models in a quasi-styling studio setting, and included restyling parts that the builder could use to customize the basic model. Though this model series lasted only one year, the “Styline” name persisted for a few years on AMT kits where high-style custom parts were included in annual issues.

This “Modeling as It Used to Be” project is focused on building these vintage models using as many historic building supplies as possible, including glues, putties and paint. The goal here is to explore what it was like to build a custom model forty or so years ago.

You’ll remember that we built the Styline Ranchero a couple of years ago. That build was relatively easy because the customizing parts were modest in nature, and well-engineered. The Valiant Styline kit is an entirely different matter. The most radical restyling parts in the Valiant kit weren’t well done; frankly, the parts didn’t fit at all. The rear custom appliqué was too wide, requiring the builder to either widen the body at the rear or narrow the custom part. The front part was even worse: it fit neither side-to-side (too wide, again) or vertically (the character lines didn’t mate up).

In this model, we used a tube of old Testor putty; it had characteristics much like the AMT putty (quick to dry, granular, requires several applications because it shrinks, and can’t be easily scribed for panel lines), and we have a couple of precious tubes of the stuff. Our last tube of usable (read: *soft*) AMT putty won’t be used because it’s so rare.

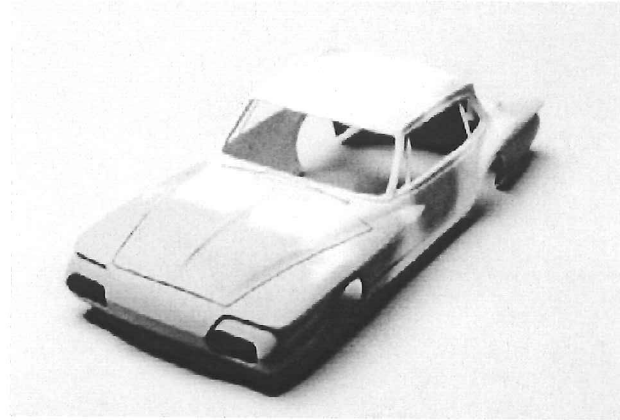


Except for a final sanding with 1000-grit paper and a final thin coat of AMT grey lacquer, this model is ready to go. After the basic body was done, hood and trunk lines were scribed. Note that the door handles and emblems have been removed. Molding flaws on the sides of the roof have also been fixed.

No less than three applications of putty, followed by several coats of old AMT lacquer, were required to smooth the surface. A note about our supply of old AMT

“lacquer” paints: next time, we’ll have to use a modern lacquer primer (probably Du Pont’s 30-S acrylic lacquer) because we used the last viable can on the Valiant. No such problem appears with the AMT colors since we have many colors that are still viable; we’ll be using AMT’s candy red lacquer for our Valiant.

Check out the in-progress shots presented here. In the next issue, we’ll reveal the finished model.



Merging the Styline front appliqué to the stock body was quite a chore—nothing fit! The factory hood windsplit was extended forward a bit, and the hood line was also scribed in a place arbitrarily selected. The AMT grey lacquer primer on the front clip is seen here in its third coat. Wait until the model is painted in AMT candy red lacquer!

WE NEED YOUR HELP

JOHN DINO

As hard we labor here, we need some help. We understand that you can’t be here to work with us, but there’s still a lot you can do. Please look over this list and see if you can pitch in. We need assistance with the following tasks:

1. Someone to type handwritten notes on Museum’s artifacts; e.g., Paul Sable’s handwritten analysis of *Car Model* magazine.
2. Glenn Marek, the unofficial historian for the original NNL gatherings in Ohio, has just donated a large quantity of data and commentary on the Ohio NNL shows. We need someone to keyboard the documents, and create some charts. Anyone interested?
3. As always, we need more highly-motivated, reliable enthusiasts with the right computer/scanning equipment to join our Scan the Past program. Even with the cadre of wonderful scanners that are now laboring on our effort (see the article elsewhere in this issue), we have many hundreds of old magazines that need to be scanned immediately before they are lost. Please volunteer! Visit

the Museum Web site at www.TheModelCarMuseum.org/Projects/Scan_the_Past/scan_the_past.html. You can also write to the Museum.

4. Please help with the Clone the Past program. There's a separate article elsewhere in this issue. Visit the site at www.TheModelCarMuseum.org/Projects/Clone/Hot_150/150List/150list.html for further information. You can also write to the Museum.

SCAN THE PAST

MUSEUM STAFF

We are pleased to announce that our Scan the Past program is making real strides. Since we last reported on this, three more scanners have signed up: Paul Leiba, Canada; Mike Swan, United States; and Bertil Berggren, Sweden. Eight additional publications have been scanned and received at the Museum. By mid-April, Museum members will be able to visit the Web site (navigate to "Scan the Past") and enjoy a selected group of historic articles. These articles will be rotated a few times every year.



The contents of each scanned disk is identified by an image of the cover of the magazine. These disks are carefully stored at the Museum. We'll soon duplicate these disks and store those copies offsite in a safety deposit box where disks containing other duplicate records will be placed. Check out the Museum site by April 20 for selected articles from these disks.

Thanks to our scanners Elmore Craig, Claes Ericson, Mike Harmacy, Mark Holland, Dave Mikrut, Ron

Norman, Jim Olson, Lindley Ruddick, John Sharisky, Floyd K. Wever, Roger Yu, Paul Leiba, Mike Swan, and Bertil Berggren for their generous donation of time.

We can still use more help with this. If you have a good scanner, the capacity to burn CDs, and an interest in preserving these rare magazines *while we still can*, get in touch with us (contact information on page 16).

NEEDED PUBLICATIONS

MUSEUM STAFF

We are in need of copies of the following publications. If you have an excellent or very good example of any of these magazines, please advise us by email or by writing to the Museum (see contact information at bottom of last page).

Car Model. November 1964

Model Car Science. April 1963; April 1964; September 1964

LAAM 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

CLONE THE PAST

MARK BENTON

As you know, the Museum is attempting to present, in a special display case, a history of the development of model car technology and detailing. To qualify, each model needs to have pioneered a new or noteworthy assembly or detailing technique, and had to have been published so that the hobby might have been influenced by that model. We have already identified 53 models for Ages One and Two. We're now assembling a list of models for the Third Age.

Replicating an historical model is obviously related to the *Hot 150* naming effort but is more tangible. This effort initially seeks to acquire (by donation or loan) or, if the model isn't available, to replicate as many of these models on the list as possible.

So far, some great builders are working on the models

described below. Photos of some of the models are shown following each item.

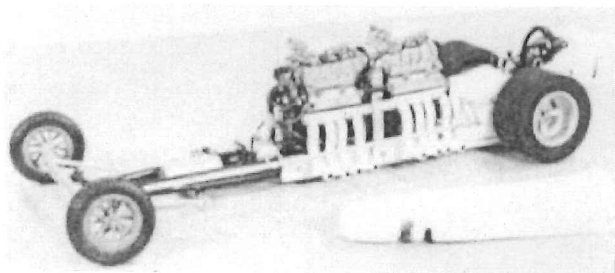
PRYOR PASSARINO. Tony Broer's 1/32 scale '32 Ford, *Rod & Custom*, August 1959, p. 30.

DAN BOOKER. Dick Reynold's replica of the *Tiago Rancho*, *Custom Car Models* by Barris, p. 12; *Car Craft*, April 1961, p. 55.

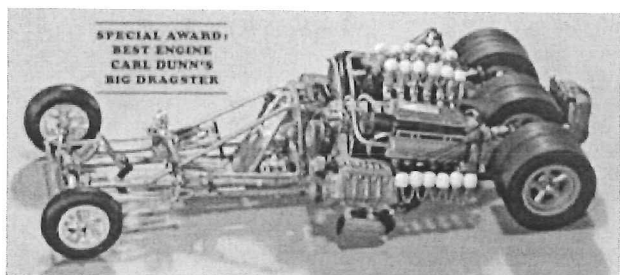
JOHN MAHAFFEY. Donna Shuld's full custom '60 Starliner, *Custom Car Models* by Barris, 1962, p. 11; *Car Craft* 6-61, p. 52.

ROY URVALD. Jim Keeler's '40 Ford Sedan, *Custom Car Models* by Barris, 1962, p. 25.

MARC HAVICAN. Jim Ray Yont's dragsters (2), *Model Champions*, p. 6, 1964; *Car Model*, November 1963, p. 19; *Car Model*, January 1965, p. 42.

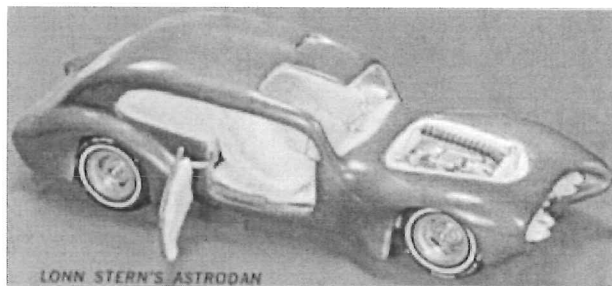


PRYOR PASSARINO. Carl Dunn's Revell-Testor winning dual engined dragster, *Car Model*, January, 1964, pp. 16-17; *Model Champions*, p. 8 (thanks to Norm Veber for casting the Mustang aircraft engine parts).

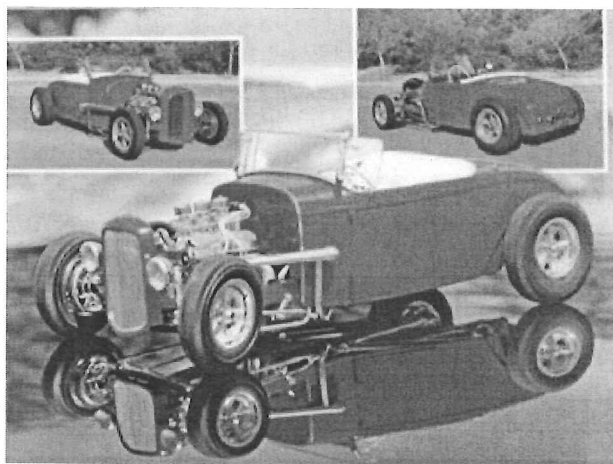


BOB PAETH. Jack Herndon's '29 Ford custom, *Car Model*, March 1965, p. 27.

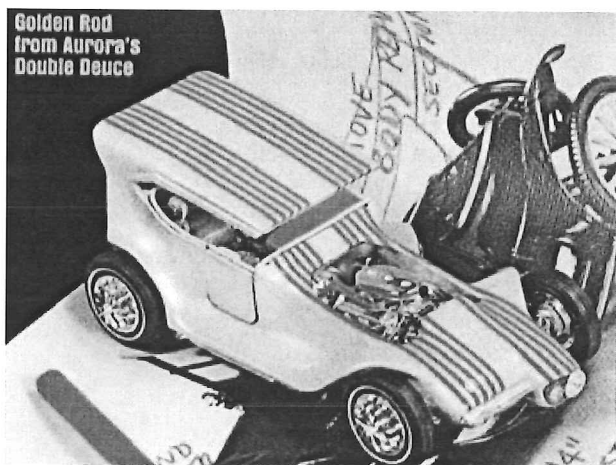
MARK S. GUSTAVSON. Lonie Stern's *Astrodan* '40 Ford Sedan, *Car Model* 3-65, p. 27, *Model Champions*.



PAT BIBEAU, GUSTAVSON. Don Emmons' 1/8 scale replica of Bill Neuman's '32 Ford, *Rod and Custom Models*, June and July, 1964.



NICK WHITLOW. Al Gaby's *Golden Rod Car Model*, May 1964, p. 20 and cover shot.



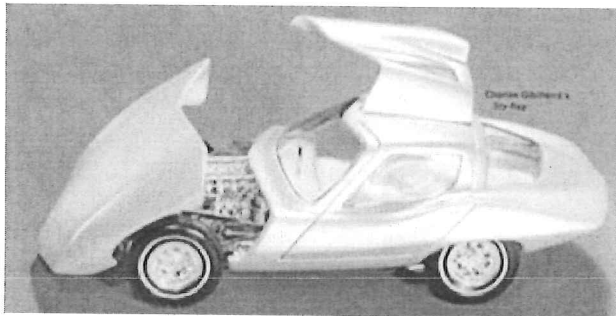
CHARLES JONES AND MARK S. GUSTAVSON. Charles Jones' mid-engine custom, *Car Model*, Aug. 1964, p. 56; *Model Car Science*, Aug. '64, p. 21; *Model Car Science*, Aug. '65, p. 21.

RICK HANMORE. Bill Neuman's '60 Starliner, *Rod and Custom Models*, June 1965, p. 52.

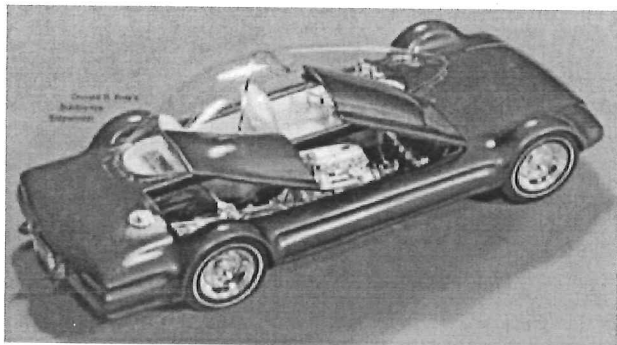
TIM PENTECOST. Jim Keeler's double-engine dragster (*Car Model*, August 1969). Though this Keeler model isn't on our list, it is still a significant piece.

Of course, there are many more famous models from the First and Second Ages that need to be replicated. How about cloning one of these legendary models? Please visit the Museum's site and go to the Clone the Past page at www.TheModelCarMuseum.org/Projects/Clone/clone.html. Each of the following models needs to be cloned (photo follows description):

CHARLES GIBILTERRA. *Sty-Ray*, *Car Model* October 1963, p. 49.



DONALD KATZ. *Off Beat Beauty*, *Car Model*, February 1964, on the cover and on pp. 22 and 27.



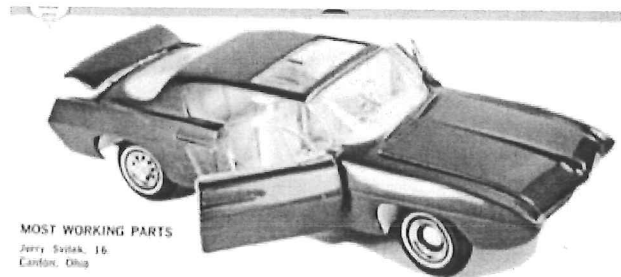
BOB SIFFERD. *Tiger by the Tail*, *Car Model*, Sept. 1964, pp. 18-20.



HARRY AUFFINGER. 1957 T-Bird, *Car Model*, April 1965, cover and p. 28.



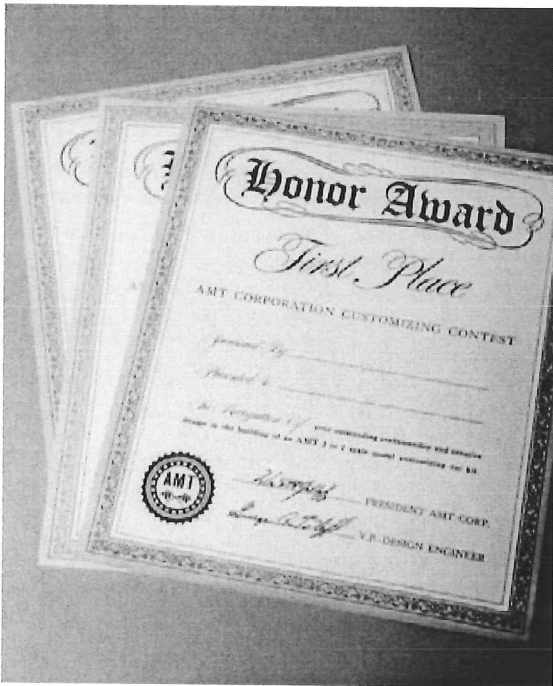
JERRY SVITEK. 1962 Pontiac, *Model Champions*, 1963, p. 10.



THE REVELL-PACTRA AND REVELL-TESTOR CONTEST BOOK

MARK S. GUSTAVSON

You've heard it here before: The Museum is planning a major book on the famed Revell-Pactra I and II and the Revell-Testor I and II contests, as well as a tome on the contests leading to those epochal championships. For several years, I've been working to gather information on leading early hobby figures based on the hard work by Museum member Russ Harding, as well as information gleaned from other sources. Russ located several of the builders (as has Rick Hanmore) and I have been busy interviewing them. So far, I've interviewed Lon Stern, Jerry Svitek, Augie Hiscano, Rick Harris, Richard Johnson and many others. Russ just found Rich Morgan whom I'll interview shortly. Dick Carroll just found us and Larry Elting just contacted the Museum. Other efforts have been underway to learn about—and acquire wherever possible—artifacts from these builders and contests.



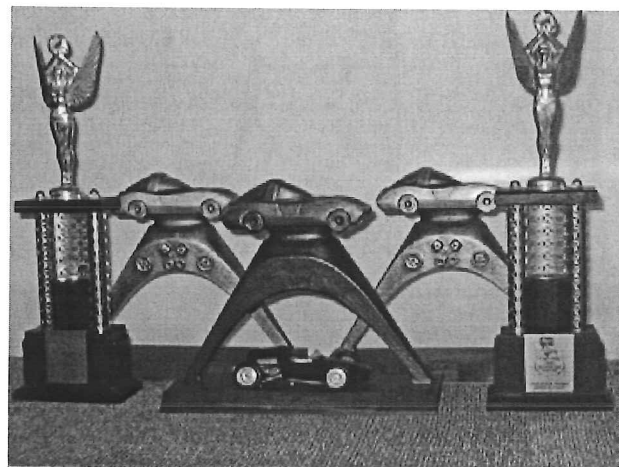
I recently acquired these unused, originally signed special certificates for AMT contests held before the Revell-Pactra contests. These are remarkable artifacts.

The sheer scope of this project has convinced me to divide the book into two parts: the first about the events and contests that preceded the Revell-Pactra I contest (including the significant but little appreciated

AMT Championship contest series), and the second volume focused on the R/P and R/T contests themselves. Just the information on the AMT Custom Caravan and the Winternationals contests justify a separate book. And the incredible breadth of the Revell-Pactra II and Revell-Testor I contests could easily fill several volumes. Therefore, we hope to publish the first volume (model car events 1962 and earlier, roughly speaking) in late 2003.

We are pleased to announce several major developments in this project: We have been contacted by architect Jack Logan who participated in the Revell-Testor I contest. Jack has donated his incredible trophy to the Museum as well as his reminiscences (check out Jack's article elsewhere). Additionally, Member Cuyler Ota has donated his copy of the 1962 Winternational car show in which is contained a reference to the 1962 Model Car Championship, sponsored by AMT, held in conjunction with the Winternational Rod & Custom Car Show. Coupled with references to this AMT contest in Barris's new book, *Custom Cars of the Sixties*, we are starting to get a more complete idea of the importance of the AMT model car contest series and how it was displaced by the superior marketing skills of the folks at Revell.

Other major developments have been the much-appreciated offer of assistance from Revell/Monogram's Ed Sexton in the preparation and promotion of the book, and the appearance of Greg Cagle, who found out about our book through my "Auto File" column in the *IPMS Journal* and passed along a wonderful narrative of his early model car experiences, including his participation in the Revell-Pactra I contest. Greg's notes will be presented in the book. Thanks to Jack, Cuyler, Ed, and Greg for your gracious offers of support!



Greg Cagle's contest trophies.

To make the book as thorough as possible, please contact me if you have an artifact from any contest through 1966, especially before Revell-Pactra I. We have plenty of the Revell trophies, but we are interested in hobby shop stuff, advertisements, letters, stationery, photos of models, and so forth. Obviously, we are also looking for participants in these contests. If you can help out (credit will be given in the book), please contact me at msgsl@xmission.com, or at my office during regular hours: 801 576-6478 (press *2 when the message starts), or by fax at 801 553-8908. Many heartfelt thanks to Museum researchers Rex Barden, Randy Van Draiss, and Russ Harding, for their hard work in locating people and double-checking facts, information, sources, and references.

DONATIONS

MUSEUM STAFF

The following people and organization made generous donations this year:

JUHA AIRO. \$25

DR. C. E. ANAGNOSTOPOULOS. \$1,000

TIM BOYD. \$300

IPMS WARREN, ERIC HYCKI. \$130

JOHN AND JOAN MAHAFFEY. \$600

PRYOR PASSARINO. \$200

PERFORMANCE MODELING CLUB, CLIFF RUSSELL. \$100

ALAN RAAB. \$200

GREG STRUHAR. \$180

Please note that the Mahaffey donation will be principally used to pay for utilities and mailing costs for 2003.

The Museum continues to enjoy the generosity of various vendors who not only contribute much-needed funds, but historic artifacts:

SEAN CUTHILL. Three Issues, CARtoons.

MIKE DUBBELMAN. A copy of the very rare *Building and Operating Model Cars*, first printed in 1953 and later updated in 1970. This book features remarkably good discussions of static model car building, with a heavy emphasis on the old Fisher Craftsman Guild contests.

JIM ERVIN. 1958 AMT full color display sheet (all models, two-sided).

JACK LOGAN. Regional Trophies from the Revell-Testor I contest (see article elsewhere).

GLENN D. MAREK. Complete history (narrative, paper ephemera) of Ohio NNL.

DAVE MIKRUT. Clone of Don Emmons' Fiat dragster. (See the article by Dave on page 12.)

CUYLER OTA. 1962 Winternationals Car Show Program, containing info on 1962 AMT Championship model car contest series.

BOB PAETH. Many historic Revell documents, large-scale resin casting of MG, other items.

PERFORMANCE MODELING CLUB, CLIFF RUSSELL. Video tape, PMC show (2003) with supporting documentation; AMT Contest document (1978); Monogram hobby catalog 1965; AMT Mini Catalog (late seventies?).

ALAN RABB. Monogram 1/8 "Drag Race Set" Accessories; Electric Big T Power Pack electric engine.

PAUL SABLE. Many items; see article on page 4.

GOODGUYS GEARS UP FOR THE 2003 SEASON

MIKE CARROLL

Editor's Note: Member Mike Carroll is the nationwide director of all model car events for Goodguys. Through his work and leadership, the Museum is the sole sponsor of the Best of Show Awards for all Goodguys model car shows. Here's a note from Mike about the next Goodguys model car contest season.

Goodguys is gearing up for its 2003 model car contests. This year's events will see increased promotion locally for each event plus increased coverage in the Goodguys Gazette. The International Model Car Builder's Museum will, for the third year in a row, sponsor the Best of Show award at all Goodguys events.

There is a new show location for the Fifth Spring Nationals this year, unfortunately, we were unable to locate a manager for the new Tallahassee Florida show in time, so there will no model car event at this show.

In addition to these events, Goodguys sponsors the "Model d'Elegance" award at the prestigious Greater Salt Lake Model International Car Championship every two years. The Goodguys Rod & Custom Association is pleased to be a part of the model car scene and has done a great deal to help promote and further the hobby over the years. If you want to have more fun that you ought to, go to Goodguys! See ya there!!

This year's contest schedule is as follows:

March 22, 23. Twenty-First All American Get Together, Pleasanton, California

April 4, 5, 6. Third Eagle One Del Mar Rod & Custom Nationals, Del Mar, California

May 31, June 1. Tenth Summer Get Together, Pleasanton, California

June 13, 14, 15. Fifteenth Hot Rod Nationals, Indianapolis, Indiana

July 4, 5, 6. Twelfth Heartland Nationals, Des Moines, Iowa

July 11, 12, 13. Sixth Goodguys PPG Nationals, Columbus, Ohio

July 18, 19, 20. Sixteenth Pacific Northwest Nationals, Puyallup, Washington

August 15, 16, 17. Second Great Northwest Nationals, Spokane, Washington

August 22, 23, 24. Seventeenth West Coast Nationals, Pleasanton, California

September 5, 6, 7. Sixth Colorado Classic, Colorado Springs, Colorado

September 12, 13, 14. Twelfth East Coast Nationals, Rhinebeck, New York

September 19, 20, 21. Second Midwestern Nationals, Kansas City, Kansas

September 26, 27, 28. Fourteenth Great Lakes Nationals, Waukesha, Wisconsin

October 3, 4, 5. Fourteenth Lone Star Nationals, Ft. Worth, Texas

October 24, 25, 26. Tenth Southeastern Nationals, Charlotte, North Carolina

November 8, 9. Fourteenth Autumn Get Together, Pleasanton, California

November 15, 16. Sixth Southwest Nationals, Scottsdale, Arizona

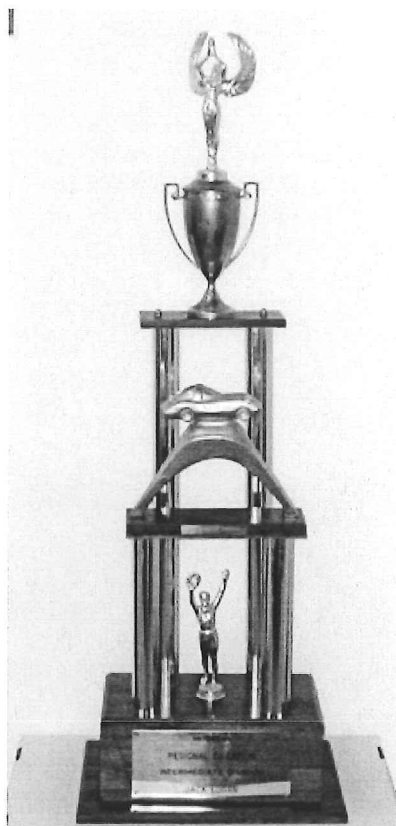
ANOTHER REVELL-TESTOR CHAMPION APPEARS

MARK S. GUSTAVSON

The Museum is delighted to announce that it is the beneficiary of architect Jack Logan's donation of his trophies from the 1965 Revell-Testor contest. While the winning model no longer exists (it was destroyed on its way back to Jack after judging, like not a few others), the trophies are an interesting window into that period in model car history. Jack's recollections, and photos of his great trophies, will be mentioned in my upcoming books on the Revell-Pactra and Revell-Testor contests. Thanks, Jack, for your wonderful donation!

While you're enjoying the photos, walk through Jack's recollections in his own words:

I have a couple of trophies from the 1965 Revell-Testor contest that I would be glad to donate or permanently loan to the museum if you are interested. I won the intermediate division class with a Hemi-powered '32 Bantam built mostly from Revell parts packs. It sat on a trailer that came from an AMT pickup. Unfortunately it was destroyed in the return shipping from Revell, but I always figured the trophies were worth the damage. My only regret is giving away tons of now rare models when I went to college—they're worth a bundle now!



Jack Logan's contest trophy.

MIKRUT'S REPLICA OF DON EMMONS' FIAT DRAGSTER

DAVE MIKRUT

Editor's Note: Dave Mikrut is an active and generous participant in the Museum's Scan the Past program. Dave's also a builder of no mean talent. Take a look at the accompanying photos of this recently-built model, and enjoy's Dave's narrative in his own words.

In 1964, with my allowance money, I would either buy a model car kit and a can of spray paint, or some weeks, I bought car magazines. *Car Model*, *Model Car Science*,

Hot Rod, *Car Craft*, and *Rod & Custom* all started as small TV guide size magazines and eventually grew to the size they are today. In the early '60s, *Rod & Custom* magazine's modeling sections had become so popular they published another magazine called *Rod & Custom Models*. At the age of twelve, my modeling hero was Don Emmons. His modeling tips and articles in *Rod & Custom Models* were inspiring back then and still are today. At the age of 12 I only dreamed of building models the way he did. His building style has become mine, one of never building a model straight from the kit and lots of scratch building. I've been buying as many of these old magazines from online auctions as I can afford now, and recently acquired a 1964 issue of *Rod & Custom Models* that has an article by Don, instructing how to build a Fiat Rail Dragster. His articles even contained patterns to trace on index card stock to be bent into shape and used as body panels. There were no Xerox machines back then so many of the issues you find may have some of these pages clipped out. I scanned my issue and transferred it to Evergreen plastic sheets. It would be great if you had a copy of the issue I used to create this model. This is one of the issues I scanned for the "Scan the Past" project. The ever popular Tony Nancy Jr. frame is used for this model. This always has been a difficult kit to assemble. I found that using a pin vise and drilling holes in the tubes (that only had dimples and bumps) and joining them together with plastic dowel pins was a much stronger way to assemble this chassis. Don came up with a unique engine mount system using miniature piston connecting rods, and I also used this although I didn't have the same ones he used I mounted mine even more securely using the drill/dowel method. At the time I started this project I wasn't real sure of which way I was going with it, so I deviated a bit with an AMT Parts Pack engine which I fabricated my own injector tubes for and plumbed them with aluminum wire and wire insulation.

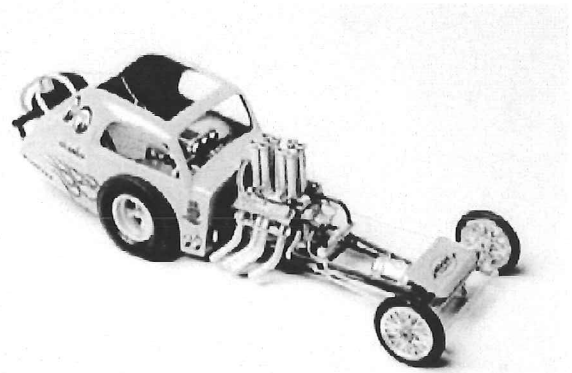
The frame is pretty much assembled as right from the box, I did however use a more detailed pair of front wire wheels and tires and also cut the bottom of my slicks to have them set more realistically. A tube arrangement has to be added to the back of the frame which becomes the pushbar and also something for the body to sit on.

Don's fiat body has the open stock rear wheel openings, but I decided to do mine differently, as one of the other reference photos showed, with this portion filled in with plastic sheet. A little trick I did here was to make two pieces for each side. I glued them together with a slight offset and this made a nice groove to glue this piece solidly to the body. I use very little body filler, most of my joints are made as precise as I can and use welding type glues or Crazy Glue gels.

The assembled interior needed a huskier brake handle and I constructed that with a strip of plastic also. There's a lot going on in that cockpit so this flat handle gives our dragster jockey a little more leg room. The magazine article also has a pattern for a fire wall. Instead of using plastic, I used aluminum roof sashing material. This is also another point of contact with the frame and needs to be accurately trimmed to slide down over the frame rails. I gave it a shot of clear lacquer to hopefully keep it from tarnishing over the years. The frame sides and bottom are also made of this same material. I did however use the patterns and plastic sheet material for the wheel wells and Don made this part really easy, they fit with minimal trimming. The points too are also body mounting points.

I'd actually not started out to build an exact replica of the model Don made. I chose a Mooneyes theme and used decals I have created on my printer. I detailed the drag chute using another one of Don's tips, making the REMOVE sticker on my printer, rather than drawing them on a piece of paper. One more thing I added was a cross member to install a gauge cluster. Don recommended a clear plastic spoiler in the front, I made mine from aluminum and it's held to the chassis with straight pins. One thing I regret not doing was installing windows, but in those days of racing some had them and some didn't and I didn't want to hide any of my interior detail.

So Don, wherever you are, please accept my thanks for years of inspiration from your pioneering modeling articles. I hope you get to see this article or better yet, see the model I made following your guidance. It is also my wish that the model magazines we have today, take a good look at how it used to be done and follow in your footsteps.




Dave's Fiat dragster faithfully replicates Emmons' historic model. The build quality is first rate and this model has been placed in the display case dedicated just to competition models. Dave is also very active in our Scan The Past program—thanks, Dave!

NEW MUSEUM ADS


PAUL ANAGNOSTOPOULOS

The Museum needed some new display advertisements, so we turned to Museum Trustee and advertising guru Pat Covert and he created some great new ads for us! Check out these ads that will soon appear in the *IPMS Journal* (thanks, David), *Scale Auto*, *Model Cars*, and other publications. Thanks, Pat, for the great work!

**PRESERVING THE PAST
BUILDING THE FUTURE**

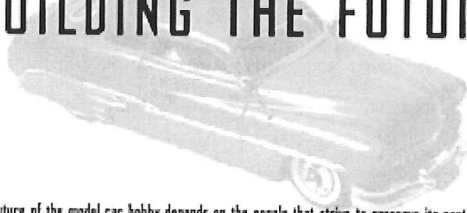


The future of the model car hobby depends on the people that strive to preserve its past so that those who come along will have a sense of history to build upon. The newly-expanded International Model Car Builders Museum and its members recognize that vital mission. The Museum, located in Salt Lake City, Utah houses and displays the most comprehensive collection of historic scale model cars and memorabilia in the world. As a member, you'll be a part of our continued growth and receive regular updates of the newsletter "The Builder". And perhaps more importantly, no matter where our hobby takes us in the future-- you'll be at the heart of it among fellow modelers with a common goal. Become a member today! Visit the Museum website at www.TheModelCarMuseum.org or send \$15.00 to the address below.




International Model Car Builders' Museum
10271 South 1300 East, PMB #131 (mailing address only)
Sandy, Utah 84094

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SOME RECENT ACQUISITIONS

MUSEUM STAFF

Check out these great vintage paints recently acquired!



These historic AMT lacquer cans are full and functional. What an era it was when these colors were offered!



Cans of Ed Roth Testor paints, in good condition, are very hard to find. This can is placed in the Roth display.

IN MEMORIAM

MARK S. GUSTAVSON

The sad truth about our hobby is that we're losing some great modelers. The Museum is sad to note the passing of some more builders from our midst:

JOHN KESTER. John died on Jan. 11, 2003, at age 46. He was a past president of the Central Pennsylvania Model Car Club and a MAMA member. Over the years, some of his models appeared in *Scale Auto* and in the Contest Annuals. He was well known on the East Coast.


JERRY LOTZ. Jerry died on Jan. 28, 2003. He was a long-time member of the Long Island Auto Replica Society and its Editor in Chief. He traveled to many other shows on the East Coast and made friends far and wide. The Gimpster will never be forgotten by his friends.

The names of all known modelers who have passed on are read in a presentation at the GSL awards brunch.

NEXT TIME

Next time, we'll have a full report on the top models at the GSL Championship, show the finished AMT Styline Valiant, display the work of some Goodguys winners as well as the regular range of features and updates. See you again in July!

Yes, IPMS is for Car Modelers!



"I've been a member for over 10 years. I like the fact that IPMS promotes strong fundamentals in modeling, and I've seen many a modeler improve as a result of the fellowship the society has to offer."
Pat Covert- columnist & author


"IPMS has been a strong supporter of the National Model Car Builders' Museum and the GSL Championship for many years. I'm a member for life!"
Mark S. Gustavson- writer & author

IPMS/USA is the world's largest modeling organization, with chapters located throughout the USA. As a member, you'll receive 6 issues of the IPMS/USA Journal per year-- each packed with articles and updates covering modeling of all types. Join today!

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website www.ipmsusa.org



The Museum and its Trustees wholeheartedly endorse the IPMS and encourage all Museum members to join the Society. Thanks to Editor David Von Almen for carrying Museum advertisements in the IPMS Journal.

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 have contributed rent since our last newsletter. The Museum expresses its profound appreciation to all those individuals and associations who contribute funds to pay the rent and related expenses.

January. Classic Plastic Model Club, Lake Michigan Model Club, Scale Motorsport, Greg Struhar

February. Dr. C. E. Anagnostopoulos

March. IPMS Warren, Pryor Passarino, Greg Struhar

April. Tim Boyd, Alan Raab

NATIONAL CORRESPONDENTS

The Museum has enlisted the aid of modelers outside the United States to act as our "foreign correspondents." We hope these modelers will continue to 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

You can leave a message for Museum staff by calling special number 801 576-6478 and pressing 3. All calls will be returned collect. Use this number to request a Museum tour.

If you have a carton of materials for the Museum, send it to the address in the box below.

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
USA

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

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