



The Builder

NEWSLETTER OF THE INTERNATIONAL MODEL CAR BUILDERS' MUSEUM

THE VIEW FROM HERE

MARK S. GUSTAVSON

Wow, it's been a wild time since the first 2003 issue of *The Builder*! In fact, there are times when the rush of hobby activities, donations to the Museum, the administration of Museum programs, and other related events just about overwhelm us here. On top of that, the Museum presents the GSL International Model Car Championship every two years! But, certainly, these are the kinds of things that we want to happen.

In this issue, we'll take a look at many of the models recently donated or loaned to the Museum, read a quick report on the just-concluded GSL Championship, review some recent donations, and enjoy a restored model by noted craftsman David Morton.

We've also found some very famous modelers from the history of our hobby. First, the Yonts brothers (Jim and Tom) contacted us and joined the Museum. Bob Sifferd also contacted the Museum and is now a member. I'll be interviewing these great hobbyists for the books on the Revell-Pactra, and Revell-Testor, contests. Welcome, Jim, Tom, and Robert!

Finally, I need to make another appeal to you. We need more help to carry out the Museum's programs and activities. If you have good scanning equipment, a reasonably fast computer and the ability to burn a CD, please volunteer to help with our Scan the Past program. We've scanned about three dozen magazines, and there are *hundreds* more that need to be preserved digitally. New Museum Trustee Dick Engar will do everything he can to help you with your scanning project.

Of course, we need help with our *Clone the Past* program (see the article on page 10). There are some special awards and satisfaction that come from replicating a famous model from the history of our hobby. Please check in at our Web page page www.themodelcarmuseum.org/Projects/Clone/clone.html and sign up!

In short, nearly everyone can do *something*. If we had just a hundred dedicated modelers involved in our

programs, just think of the progress that might occur! Please see your role in this great hobby of ours, at least occasionally, as more than merely enjoying yourselves. There is much work to do, and we need your help.

I'll keep this introductory editorial section short because of the great number of articles, events, and pictures to present. See you in December!

MORE HISTORIC MODELERS APPEAR

MARK S. GUSTAVSON

Through the hard work of Museum member Russ Harding, we have become friends with Jim and Tom Yonts and Robert Sifferd, all from the days of the famed Revell-Pactra/Revell-Testor contests. Each fellow is now a Museum member, and all have the book interview form that I have prepared. I've already talked with Tom, and Jim is next. Robert has supplied the Museum with many photos of his great models, some of which are shared

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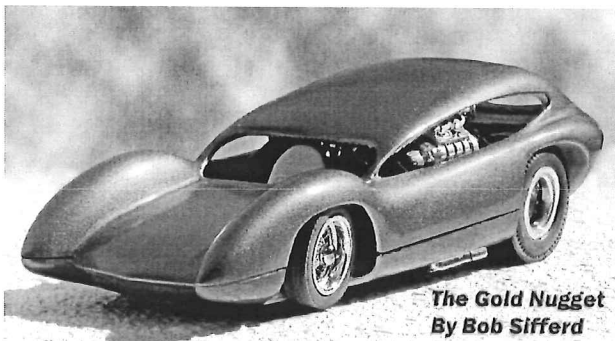
here. Next time, we'll publish a bibliography of the Yonts models and take a look at a few. The Yonts are great guys, and their recollections will add much to our accumulating history of that great contest series.

More on this in the next issue. In the meantime, take a look at these great models from Sifferd that have survived the 40-plus years since those contests.

Note that the work of the Yonts and Sifferd appear on our *Hot 150* list. Visit the Museum site, www.TheModelCarMuseum.org/Projects/Clone/Hot_150/150List/150list.html, for more information about these incredible builders. Welcome guys, great to have you with us!



Sifferd's Tiger by the Tail. (contemporaneous photo by Robert Siffer, Museum archives)



Sifferd's Golden Nugget. (contemporaneous photo by Robert Siffer, Museum archives)

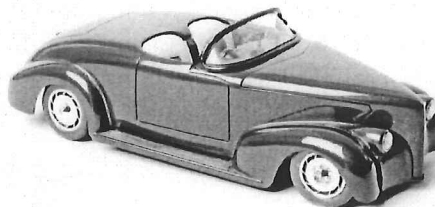
RICK SOMERLOT'S BEST OF SHOW WINNER DONATED

MUSEUM STAFF

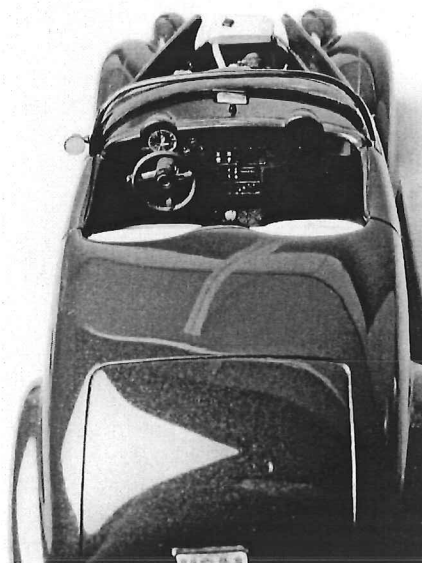
Astute readers of the book on the first 16 years of the GSL Championship noticed that the Best of Show color feature section of the top winners only pictured a black and white image of Rick Somerlot's '39 Chevy custom. The fact of the matter is that we only had a very old black and white photo and couldn't get a better one because

the model had been given, by Rick, to a builder in the Midwest. After Rick passed last year, his best friend Vince Putt took on the goal of getting the model into the Museum so that visitors could enjoy and honor Rick's great model. At the special Museum seminar at GSL-XIX, Vince presented Rick's model to the Museum and the hobby in a very emotional presentation.

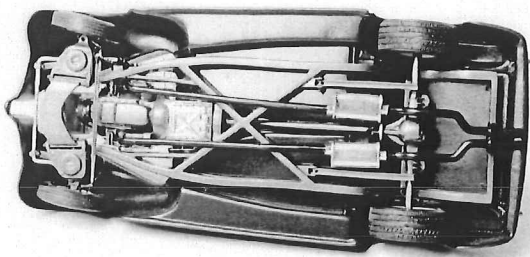
The Museum expresses its great appreciation to Vince for his effort to get this historic model into the Museum's collection. Please enjoy these three photos of this historic model:



This model was so well built and preserved that it looks like it was built yesterday. Check out the subtle bodywork and the excellent paint. (photo by Mark S. Gustavson, Museum archives)



A '57 Vette dashboard was carefully adapted and molded to the body. Rick was well known for his antiseptic building style and passion for detail. (photo by Mark S. Gustavson, Museum archives)



Rick adapted a late model Corvette chassis to the '39 Chevy to maintain the theme. (photo by Mark S. Gustavson, Museum archives)

THE NINETEENTH GSL CHAMPIONSHIP IS HISTORY

MARK S. GUSTAVSON

As the last contestant left, the Nineteenth GSL Championship passed into history as the greatest of all shows in this world-famous and respected competition series. There were 509 models in competition entered by 157 competitors who came from 21 States, two Canadian provinces and Great Britain. There have never been so many models in competition which were matched by 53 models on display, including three previous Best of Show models.

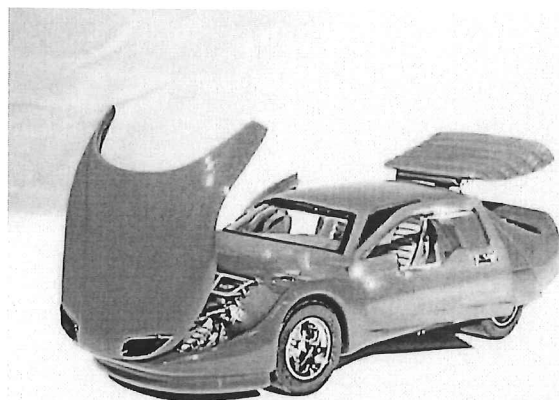
Additionally, the GSL Championship presented 13 instructional seminars, the Future of the Hobby Roundtable discussion, and a special presentation by Roger Harney (Monogram) with Tom Daniel joining for a wealth of charming historic information on the history of Monogram Models. The Museum-benefit auction was a great success, and the International Model Car Builders' Museum hosted two days of tours where almost 160 enthusiasts toured the Museum over two days.

Both *Scale Auto* and *Model Cars* will be featuring a lot of coverage (*Model Cars* may devote an entire issue to the show), so we'll just show a few of the entries. Chad Benton, with the assistance of Andy Barlow (these are very talented and dedicated young men) shot each seminar and dozens of hours of overall show activities; a specially-edited presentation of the show (soon to be available on either a DVD or a video tape) will be available by early Fall so that those who couldn't attend—and those who did—can enjoy the show! Later, every seminar will also be available on tape or CD.

Please visit the GSL site at www.GSLChampionship.org and check out the report on the show which includes pictures of most of the winners, a full list of the seminars, and other details on the show.

In the meantime, what follows are images of the three top models at GSL-XIX: These works of art won all of the master awards and composed the most highly-competitive group of models that I have seen in the entire history of the Championship.

- Best of Show, Wingrove Scratchbuilding Award, Best Paint/Finish: Virtue RSX by Bruce Owen



(photo by Mike Barlow, Museum archives)

- Modelers' Choice, Best Interior, Best Detail: Corvette Gran Sport by Jim Drew



(photo by Mike Barlow, Museum archives)

- Dave Shuklis Engineering Award: Ferrari 250 GTO by Bill Cunningham



(photo by Mike Barlow, Museum archives)

GSL also expresses its great appreciation to the following sponsors without whose generosity the Championship could not be presented:

Alumilite Corporation
 Paul Anagnostopoulos
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 Dennis Barker
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 Andrew Barlow
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 Mark Benton
 Chad Benton
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 Tim Boyd
 Jim Brannon
 Mark Brown
 Calvin and Nancy Crouch
 Chrome Tech USA
 Custom Styling Studio, LLC
 Tom Daniel
 Detail Master/Modeltyme Designs
 John, Laura, Ben and Jillian Dino
 Bob Dudek
 Enterprise Rent-A-Car
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 Cody Grayland Precision Machining
 Mark S. and Janet Gustavson
 Rick Hanmore
 Roger Harney
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 Superior Paint Supply, Inc.
 Michael Swan
 Stephen D. Travis
 Tri-State Scale Model Car Club
 Greg Tufford
 Utah Miniature Automotive Guild
 Utah Model Car Association
 David Von Almen
 Ronald Waters
 Bob Wick
 Windfall Software
 XS Tuning
 Fred Yokel

Please visit the GSL site at www.GSLChampionship.org and navigate from the home page to the full list of winners. Thanks to everyone—from the contestants, to the participants, to the great number of craftsmen who presented seminars, *to everyone*—for your support. GSL is the greatest event of its kind anywhere, and that reputation can be laid at the feet of everyone who has worked on behalf of this tradition.

NEWS OF THE HOBBY

JOHN DINO

Kalmbach Publishing has announced that it will cease publishing the annual *Car Modeler* magazine, and will reduce the publication schedule of *Scale Auto* from eight issues a year to six. Mark S. Gustavson, originator of the Custom Clinic Photo Contest, sent out this press release to the hobby:

The Custom Clinic Photo Contest is alive and well! It will be moving from *Car Modeler* to *Scale Auto* where it will enjoy the same coverage (text and photos) that it has traditionally enjoyed in *Car Modeler*. Entries for the Tenth Anniversary Contest are due at Kalmbach on November 1, 2003 after which I'll judge the entries with the same editorial freedom and support that I have enjoyed in the past. So, continue your work, and submit those entries for the Tenth Annual Custom Clinic Photo Contest!

In its August 2003 issue, *Toy Cars and Models* presented a two-page article on the Museum with a specific focus upon Dan Thomas' Hirohata Mercury that rests in the Oakland Roadster Show Diorama. Len Carsner did the great piece, and Mark S. Gustavson supplied the photos. This article is a great promotional piece for the Museum. Thanks to Len, Bill Coulter (who arranged for the article), and *TC&M* for their coverage!

The Museum welcomes two new Trustees: Mark Brown and Richard Engar.

RESTORATION OF AN EARLY SIXTIES CUSTOM

MARK S. GUSTAVSON

Months ago, Steve Hinson contacted Museum headquarters and asked if we'd be interested in receiving the donation of a vintage '40 Ford custom that his modeling group had acquired and was restoring. Steve pointed out that the model they were working on was remarkably similar to another '40 Ford custom that Bill Taylor had cleaned up a few years ago.

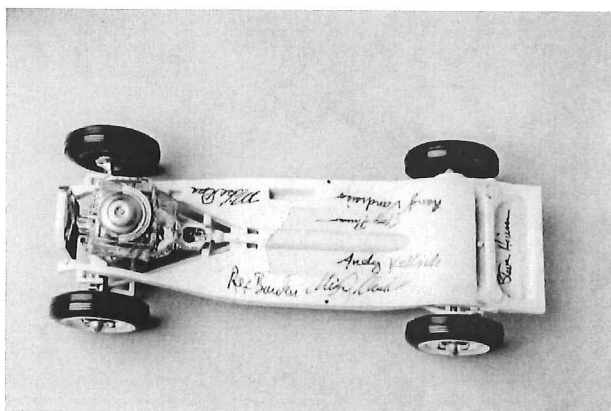
The Museum has learned that this model will be featured in an article in a major magazine. Take a look at these great photos! Visit the Museum site for more.



This is one of the better vintage '40 Fords from the early Sixties. The restoration job is superb, topped off with Miguel Murillo's absolutely breathtaking candy blue paint job. (photo by Mark S. Gustavson, Museum archives)



Check out the similar treatment of the back half of the models (Taylor-restored model on the left, Hinson-group on the right) as well as the trunk appointments! (photo by Mark S. Gustavson, Museum archives)



This is a nice touch! The restorers all signed the bone-white chassis: Rex Barden, Andy Kellock, Miguel Murillo, Mike Rose, Greg Plummer, Randy Vandraiss, and group leader Steve Hinson. Thanks, guys, for a beautiful job! (photo by Mark S. Gustavson, Museum archives)

SPECIAL TAX NOTICE

MARK S. GUSTAVSON

In response to donors who wish to deduct the value of their donations to the Museum when they itemize deductions on their federal and state tax returns, we have issued the following notice so that donors can comply with applicable tax law. Note that the Museum does not, and *cannot*, by law, establish the value of any donation submitted by a donor. This special tax notice is in the form of a letter sent to a major donor in 2002:

I am writing to you about your donation to the Museum last year. Though the Museum does not express an opinion about the deductibility of any donation made to the Museum by any donor, I am writing to you to suggest that you check with your professional tax advisor about the deductibility of your donation at its appraised, or any, value.

As a general tax note, contributions of “Ordinary Income Property” cannot be donated at their appraised value, but rather only at the fair market value of the property less the amount that would be ordinary income. In effect, the taxpayer’s allowable deduction is thereby limited to the donor’s basis (typically, the actual cost of materials and supplies used in creating the item) in the item donated, or the cost in acquiring the item when it was purchased by the donor.

I am not expressing any opinion here about the deductibility of the value of your contribution to the Museum, whether in my role as an attorney or as the founder/curator of the International Model Car Builders’ Museum. I have not acted as your attorney in this matter. I am suggesting that you conduct your own investigation with a CPA or tax attorney about this matter. Section 6589 of the Federal Tax Guide Reports might be a good place for your professional tax advisor to start his/her investigation of this issue on your behalf.

—Mark S. Gustavson

Donors are *strongly urged* to consult with their tax advisor before preparing tax returns that contain a deduction for any item donated to the Museum.

FRED GRUMKE DOES ANOTHER BARNETT PROJECT

MIKE SWAN

Noted builder and one-time GSL Best of Show winner Fred Grumke has generously offered to finish another Bob Barnett custom, this time a sectioned and very wild ’57 Ford custom. Fred previously finished Bob’s replica of Johnny Zupan’s Mercury (go here for more information on this great model: www.themodelcarmuseum.org/Models/Barnett/Zupan/zupan.html)

We hope that we’ll have some interim photos for you in the next issue of *The Builder*. Our many thanks to Fred for his great work.

Now, can you help out and join Fred in finishing another Barnett custom? Go here for more details: www.themodelcarmuseum.org/Models/Barnett/barnett.html

RESTORING A MODEL FOR THE MUSEUM

DAVID MORTON

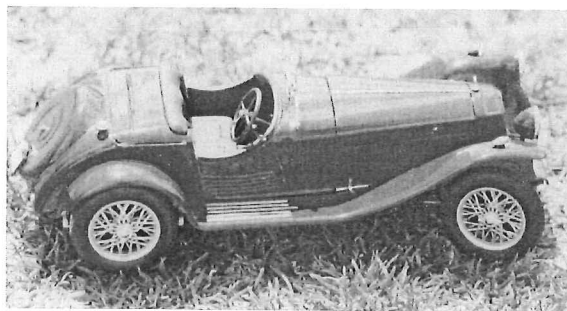
Have you always wanted to build that rare kit, but couldn’t afford the outrageous asking price? How would you like to get the kit for free and when you’re finished building it, have the model displayed in a museum? No,

I haven’t been indulging in my Tenax7R and yes I keep the cap on tightly!

As some of you are aware, the International Model Car Builder’s Museum has a restoration program where you can take a model home on loan with the understanding that you will restore it and give it back to the museum.

There are a few “catches” with the program, but nothing outrageous like that price on Ebay for that rare kit! You need to have good modeling skills. Now, if you think you don’t have good skills, what a great time to start enhancing the ones you do have so that you can restore a model for the museum. Just think: a model that you built is in a Museum . . . now that’s what I call a trophy! The other “catch” is that you will need to take many photos of the tear-down phase and the re-assembly phase and make notes for yourself that will help you rebuild it since most of these models do not have instruction sheets. Ensure that you get double prints since one set needs to go with the model back to the museum.

That’s it! That’s all you have to do to restore a model for the museum. My first experience was so wonderful that I’m looking forward to my next restoration project! (In fact, I picked up two this year to restore). It all started for me when I attended the GSL show in 2001. A certain Italian beauty caught my eye during my tour of the museum. It was an Alfa Romeo from 1930’s vintage made by a company titled Bandai. I had never seen this car in kit form and had other Alfa’s from this era at home. With the restoration program, I would get the chance to build it.



(photo by Dave Morton, Museum archives)

My first step was to photograph the car and inventory what parts were missing. Fortunately, the few parts that were missing were identical to ones that were not missing such as hood handles and windshield brackets. I was able to cast new ones using these as the masters. I also recast all of the clear parts using a UV stable ultra clear resin, since the ones on the model had yellowed with time and glue. As a benefit for the museum, I am willing to cast parts for free, for those of you who do not cast parts and

are willing to do a restoration for the museum. I offer this service only for a museum restoration project. You can reach me at Karmodeler2@aol.com

My second step was the disassembly. This step can be a challenge because you're not sure what was used as a glue medium. A very easy and non-destructive way to disassemble a model is to dip it in water and place it in the freezer. The water will reside in small crevices and as it freezes and expands, it will "pop" the glue joints apart. One word of caution: Place wax paper or aluminum foil in the freezer first, then the model on top of this. Trust me: if you skip this step, your model will stick to the floor of the freezer very nicely (and this quickly becomes a destructive disassembly process). Several dips and freezes may be required for bigger joints to pop from the ice.

As you disassemble the model, some parts will need stripping and there are several options. Always use proper safety guidelines and common sense, such as gloves and a face shield, when handling chemicals. Always test a small area with whatever chemical you chose to ensure that it will not destroy the plastic. I chose Castrol Super Clean to remove old paint and primers. This is normally safe for all plastics and wear gloves because it loves human skin. I also stripped the chrome pieces using original Easy-Off oven cleaner and sent them to Robert at Chrome-Tech USA for re-chroming.

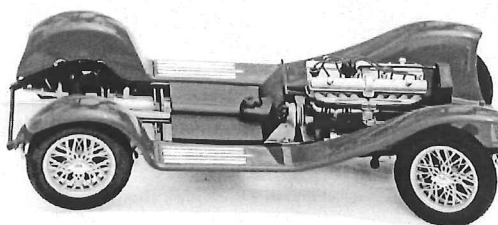
Once you have the model dis-assembled, you are ready to build it and it's just like starting with a new model from this point. The body pieces were primed with Boyd's white primer and then two coats of Model Master Chrysler Engine Red were applied. After the two coats of clear, the model was buffed with a polishing kit and a cotton tee shirt.

I used Alclad II white aluminum for the wheels, engine pieces and suspension parts. I did use bare metal foil for the hose clamps and running board trim, but added no after market pieces. The museum wants the model kept as close to the original as the first builder built it, so you don't need to add after market items to it. The decal on the grille was destroyed in the stripping process. Fortunately, I had a Protar Alfa kit with a color photo of the actual emblem on the kit box. I reduced it on a color copier until it was 1/24 in scale, and then applied it to the model with white glue.

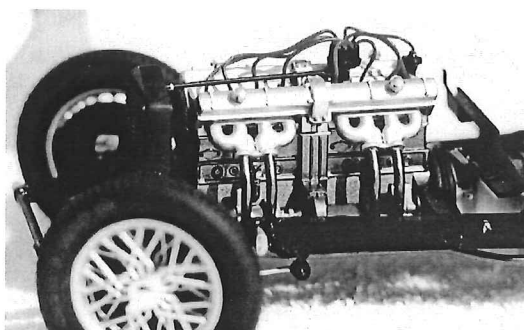
Once the model was complete, it was hard to fathom that I had to give my beauty back to her rightful owner. I wanted to add her to my collection of graceful cars from the '30s, but only I would enjoy her. Giving her back to the museum would allow others to enjoy her too. This project took some time, but when passion is involved, there is no time limit. So the next time you are browsing

through the Model Car Museum, make sure you listen for that one kit that beckons you to rescue and restore her. It will be the beginning of an experience you will truly cherish.

Editor's Note: Credit is given by the author to Chrome Tech USA and Alclad for the materials and services used in the restoration of this model.



(photo by Dave Morton, Museum archives)



(photo by Dave Morton, Museum archives)

DONATION CORNER

MARK J. BENTON

The Museum continues to be the beneficiary of wonderful donations by some very generous people! Thanks to all the donors.

REX BARDEN. Revell model cement.

KEVIN FENTEN. Mint unbuilt kit of the Palmer "Tiger Car" model. (Kevin is the Museum's Irish representative).

DON GRAHAM. Budd the Kat Anderson display; two models from the estate of Bruce Treadwell.

ROGER HARNEY. Video-tape conversion of vintage 1964 Monogram promotional movie, showing Big Deuce being driven, the production line for the Predicta kit, and lots of footage on the Monogram slot racing products.

This tape was shown during Roger's seminar at GSL-XIX.

OSCAR KOVELESKI. Poster of Road America race, August 28-30, 1970, signed by Denis Hulme and Oscar Koveleski, plus associated copies, letter, and paper ephemera, plus stuff about Oscar's new program for kid racing: Kidracer Formula 5, found at www.kidracers.com

R. MARTHINSEN. Micro/miniature tubes of AMT glue (2).

BILL MAUNDER. 1961 Ford truck, built in 1961.

CUYLER OTA. November '64 CM, Winternationals contest, 1964 (for Revell-Pactra book).

BOB PAETH. Extremely large collection of historic Revell kit-production related paper ephemera, as well as early preproduction "resin" masters for some early Revell kits. These documents are of priceless importance.

ADAIR ROBERTS. Original issue Revell 1957 Chevy kit.

MIKE ROSE. Instructions for vintage AMT/Revell Cadillac.

SCALE PLASTIC AUTOMOTIVE MODELERS. Newsletter CD.

FAY TAYLOR. Two Bill Taylor Chevies.

TERRY THORNAHEN. 1961 T-Bird Korris Kars model car kit.

RANDY VANDRAISS. Pactra truck paint set.

FINANCIAL DONATIONS!

MUSEUM STAFF

The Museum continues to benefit from the almost unbelievable support of a number of groups and individuals whose generosity allows the Museum to pay the rent, utilities, and other expenses. The Museum presents these donors with specially-designed certificates that Trustee Paul Anagnostopoulos creates.

MIKE ABBATECOLA. \$500

GERRY BAMFORTH, AUTO MODEL BUILDERS OF VANCOUVER. \$250

IRA DAHM. \$65

DARRYL GASSAWAY. \$500

JAMES A. KROEGER. \$70

CLAY PITKIN. \$40

SCALE MOTOSPORT. \$116.50, "One Percent for the Museum" Program

RAFAEL STEINBACH. \$45

GREG STRUHAR. \$100

TRI-STATE SCALE MODEL CAR CLUB/NNL EAST. \$1,650

TOM VOGT. \$50

RONALD WATERS. \$80

A special apology is extended to Phil Dauphinee who contributed \$250 in August, 2002. Phil's contribution was inadvertently omitted from the first 2003 issue of *The Builder*. The Museum is grateful for Phil's continuing generosity and support of the Museum.

SPECIAL ACQUISITION

MARK S. GUSTAVSON

The Museum benefits from some very generous donors, many of whom prefer anonymity. One, in particular, has given me instructions to call him when the Museum has the opportunity to acquire a particularly important bit of model car history. When something critical becomes available, I'll call this fellow and he either approves or declines to donate the funds necessary to acquire the proposed item. Naturally, not many items qualify, but, from time to time, something unique becomes available and we'll buy it.

In early April, a Museum member contacted me and told me of an set of items available on ebay. I linked to the auction, and almost fell off my chair by what was being offered: a full range of photos, negatives, memoranda and a photo of a cobbled up model of Carl Casper's Galloping Ghost model that was once contemplated by Aurora models to be offered as a kit.

Here's the text of the eBay auction:

These one-of-a-kind artifacts are part of the HMS Associates Archives, a large accumulation of prototypes, renderings & blueprints, publicity photos and other research material, and miscellaneous paper items that I purchased several years ago from the previous owner of this now defunct company. In order to appreciate the importance of these pre-production pieces of toy history, a little background on the company that produced them is necessary.

HMS Associates, founded in the late 1940's by three partners, was based in Willow Grove Pennsylvania. The company specialized in product development, taking their client's abstract ideas and converting them into "patterns", prototypes that could then be sent to tool companies who would copy them and make metal production molds. In 1952 one of HMS's partners, Raymond Haines, solicited Abe Shikes, president of Aurora Plastics Corp., convincing him of the huge potential market for plastic model kits, which was expanding greatly at that time. Thus, an almost two decade long relationship was born in which HMS provided Aurora with prototypes for virtually all of their models, as well as slot car bodies.

In addition to Aurora, HMS performed services for a number of other well-known toy/hobby companies, including MPC, Ideal, Hasbro, Galoob, Kohner, and Remco. In 1994

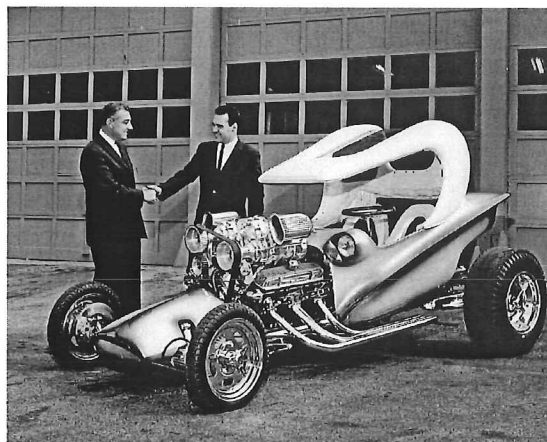
the company was dissolved and all of its assets sold, with the exception of the archives. The last owner (who purchased the company in 1989) was savvy enough to save most of this wonderful material from being discarded. After many years of negotiations, I was most fortunate enough to be able to obtain the entire remaining contents of the archives, the best examples of which will be offered here on Ebay. THE AURORA CARL CASPER'S GHOST HOT ROD REFERENCE MATERIAL. This is an extraordinary group of reference material pertaining to Aurora's quest to produce a scale model of well-known show car builder Carl Casper's newest hot rod masterpiece, "Casper's Ghost". Of course, most every Aurora enthusiast knows that Casper and Aurora had previously collaborated on the spectacular "Undertaker Dragster" show car kit. This was to be the follow-up to that successful model. Unfortunately for kit builders then (and collectors now!), this kool kustom kar never made it past the master pattern stage.

To the best of my knowledge, the actual hand carved pattern has yet to be discovered and may in fact have been discarded years ago during a clean-out at HMS. What we have here is possibly the next best thing . . . original photos and other ephemeral material documenting the development process of this unproduced kit. The progression starts with many photos taken of the actual show car, which was transported to Aurora headquarters in Hempstead, Long Island. There are (4) 8"X10" b&w glossies, two showing Carl Casper himself with his creation, one showing Casper shaking hands with Joseph Giammarino (one of Aurora's founding partners) next to the Ghost, and one of the car by itself. Then, we have (21) smaller b&w close-up photos of virtually every aspect of the car. These pictures are extremely important as they were used (along with measurements) by the artists, engineers, precision machinists, and sculptors at HMS to produce renderings, blueprints, schematics, and finally, the master pattern.

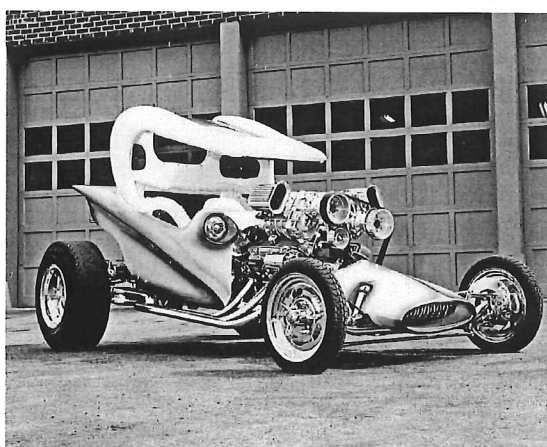
Also included here are several original negatives for these pictures, the packet from a local Willow Grove, Pa film developer (with Ray Haines name on it), actual pencil-drawn diagrams with measurements, and, last but not least, a professionally taken original 8"X10" b&w glossy photo of the actual prototype master pattern. A one-of-a-kind lot of historical documentation! Incidentally, none of these items has ever been published or even reproduced in any way, shape, or form. Perfect for the Aurora or vintage hot rod historian, or perhaps someone who desires to write an updated book on the history of Aurora!

This is a stunning discovery of a previously unknown bit of model car history! We *almost* had this kit. New Trustee Mark Brown is working to preserve the Aurora sepia drawings (as well as other rare illustrations and drawings in the Museum).

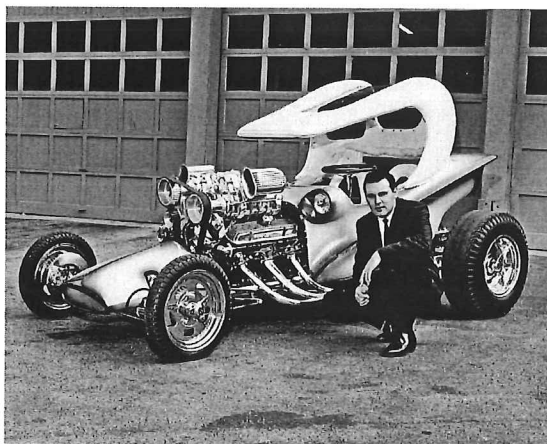
Check out these great photos of the car and the master model which represent only a small part of the range of photos that were acquired. Thanks to our unnamed supporter! Please note that I'll be presenting the photos of the car on my Custom Clinic Web site at www.CustomClinic.com by October 1, 2003.



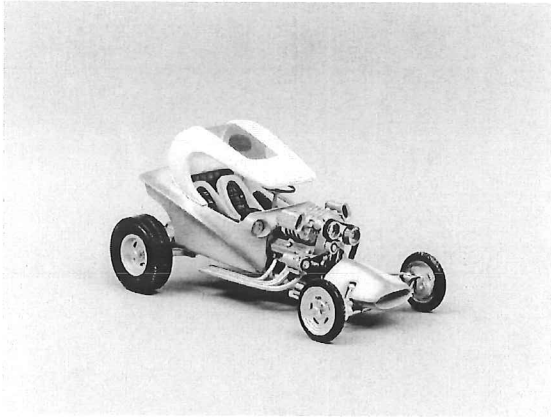
Carl Casper delivered the car to the Aurora plant. Casper (on the right) is shaking hands with Joseph Giammarino, an Aurora executive (left) in this publicity shot. (photo by Aurora models, Museum archive)



The "Ghost" was well done and evocative of the over-the-top show cars being built in the Sixties. The twin-blown V-8 and radically raked body would have presented a challenge in driving. (photo by Aurora models, Museum archive)



Carl Casper here kneels by his Sixties masterpiece. Does anyone know what became of the car? (photo by Aurora models, Museum archive)



Aurora was sufficiently interested in and committed to this project to have created this amazingly accurate scale model. While obviously lacking some of the details found in Sixties Aurora kits, this mock-up model is really well done. Wonder where it is now? (photo by Aurora models, Museum archive)

SCAN THE PAST

DICK ENGAR

As you all know by now, the Museum has enlisted the work of some dedicated hobbyists from the United States, Canada, and Sweden. Each of the “scanners” are working to digitize the hundreds of crumbling original magazines in the Museum’s collection. We hope, soon, to start presenting select articles from the history of our hobby, all drawn from the CDs created by the scanners.

Thanks to our scanners Bertil Berggren, Elmore Craig, Claes Ericsson, Mike Harnyk, Mark Holland, Paul Leiba, Dave Mikrut, Ron Norman, Jim Olson, Lindley Ruddick, John Sharisky, Mike Swan, Floyd K. Wever, and Roger Yu 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 bottom of last page of this newsletter).

As a new Museum Trustee, I’ve been asked to handle this important program. If you are interested, please email me at recedds@wasatchnet.net with “Scan the Past” in the subject line.

CLONE THE PAST

MARK BENTON

One of the most essential programs of the Museum is our *Hot 150/Clone the Past* program. It is our goal to present

to visitors, and the larger hobby, a visual narrative history of the hobby. 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 historic model is obviously related to the *Hot 150* “naming” effort but is more tangible. This effort initially seeks to either acquire the model (by donation or loan) or, if the model isn’t available, to replicate as many of these models on the list as possible. Visit our Web site for further and more detailed information on this program: www.themodelcarmuseum.org/Projects/Clone/clone.html

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.

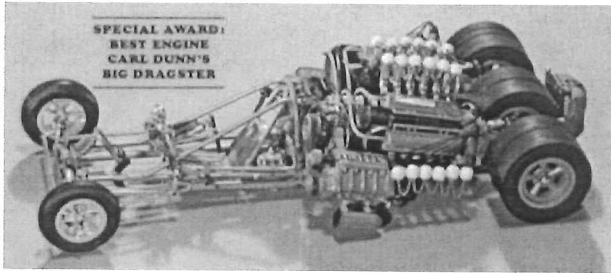
JOHN MAHAFFEY. Donna Shuld’s full custom ’60 Starliner, *Custom Car Models* by Barris, 1962, p. 11; *Car Craft* 6-61, p. 52.

ROY URVALD. Jim Keeler’s ’40 Ford Sedan, *Custom Car Models* by Barris, 1962, p. 25. This model is finished and we’ll look it over in the next issue.

MARC HAVICAN. Jim Yonts’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 engine dragster, *Car Model*, January, 1964, pp. 16–17; *Model Champions*, p. 8 (thanks to Norm Veber for casting the Mustang aircraft engine parts).

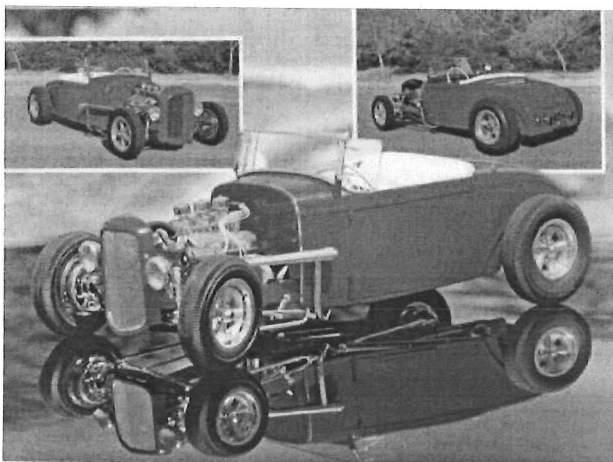


BOB PAETH. Jack Herndon's '29 Ford custom, *Car Model*, March 1965, p. 27.

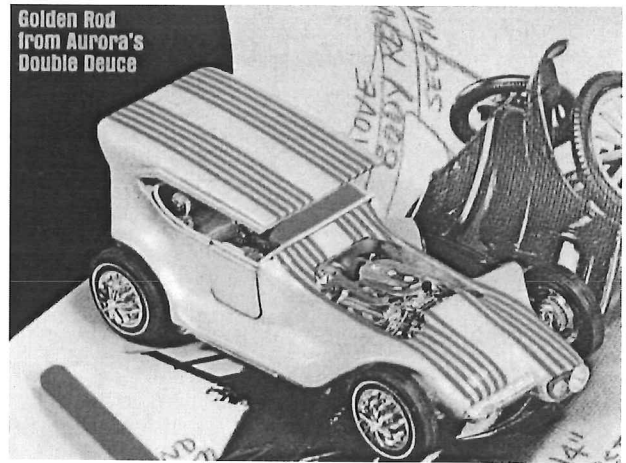
MARK S. GUSTAVSON. Lonie Stern's *Astrodan* '40 Ford Sedan, *Car Model* 3-65, p. 27, *Model Champions*.



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.



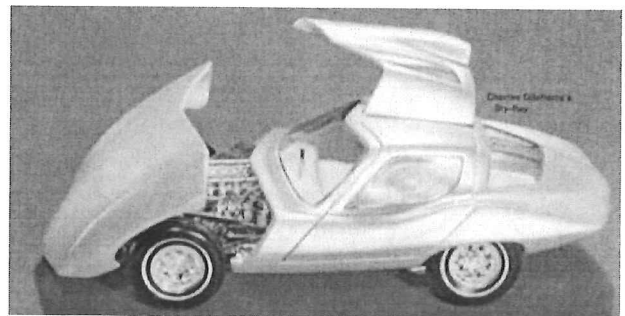
CHARLES JONES AND MARK S. GUSTAVSON. Charles Jones' mid-engine custom, *Car Model*, Aug. 1964, p. 56; *Model Car Science*, Aug. '64, p. 21; *Model Car Science*, Aug. '65, p. 21.

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. In the next issue, we'll review the model.

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. See the earlier, contemporary photos of the model in this newsletter.



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



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

THE DEEP, DARK WONDERS OF THE MUSEUM FILING CABINETS

JANET GUSTAVSON (CURATOR, FILING CABINETS)

Over the years of the Museum's existence, I have spent many hours opening and closing the drawers of the two 4-drawer filing cabinets in an attempt to organize and catalogue the vast collection of unique model-related memorabilia contained therein. This is an on-going process which is never finished because, of course, collectibles suitable for preservation in these cabinets are constantly being added. These new arrivals are often donated, but, occasionally, they are purchased with Museum funds. Dealing with this diverse and sometimes perplexing plethora of items is a tedious job

in many ways, since the contents of the drawers must exactly match a hard copy listing in a constantly updated three-ring binder. At least ten Saturday mornings a year are spent, bagel and juice at the ready, eyes straining, paper cuts notwithstanding, leaning into the complicated matrix of model memorabilia in these drawers.

I am not a particularly avid builder though I once built a pretty cool '69 Riviera that won a prize in a local contest (I think the funny fur interior did it)! So, you might ask, why do I do this job? How can I find, some ask, any interest in so many arcane ads, capricious correspondence and a labyrinth of cross-referencing. Sounds dull! Well, *only to the uninitiated* . . . Once you have sniffed the ancient aromas lingering on the paper of the vintage ads, and once you have caught a glimpse of the history of the hobby as it unfolds in the recesses of these drawers, you would want to help preserve these interesting artifacts, just as I am doing. I have a background managing rare collectibles in a University library, so a curiosity comes naturally about the passion which so many individuals have for this hobby. It is satisfying to make sure that everything is in its proper place and chronicled for future visitors. As Mark says, this stuff *must* be preserved!

But all such obsessive-compulsive reasons aside, the best way to convey the essence of history that lurks between the file folders in those drawers is to give you a sneak preview into their mysterious contents:

There are two 4-drawer legal-size black metal filing cabinets; 5 drawers are devoted to the blue-labeled *General History* of the hobby files. In these drawers you would find letters, ads, samples, photos, etc. of contests, projects, people, and companies which have played a major role in the development of the model car industry. So, from A through Z, you will run across delicately-preserved ads from early Monogram contests all the way to a sub-category under the "Museum" heading, entitled "The Time Capsule." If you opened these drawers, you could thumb through photos of models being completed for the Bob Barnett project and you could find old and rare decals which are now priceless. You would find many one-of-a-kind items. A recent addition to these files is entitled: Casper, Carl: Ghost Hot Rod (see the story elsewhere in this newsletter). You would run across a myriad of folders which keep a record of persons and paraphernalia pivotal to the hobby throughout the last 50 years or so. You would undoubtedly find some really cool stuff to touch, smell, laugh, cry and shake your head at. But, I'll tell you, I won't let anyone casually browse!

In one of the drawers, green-labeled file folders hold a complete record of *correspondence between my husband and over 200 other modelers!* That's a lot of letters and

many of them were written before the days of computer-processing. Dreams, suggestions, compliments and humor are contained in these letters. You might find one you've written! The remaining two drawers contain some bulky memorabilia from various GSLs: buttons, goody bags, stickers, and other things which could not be squished into the larger scrapbooks or history books.

So, next time you're in the Museum, ask a Trustee to open one of the drawers of the filing cabinets (unsupervised reviews of file cabinets aren't permitted). Place a vintage ad up to your nose—breathe in the memories of your hobby's past. It'd be like a Ray Bradbury moment! And, watch for an update on the filing cabinets as a permanent new column in this newsletter where I will highlight one fascinating artifact each issue.

DAVE SHUKLIS COLLECTION IS COMPLETE

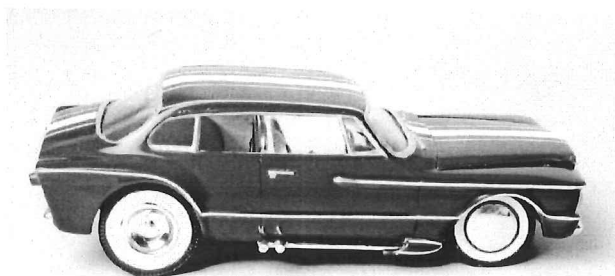
MUSEUM STAFF

The Museum is delighted to announce that it has received the final Shuklis model that was acquired years ago from Dave's father (see the wonderful story of how the Shuklis collection was acquired at www.themodelcar-museum.org/Models/Shuklis/shuklis.html).

The Bob Tailed Cat was restored in the workshop of Museum Trustee Al Raab. The Bob Tailed cat was presented to the Museum and hobby at the special Museum seminar at GSL-XIX.

Check out these views of the finished model; as time permits, we'll upload Al's construction photos and more shots of the model to our web site.

We hope to interest one of the model car magazines in a feature on the Shuklis collection, and perhaps on the Museum as well.



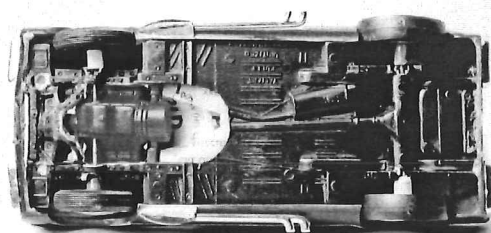
There can't be any better view to the early Sixties than Shuklis' models which depict that era perfectly. Al's restoration is just spot-on, and he saved the original paint! (photo by Mark S. Gustavson, Museum archives)



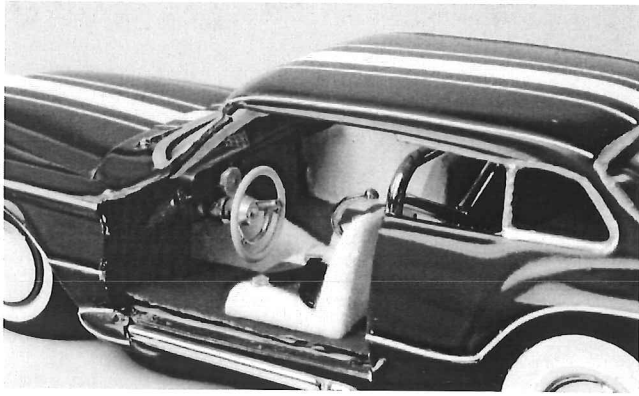
While not particularly well-styled, the Cat's rear view displays Dave's excellent work. Most of the chrome, and all of the white stripes and pinstriping are new. Dale Horner generously donates all of the vacuum metallizing plating for the Museum. (photo by Mark S. Gustavson, Museum archives)



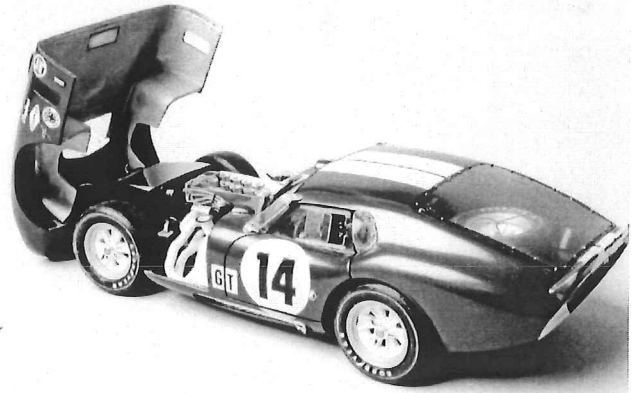
The Chrysler engine, modestly detailed, depicts the general level of detailing in the early Sixties. (photo by Mark S. Gustavson, Museum archives)



Alan wisely left undisturbed Dave's use of stiff file cards to create some of the shapes to build this model. Dave would typically advocate coating file cars with tube cement to stiffen the paper. This restoration preserves as much of the original model as possible, typified here by the decision not to touch up the black chassis paint. (photo by Mark S. Gustavson, Museum archives)



Here is some more of the charming detail of this model. The reader is cautioned not to criticize the occasional crudeness in Dave's work which surpassed the work of most all other builders of the time, particularly since Dave was afflicted with cerebral palsy. (photo by Mark S. Gustavson, Museum archives)



Few modelers would have attempted to build this model largely scratchbuilt. Before the Gungze-Sangyo kit was available, Gary scratchbuilt the frame and the drivetrain and placed those items under a heavily modified old slot car body! Just imagine the work involved. (photo by Mark S. Gustavson, Museum archives)

MODELS RECENTLY LOANED TO THE MUSEUM

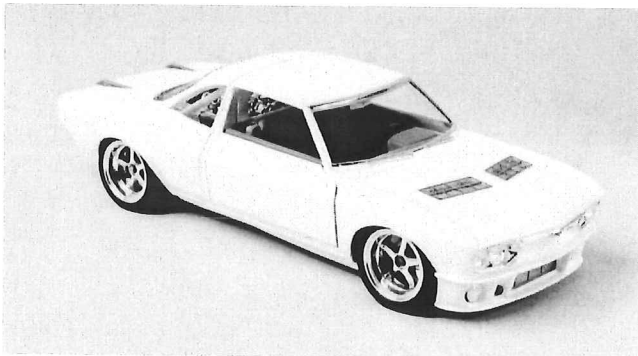
JOHN DINO

The Museum has been pleased to receive a series of high profile and interesting models from noted builders. Please check out these photos.

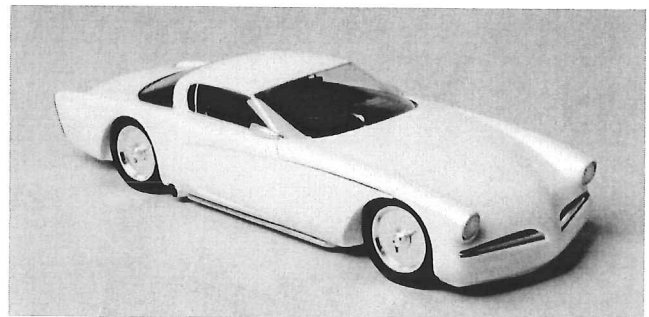
Our deepest appreciation is extended to Bill Cunningham, Gary Grassman, Bill Maunder, John Schmidt, and Doug Whyte for generously loaning your models to the Museum.



Bill's early Sixties Ford truck captures the wonder and styling excesses of that era. This is a nearly perfect window to the early days of our hobby. This 40-year old model is remarkably preserved. (photo by Mark S. Gustavson, Museum archives)



Master builder Bill Cunningham's phantom Chevy model is an insightful blend of historic racing cues and a neat restyling of a second-generation Corvair. Pearl white paint next to nickel-plated metal really works here. (photo by Mark S. Gustavson, Museum archives)



There have been few models in the last 10 years that have so gracefully captured the essence of high styling matched to exquisite craftsmanship. Nearly a decade after its completion, Doug Whyte's magnum opus still takes your breath away. (photo by Mark S. Gustavson, Museum archives)

SPECIAL DONATION

MIKE SWAN

The Museum was honored recently to receive a model from the estate of John Luce who was a noted builder of large-scale competition vehicles. John built models for the H. H. Franklin Museum in Tucson, Ariz. The model needs some restoration work that I'll be honored to undertake. On behalf of the Museum, Mark S. Gustavson sent a note to John's widow, Betty Luce, and thanked her for the wonderful donation.

I'll be cleaning this model up and returning it to its original pristine condition, and I'll tell you all about it in the next issue of *The Builder*. After that, I'll be cleaning up other models in our growing collection, and doing an article on my efforts.

WE WELCOME YOUR COMMENTS

PAUL ANAGNOSTOPOULOS

Please remember that your letters and email about the Museum, this or any other newsletter, or any hobby-related topic are welcome, always! See "How to Contact Us" on the last page of the newsletter.

NEXT TIME

We'll feature the wonder Budd "The Kat" Anderson display that our friend Don Graham gave to the Museum recently. It's absolutely incredible!

The work of Bruce Treadwell, who passed last year, will also be featured including an incredible large-scale dragster.

At long last, we'll feature the finished AMT Styline Valiant. It's painted, but the AMT lacquer needs to be rubbed out, and we also need to complete the rest of the model.

As many of you know, Ira Dahm is still active in the hobby and we're pleased to note that he is a Museum member. We'll take a look at his early Seventies articles and models, and show you a couple of pictures of your work. Similarly, we'll show you Sifferd's "Telstar" model which has neatly survived its early Sixties contest schedule in splendid condition.

We'll also present an update on the *Scan the Past* and *Hot 150* programs, as well as any other developments that

occur between now and our early December publication date.

Finally, we'll look at the cloned models by Tim Pentecost and Roy Urvald.

Editor's Note: We want to extend a special thanks to Museum Trustee Mike Swan, who scanned many of the images that appear in this newsletter.

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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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!

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.

May. Mike Abbatecola

June. Darryl Gassaway

July. Ira Dahm, Jim Kroeger, Clay Pitkin, Scale Mortorsport, Rafael Steinbach, Greg Struhar, Ronald Waters

August. Auto Model Builders of Vancouver, Tom Vogt, Tri-State Scale Model Car Club

September. Tri-State Scale Model Car Club

October. Tri-State Scale Model Car Club

INTERNATIONAL CORRESPONDENTS

The Museum has enlisted the aid of modelers outside the United States to act as our international 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 801 576-6478 and pressing 3. All calls will be returned collect. Use this number to request a Museum tour. You can also email us at msg@theModelCarMuseum.org

If you have materials for the Museum, send them 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 Editor Paul Anagnostopoulos, 978 371-2316, paul@windfall.com

The Builder Vol. 9, No. 2

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

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

Editor: Paul Anagnostopoulos, paul@windfall.com

Webmaster: Mark Benton, mjbenton@xmission.com

Museum Trustees: Paul Anagnostopoulos, Rex Barden, Mike Barlow, Mark Benton, Mark Brown, Pat Covert, Brian Dees, John Dino, Dick Engar, Mark S. Gustavson, Bill Helm, Alan Raab, Mike Swan, Randy Vandraiss, Bob Wick

Research Assistants: Rex Barden, Russ Harding, Bill Harrison, Randy Vandraiss

Museum logo designed by Russ Schwenkler

International Model Car Builders' Museum

10271 South 1300 East

PMB #131

Sandy, UT 84094 USA

(mailing address only)