



The Builder

NEWSLETTER OF THE INTERNATIONAL MODEL CAR BUILDERS' MUSEUM

THE VIEW FROM HERE

MARK S. GUSTAVSON

As we rapidly approach the end of 2004, many things are underway here at the Museum, so let's talk a quick walk through those projects and developments.

Well, it had to happen sooner or later. The work load here at the Museum imperiled, and finally prohibited, the goal of presenting three issues of *The Builder* this year. We tried, we really tried, to produce three issues of *The Builder* for 2004, but the crush of on-site Museum projects and the many hours required to write and produce this newsletter finally conspired to limit us to two issues this year. We tried to have it otherwise by presenting two much smaller issues of the newsletter for this year, but we couldn't justify the added cost just to meet the goal of three issues. We'll get back on track next year even though GSL-XX will occupy much of our time. We hope that you enjoyed the earlier 2004 newsletter as well as this blockbuster issue.

I am happy to report a real jump in the number of back issues of rare old model car magazines scanned as part of our *Scan the Past* project. While we have a large number of dedicated scanners who launched this program, the most recent progress has occurred through the efforts of Terry Rollins, Dave Cura and Andy Kellock. These three guys have been working very hard to scan back issues of *Model Car Science* and *Car Model* magazines. The work of Messrs. Kellock, Cura and Rollins joins earlier scanning efforts by Roger Yu, Elmore Craig, John Sharisky, Claes Ericsson, Jim Olson, Lindley Rud-dick, Dave Mikrut, Floyd Wever, Dean Eubanks and Mike Swan. We express our great appreciation to all of these dedicated hobbyists—and to Tim Burkhardt who just joined the scanning team!—who have done so much to help the Museum with this crucial program. And, yes, we *do* intend to offer copies of these scanned disks in the future as a fundraiser for the Museum. Check out the article on page 12 of this newsletter for more information on joining this program.



The great information contained in historic magazines will be preserved through digital scanning.

Our *Clone the Past* program has recently enjoyed a surge of support. We've a lot of replications underway by some of the hobby's leading builders. However, we still need more skilled modelers who are interested in replicating a significant model from the history of our hobby. Through the services of newly-appointed Museum assistant Jim "Hollywood" Fernandez, we'll talk soon with Tom Geiger and other leading club leaders

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across the country to determine how we can persuade more builders to construct a replica of a vintage, historic model. Be sure to see the feature article, on page 8 of this issue, to learn more about this great project and to see some photos of the models that have been restored or replicated, and the models that are underway.



The famous Dixie Bee was cloned by Bill Taylor.

We are pleased to present an article by Shannon Dimaulo, a newcomer at GSL-XIX and one of the leading builders around these days. Check out the feature on Shannon in the December 2004 issue of *Scale Auto*. Shannon has prepared an article on her 1941 Chevy truck that startled so many people at GSL-XIX. Our featured builder this issue has a lot to teach us, so have fun with her article that appears on page 3 of this issue.

Perhaps not surprisingly, we haven't heard much comment on my proposal last issue to create a hyper-detailed scale model (go the Museum's web site to read about my proposal: www.themodelcarmuseum.org/information/TheView/theview.html) of Starbird's Predicta, my favorite obsession. While this project, when completed, will certainly push back some boundaries in the hobby, one commentator, Mike Good, has proposed that something will be lost in the mix. While I think that Mike is clearly onto something when he suggests that creativity is too-little celebrated (and appears too infrequently) in the hobby these days, it seems to me that we don't have to make a choice between wild design visions and authentic (and functional) detailing. Take a run at Mike's thoughtful piece on page 13 and let us know what *you* think (we welcome your letters) about his critique.

It is time for you to vote on the next inductees into the Museum's Hall of Fame Award. As you know, the Trustees each year (with the help of Tim Boyd and Dennis Doty) nominate two people in two categories (Writer/Builder and Industry Insider) and then invite a popular vote. The December 2004 issue of *Scale Auto*

carries the nominating text with a reference to our website for the voting. In this issue of *The Builder*, we offer more details about the program, its history, and we present the form for those who don't have 'net access (though we would *strongly* prefer that you vote on the Museum's website by clicking on the banner at: www.TheMuseumCarMuseum.org). We want to express our great appreciation to *Scale Auto* editor Jim Haught, as well as Kalmbach, for their continuing support of this Museum program. If you want to vote "manually," please check out the article on page 6 for further details and *be sure to vote* (use the form on the last page of this newsletter).

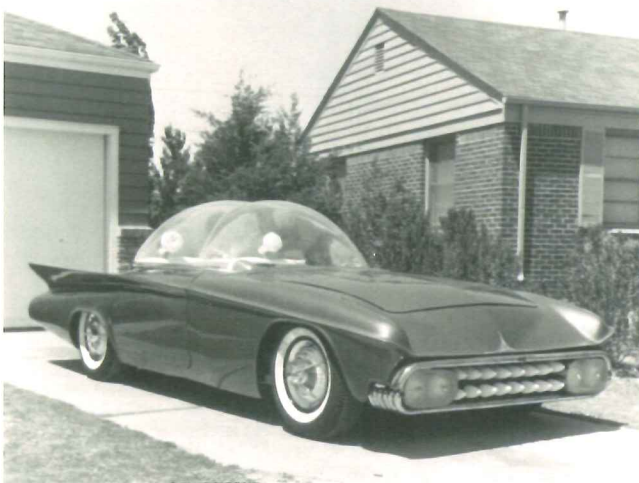
Keep in mind that the twentieth GSL Championship will be presented next April 28–May 1, 2005 at the PRIME Hotel in Salt Lake City (the same hotel as last time, just under new management). Renamed the GSL International Scale Vehicle Championship and Convention to better represent the expanded competitive venues and the fact that we present so many seminars and activities in addition to the competition, we are looking forward to another great event. Seminars are being planned as well as a special GSL film retrospective Friday evening, and there are some surprises, too. Please note that those not competing will be required to pay for registration so that we can cover for the costs of presenting the Championship (entry to all GSL events will be by special registration badge). In the first 2005 issue we'll have a full run down on the Championship including a list of activities. In the meantime, please go to the GSL website at: www.GSLChampionship.org for up-to-date information. You can download the recently-published "GSL Preview" at: www.xmission.com/~msgsl/GSL/GSLXXPRE.pdf

We had planned to present an article on builder Bruce Stallard—"Modeling and Overcoming Obstacles," nicely written by new *Builder* author Jim Fernandez—but we've misplaced the photos Bruce sent to the Museum. So, we'll have to postpone this excellent article until the next issue. Sorry, Bruce!

We had also hoped to present John Dino's excellent piece on Jim Keeler's *Dodge Fever* models, but we've just run out of space due to heavy photo use in this issue. Because Dino's article is photo-intensive, we'll run it in the next issue. You'll like the great photos of these epochal models in our collection; it's a great piece that follows John's piece in the preceding issue.

The Museum's project, announced in the last issue, is alive and very well. Two developments: first, there's an article ("Let's Build an Outrageous Project, First Report") on page 10 of this newsletter and it will be the subject matter of a seminar at the upcoming

twentieth GSL International Scale Vehicle Championship and Convention. If you missed my project proposal, you can read about it at the Museum site at: www.themodelcarmuseum.org/information/TheView/theview.html. This project also precipitated Mike Good's interesting op-ed piece that appears later in this issue of *The Builder*. You can also stay up-to-date on the Predicta Project by checking in at the Web site: www.ThePredictaProject.org



Starbird's epochal but over-the-top custom '56 T-Bird will provide many opportunities for advanced detailing.

Finally, we are finally making progress toward making application to the government for an endowment to fund the Museum. I've tried for more than a year to get this project underway following Trustee Alan Raab's acquisition of a book about how to make a proposal, but the crush of "regular" Museum programs—not to mention everyday work—haven't permitted the time. I have asked James Walters, CPA, of the noted West Coast accountancy firm of Kellogg and Andelson, and a long-time supporter of the Museum, to take the lead in this effort and Jim has graciously agreed to do so (Jim has substantial experience with IRS Code 501 (c)(3) organizations like the Museum). Please keep in mind, here, that the application process, even under ideal circumstances, will take more than a year (maybe a couple of years) and that assumes that the proposal is accepted. Therefore, don't assume that the Museum is "out of the woods": your continuing monetary generosity is *essential* to the survival and operation of the Museum. Please note our plea for funds later in this newsletter (and remember that such donations are tax deductible to the donor though you should consult with your tax advisor). Thanks, James, for your offer of help!

Thanks, also to Gregg Hutchings who, with the assistance of David Pye, who will be featuring an

article on various auto-themed museums including our Museum in an upcoming issue of *Model Cars*. Gregg also donates advertising space for Museum and GSL. Similarly, David Von Almen, who ably edits the IPMS/USA magazine, the *Journal*, also generously carries adverts for GSL and the Museum.

The Museum Trustees and I wish you all Merry Christmas, Happy Hannukah, and Seasons Greetings! We are deeply grateful for your support, and love the effort in which are engaged. See you next year!

Flash: Don Emmons to lend model collection! Don Emmons has contacted the Museum and told us that he'll be loaning the Museum 35 or so of his famous Sixties' models, including his famous '60 Corvette and '63 Mercury NASCAR model that we last displayed at the famed Petersen Museum in Los Angeles. We'll be presenting a special Emmons-only display! Don has also generously offered to donate the new glass shelves that the Museum needs for our three new display cases! Many thanks, Don. We're grateful for your continuing generous support of the Museum!

1941 CHEVY PICKUP: GSL XIX BEST IN CLASS, LIGHT COMMERCIAL

SHANNON DIMAULO

Editor's Note: We are pleased to welcome Shannon to this continuing series of articles by today's up-and-coming builders.

One thing that comes to mind about building this kit is how well all the parts went together and the minimal amount of mold parting lines to be removed. Hats off to Revell on this one. I usually prefer a grey colored primer, but for this kit I chose red oxide for a reason. I planned on building a weathered commercial truck with some of the red oxide primer showing through the color coat in places, similar to a truck I had seen in photos.

I airbrushed Floquil red oxide primer followed by a few light color coats of Floquil black over the fender unit and Floquil German black-green on the upper body components. Once the paint had thoroughly dried, I wet sanded through the paint in various spots to signify where the paint would have worn, being careful not to sand all the way through the primer. This produced an aged paint appearance with the primer showing through in patches of color. In the meantime, in lieu of watching paint dry, I worked on assembling the engine and chassis, adding some engine wiring (thin metal wire painted black) and an oil pan dipstick made from metal

wire and rubber tubing. Some careful dry brushing and weathering of the engine bay and chassis added some realism and made the detail really stand out. I added some oil leaks (Polly S Oily Black) along the intake, valve cover and oil pan area, as well as some commonly occurring oil leaks around the rear end and pinion seal areas. I removed the kit supplied tailpipe rearward of the muffler and fashioned a piece of aluminum to the same shape pattern.



This isn't a derelict vehicle without scale rust. Rather, the model suggests an in-use vehicle kept clean but needing a full restoration.

The interior has also seen better days. I melted the seat with an open flame (very carefully—just enough to cause some sagging where the driver sits), then wrapped it in some tissue paper to replicate a vinyl fabric with a few rips, and topped it off with metal springs and tufts of stuffing showing through. Then the seat was painted and weathered to look a little stained, worn and dusty.

The kit is molded with a separate truck bed and sides, so it made the job that much easier to replace the plastic bed with one I scratch built from basswood. The wood bed was treated with some Floquil stain and “Weather-All” (a Rust-All product for wood). With the box assembled, I added some tailgate chains cut from a length of very fine copper chain and hooks made from thin wire. I coated the middle portion of the chain with liquid electrical tape to simulate the rubber covering that prevents the chain from impacting the gate.

My next task was making a headache rack. I test fit the cab & box on the chassis, in order to estimate the height the headache rack should be. Once I had a precise measurement, I used leftover model sprue that I had sanded smooth, and cut the pieces to the correct length, finishing with right-angled cuts for the corners for a precise fit. After assembling the rack, I carefully sanded around the seams and painted and weathered it to resemble aged metal, and added a hook on each side to hang some plumbing supplies.



The bed is filled with assorted plumbing supplies and tools. Notice how nicely worn paint is presented.

Next were the final assembly and weathering processes. I prefer to do the exterior body weathering near the final stages of assembly so I can see the overall appearance as I proceed, as well as limiting the amount of handling on the finish. I applied a coat of Rustall rust followed by a black wash to most areas of the outer body. After the first coat was dry, I added some more Rustall or blackwash until the desired look was achieved. Then I mixed up various earth tones of dry pastel dust and dabbed the powder on with a combination of a soft makeup applicator sponge and paintbrushes. I finished off the truck with some scratch built tools that a typical plumbing truck would be hauling around: a toilet auger, some 4” aluminum duct pipe, a tin bucket, plunger, wooden tool box, chimney sweep and a hand saw. I made all of these accessories from bits and pieces of wood, wire, tinfoil, and even old paintbrush hairs for the chimney sweep.



Shannon avoided the overdone quality of weathering that too-often appears on models. This is the presentation of a well worn, but clean and maintained, plumbing truck.

For most of my builds I do utilize an array of aftermarket, resin and/or photoetched parts; however,

I chose to use no such parts on this pickup truck. This just goes to show that it's still possible to build a show quality entry with low-cost detailing and careful building techniques.

IN MEMORIAM

MIKE SWAN

We are always mindful of hobbyists or hobby industry leaders who have passed on. We are sad to report that Jack M. Besser, as well as other hobbyists, have died this year. Please note the Besser obituary, below, as well as a list of names of our model-building fellows who are no longer with us. Remember that the entire *In Memoriam* list, read at each GSL Championship, can be found at the Museum site at www.themodelcarmuseum.org/News/InMemoriam/inmemoriam.html

Thursday, October 21, 2004

CHICAGO (AP) Jack M. Besser, co-founder of Monogram Models Inc., a model hobby firm that became one of the largest in the United States, has died. Besser died Tuesday of lymphoma at a Lake Forest hospice. He was 89.

Besser joined the Army during World War II, serving with the military police as an inspector. After his discharge, he became sales manager at Comet, a Chicago toy modeling company. He later pooled his savings with Robert Reder, a company designer, to found Monogram Models.

The first model line three different ships were created in the basement of Reder's home. In ensuing years, the business' growth required several moves to ever larger locales. By 1961, the company needed more space to handle a model line that included dozens of different cars, airplanes and ships. 'He bought 10 acres in Morton Grove and built a factory and moved the company there,' said his son, Clifford.

IN MEMORIAM LIST FOR 2004

RAY DENNEY.

JOE SYSZYNSKI.

JIM SUMMEY.

BILL DART.

LUIZ FERNANDO CALANDRIELLO.

SAM CHAVEZ.

PHIL JENSEN.

ROGER BOOTH.

ANDY "MOOSE" KALLEN.

DAVE DICKASH.

GEORGE ZUROWSKI.

ED FLUCK.

MARK H. BOYD.

JACK BESSER.

R. ALLEN STARR, JR..

LETTERS TO THE MUSEUM

Editor's Note: We encourage your comments on articles we present, thoughts on the Museum and its programs, critiques of this newsletter or other hobby topic or applause if you are feeling generous.

Mark,

Just received my copy of "The Builder!" Thanks! I'm really looking forward to working with you and the museum!

I'm reading with great interest the article about Chuck Jones. In reference to the barely started attempt of Roth to replicate Chuck's model, I'm not sure of the frame he used, but I'm certain I could research from the pics and figure it out. The rear suspension is obviously Corvair, installed completely backwards! The transaxle is Corvair, also. Chuck is probably fortunate he didn't end up with the car, as it would have handled poorly, maybe even dangerously! Having the A-arms mounted backwards like that would not allow them to operate properly. The engine appears to be the aluminum Buick Special V-8. I'm pretty sure that Crown Mfg. made an adapter plate to mate it with the Corvair transaxle. Maybe this info will be useful to you. Now that my interest is piqued, I'll try and research that frame.

S Lee Hartman

Hi Mark!

It was a great surprise to receive your certificate inducting me into the International Model Car Builders' Museum Hall Of Fame. I thank the election committee for this honor. I can't accept without recognizing ALL the modelers who contributed to the hobby and to our successes both at Auto World and *Car Model Magazine*.

Without their enthusiasm, their sending their nickels, dimes, and dollars, we would have failed. Even when times were tough, they were our inspiration to "do it!" You and your staff have done a great job for the model car industry and it surprises me that you don't get more support from them.

Oscar Koveleski

UNDERSTANDING THE MUSEUM

TOM GEIGER

Editor's Note: A few months ago, two contributors to the Hobby Heaven Discussion Board publically vented their "concerns" about the Museum's legitimacy when, as luck would have it, Mark S. Gustavson opined in a posted note that he wasn't aware of a very rare late Sixties kit. In response, one of our greatest supporters, Tom Geiger, posted the following note.

It is perfectly understandable that someone who is not familiar with the Museum would have questions or doubts.

I've had people ask me, "Really? There's a real live museum completely devoted to just model cars?" It is amazing, yet true! I am an enthusiastic supporter of the Museum and the good work that it has accomplished. I have been to the Museum in Utah, and it is an awesome experience.

My own interpretation is that the Museum is not about creating a catalog inventory of every model car ever built. It is a history of the builders of model cars, the cars they built and the evolution of the hobby from its simple beginnings to the outrageous detail levels we achieve today.

Mark and the Museum trustees have researched, uncovered, documented and brought together the history of the organized hobby, and the stories of the people in it. They have located builders who hadn't thought about model cars in thirty years, and the actual models that were trend setters back in the heyday of the hobby.



They have uncovered many of the most important models ever built, saved many of them from certain destruction, and restored many of them to their former glory. The Museum also has a program to "clone" important model cars that are long lost to history.

The people involved with the Museum are just as special. I've personally met my childhood heroes like Don Emmons and Tom Daniel and those who created kits that were important to me as a young boy like Jim Keeler and Bob Paeth of Revell. It truly pulls together your life's journey as a modeler.

To go to the Museum is an intense experience. Here, all in one place, are the model cars of our youth. These are

the cars we saw in the magazines, and inspired us to build as children. There is that feeling that the memories and work of those who have left us are carefully and respectfully preserved as art and history. Their presence can truly be felt in the building.

The Tri-State Scale Model Car Club and NNL East believe deeply in the important work of the Museum and make an annual donation toward this great effort. Whether you can make the sojourn to Utah or not, you can rest assured that the history of our great hobby, our predecessors and our friends is carefully preserved and safe in good hands. The Museum is the selfless work of people with great passion for the hobby, it's people and it's history. This effort deserves our respect and support.

Editor's Note: Thanks, Tom! We are deeply grateful for the incredible generosity of Tri-State and NNL East. The Museum could not exist without your support!

2004 HALL OF FAME AWARDS

MIKE BARLOW

Starting in 1992, The International Model Car Builders' Museum teamed up with *Scale Auto Enthusiast* to create the Hall of Fame to honor those who have made the most significant contributions to the history, growth and development of the model car hobby. The role of *Scale Auto* can scarcely be over-estimated: without *Scale Auto's* coverage, and the open endorsement and support by every *SA* editor, including Jim Haught, the Hall of Fame program could not have prospered as it has.

In the early years, we only honored one person each year. Later, in 2000, we decided that two people should be inducted each year because there were so many people, roughly divided into two categories ("Writer/Builder" and "Industry Insider"), that should be inducted. We have a committee that nominates people; that committee includes Tim Boyd and Dennis Doty and the Board of Trustees (no person who has been nominated has participated that year). The Hall of Fame has inducted a wide range of people who have made a genuine and positive impact upon the hobby.

We are happy to continue this great tradition again. The Hall of Fame nominating text is presented on page 19 of the December 2004 issue of *Scale Auto* where the text gives a reference to this Museum site for voting where the reader is directed to the Museum's web site.

Please carefully consider the nominating text, below, and determine for whom you will vote. Either log onto the Museum's web site (www.TheModelCarMuseum.org) and vote there—we would greatly prefer if would vote electronically—or fill out and mail in the ballot

found at the end of this newsletter and mail it to the Museum. Be sure to select just ONE person from each of the two categories. Votes will be gathered until April 1, 2005 at which time the winners will be printed in *Scale Auto* and on the Museum web site. After the voting, the successful Hall of Fame inductees will be notified, and their names will be added to a new plaque that is being presently crafted by Bob Wick (the original plaque created by Gary Schmidt, founder and initial editor of *Scale Auto Enthusiast*, is “full”).



The Hall of Fame Plaque hangs in the Museum. A new expansion to the plaque is being prepared by Bob Wick.

The ballot for your mail-in voters is at the end of this newsletter. Thanks for participating in the Hall of Fame program!

NOMINATIONS

Industry/Insider: Bob McLeod. As Publisher, Managing Editor and eventually Editor of *Car Model*, Robert N. “Bob” McLeod was an exceptionally strong influence on the development and promotion of the hobby’s first commercial magazine.

From 1962–73 Bob guided the magazine’s editorial policy by pioneering the work of Dave Shuklis and other contributors, including Robert A. “Smitty” Smith, Paul Sable, and Hank Borger. With Oscar Koveleski, McLeod was the first to promote a magazine project model, The Crusader, and the first to feature a question-and-answer column.

Bob also promoted sophisticated how-to features and signed Budd “The Kat” Anderson to write a column. He guided *Car Model* through its development to a large format, and was largely responsible for *Model Champions*, the one-issue feature magazine that focused on the regional and national winners of the 1963 Revell-Pactra I contest.

Industry/Insider: Bob Johnson. In many ways, Bob Johnson was to modern day model car building what Budd Anderson was to modeling in the 1960s. As a key member of the Revell-Monogram “Dream Team,” Bob was credited with pushing the early 1980s IMSA Mustangs, Ford and GM NASCAR Winston Cup racers, the first fully accurate modern Pro Stock models, and other memorable Revell-Monogram kit concepts from the early 1980s to mid-1990s.

A tireless and highly visible ambassador for the hobby, Bob popularized the term “model car aftermarket” in a memorable speech at GSL-13, laying the groundwork for how we view the smaller companies we now patronize on a regular basis.

Writer/Builder: Hank Borger. Hank inspired a generation of modelers with his how-to articles in *Car Model* magazine. He “told it like it was” about kits and kit parts, and he added a personal touch lacking in model car journalism.

Hank took many risks and pioneered unique painting techniques. He was the first model car writer to have a column in a street-rodding magazine (“Stop: Construction Ahead” in *Rod Action*) which was presented for many years. Hank’s articles in the early issues of *Scale Auto Enthusiast* added to the magazine’s stature. Hank is still active in modeling, but concentrates his efforts on military subjects.

Writer/Builder: Terry Jessee. Terry Jessee came to national attention in 1981 when his “Phabulous Phlowered Phord” appeared in *Scale Auto Enthusiast* coverage of early GSL Championship. After a series of class awards at GSLMCC starting in 1982, Terry received the Testor’s Craftsmanship Award and the Master Award for Best Detail at GSL in 1986 with his “Cowboy Cadillac” ranch pickup.

First published in 1982, Terry’s story contributions have appeared in *Scale Auto Enthusiast*, *Model Car Journal*, *Car Modeler*, *Boys’ Life*, *Model Cars*, the *Montana Highway Patrolman*, *Street Rodder*, *Old Cars*, and *Toy Cars & Models*. He wrote the “Light Commercial” and “Resin Kits & Parts” columns for *Scale Auto* from 1986 to 2003 and produced text for two *Scale Auto Enthusiast* photo galleries for Highland Publications in 1993 and 1994.

Book credits include *Building & Detailing Scale Model Pickup Trucks* (with Bill Coulter and Pat Covert) in 1996, and *Building & Detailing Scale Model Trucks & Emergency Vehicles* in 1997 for Kalmbach Publishing. He wrote a history of the model car hobby, *Hot Rod Model Kits*, in 2000, and *Build & Detail Model Cars Like a Pro* in 2002 for Motorbooks International.

CLONE THE PAST/HOT 150

RICHARD ENGAR

Since the earliest years of the Museum, one of our chief goals has been to identify, and either locate or replicate, the models that have most influenced the development of our hobby. This meant that we had to first develop the list of qualifying models (the *Hot 150* list) through 1968, and then move to the second phase of finding (and sometimes restoring) or reproducing those models (*Clone the Past*) for display in a special Museum cabinet that will help visitors to trace the development of model car technology and building styles since the mid-Fifties.

Of course, the first task is to identify the most important models in the history of our hobby. The definition of a historically significant model is crucial to this Museum program: the model has to have appeared in a major publication (or its “influence” would be very limited, by definition), it must have pioneered a new technique/style of building, and it must have exhibited very high standards of craftsmanship (adjusted for the time the model was constructed).

It seemed best to divide the list of qualifying models into various “Ages”: First Age: Up to 1961; Second Age: 1962 through 1968, Third Age: 1969–1978; Fourth Age: 1979–1988; Fifth Age: 1989–1998. We have purposely not designated a Sixth Age since it’s too early to determine which models have made the most difference. You can see the models listed for the First and Second Ages by going to the Museum’s web site: (www.themodelcarmuseum.org/Projects/Clone/Hot_150/150List/150list.html).

To date, we have made some real progress in either acquiring (by donation or loan) or cloning models from the First and Second Ages of the hobby. Several models have already either been acquired or cloned: The “Nervous Nomad” by Paul Sable has been completed by Tim Pentecost. Bill Taylor (God rest his soul) finished his replica of the famous *Car Model* magazine “Dixie Bee” several years ago. Almost 12 years ago, hobby leader Dennis Doty found the *Car Model* Crusader and sent the badly decayed remnants to Mark S. Gustavson for a full restoration. Pat Covert and Bob Downie restored the Shuklis Shamrock, and Jim Keeler’s MCS-X1 custom Corvette is back in Gustavson’s shop for a fresh restoration (a better candy red paint has been acquired from the Metalflake company). Roy Urvald cloned Jim Keeler’s ‘40 Ford drag sedan, and Don Emmons’ Willys pickup is on display through a loan. Rick Wright cloned Paul Sable’s ‘49 Merc custom through which Paul attempted to reignite the custom model car trend in the 1966. And,

Tim Pentecost replicated Jim Keeler’s double-engined dragster.



The Nervous Nomad is a deceptively simple model. A careful look reveals a pioneering approach to full-bodied Sixties drag vehicle design and construction. Tim Pentecost constructed this replica.



The Dixie Bee would please contributing member Mike Good. Outrageous yet street drivable, the DB tapped into the tradition of early Sixties show rods and reflected a bit of the styling of the Li'l Coffin. Bill Taylor replicated the original model.



The Crusader is one of the most influential model in the first decade of the hobby. It was not only widely covered in Car Model, but was the template for countless similar customs of the early part of our hobby. Mark S. Gustavson restored this model.



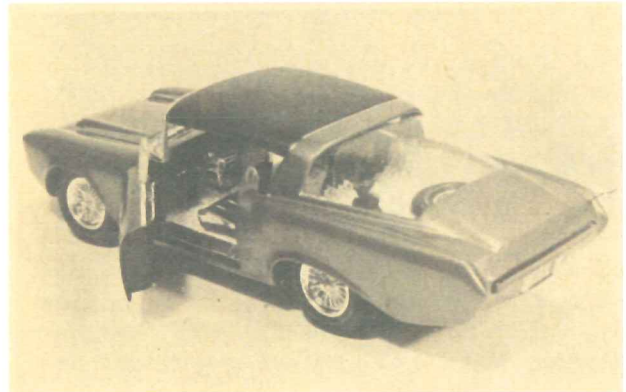
Of all the Shuklis cars, the Shamrock may have been the best known piece from the pioneering craftsman. Mid-engine in design, this model has been magnificently restored. Bob Downie and Pat Covert teamed up to restore this famous model.



Though Car Model author Paul Sable hoped that his wild custom Mercury would restart model car customizing, it didn't: drag racing and street rods had taken over and it wouldn't be until the MPC contest series that custom model cars were again publicized. Rick Wright built this a few years ago.

Other models are presently being cloned. Roy Urvald is doing another model for the Museum, this time Al Gaby's famed "Golden Rod" that appeared in *Car Model* magazine. Terry Rollins is cloning Harry Auffinger's '57 Chevy custom at the same time (Frank Constantino generously donated a '66 'Cuda body to the cause). Mitch Capps has started work replicating Bob Sifferd's Telstar with Bob's generous help by sharing four-decade old construction photos to help Mitch replicate the fabulous Telstar. Dan Baker is building a replica of Dick Reynold's Tiago's Ranchero that was built in 1961, and Rick Hanmore is working on his replica of Bill Neumann's '60 Ford Starliner. Mike Good has stepped up and will do the body work to replicate the second version of Lon Stern's "Astrodan" after which Mark S. Gustavson will do the interior and apply the paint job. Bob Paeth is working hard to clone Jack Herndon's radical custom '29 Ford roadster in time for GSLXX and Jeff Worsham is having the time of his modeling life cloning Tom Davison's chartreuse metalflake custom Corvette (the Paint Winner from Revell-Pactra I) and Carl Moore has stepped forward to build two of Budd "The Kat from AMT Anderson's legendary passenger

car pickups—Budd's '61 Ranchero and '58 Chevy. Mark Budniewski has just jumped into the program and will be building the "Way Out GT Custom" originally constructed by Auto World luminaries "Smitty" Smith and R.A. (Mike) Baltes.

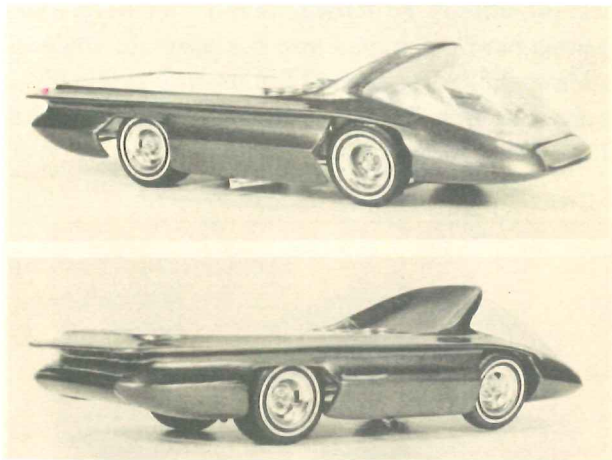


Harry Auffinger's thoughtful and wild '57 Chevy was like his other customs—radical but tastefully done. A '66 'Cuda rear clip and roof were deftly mated to the '57 Chevy body. Terry Rollins has taken on the task of cloning this great custom.

In an interesting development, we have changed the identity of a Tom Yonts dragster that will be cloned. Prompted by a note from Mark Budniewski, we decided that the Yonts dragster that appeared in the first page of a three-page article series in *Rod & Custom Models* (starting in the August 1964 issue) should appear on the *Hot 150* list because this model had a much greater profile than the previously identified Yonts' model. Interestingly, the newly-selected Yonts model, featured on the first page of the first article, is not the model built in the how-to series; nevertheless, the clear intent of the article was to encourage construction of the featured, finished model. Marc Havican has jumped onto this project, and will have it finished by GSL-XX next April 2005. Our thanks to all these great builders!



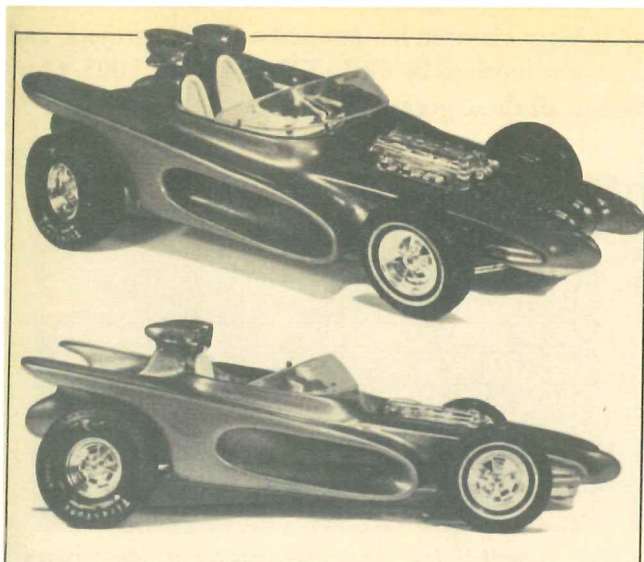
Tom Yonts' exquisitely done digger-style dragster set the standard for competition-model construction in 1964. Marc Havican is well underway on this famous Yonts model.



Bob Sifferd's Telstar was an iconic example of Sixties imaginative customizing. The cab forward, double-engined full on custom truck shook up judges and builders in 1964 and still exists. Bob is assisting with the cloning effort. Mitch Capps is replicating this wild custom.



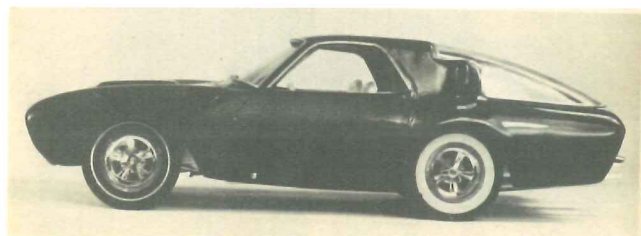
The Astrodan by Lonnn Stern was another of the leading wild customs from the breathless early Sixties. The second version—in metalflake green—is being cloned. Check out the deep body sectioning and off-center styling. Mike Good and Mark S. Gustavson are collaborating on this replication.



Jack Herndon created some really over-the-top customs. How does one classify this wild design? Bob Paeth is building this model.



Tom Davison's amorphous chartreuse metalflake Corvette was prominently displayed for years after it won the top Paint award in the Revell-Pactra I contest. Jeff Worsham is slinging putty to clone this great model.



In the tradition of the Shuklis customs, the Smith and Baltes wild Plymouth custom pushed the boundaries when it was built. Mark Budniewski has just signed up to replicate this wild custom.

Now, *how about you?* Sign up and build a replica of a famous model! It's a challenge unlike any other you'll have in the hobby.

More models from the First and Second Ages of our hobby are still available for cloning. Please take on one of these projects! Contact Mark S. Gustavson at msgsl@xmission.com for further information!

LET'S BUILD AN OUTRAGEOUS PROJECT: FIRST REPORT

MARK S. GUSTAVSON

Since the introduction of The Predicta Project in the last issue of *The Builder*, I've been thinking about the details of this project which will, with luck, mate the largest number of functional details to a scale miniature version of Starbird's remarkable car.

The first idea to keep in mind is the idea that if the car could be constructed in full scale, most of those details can be replicated in scale. Decades ago, a little-known but incredibly-talented modeler, John Estlow, created a sophisticated custom '49 Merc filled with operating features. The model won a major contest and then, along with the builder, retired into anonymity. The skill of contemporary machinists, matched with

more exacting equipment (some controlled by a PC), I believe might yield precision parts that could not be built a generation ago. By matching the best machining skills to the decision to build major mechanical and structural components from brass, I'm convinced that exceptionally realistic and functional parts and functions can be made. We can only imagine what John could do these days with PC-tech?



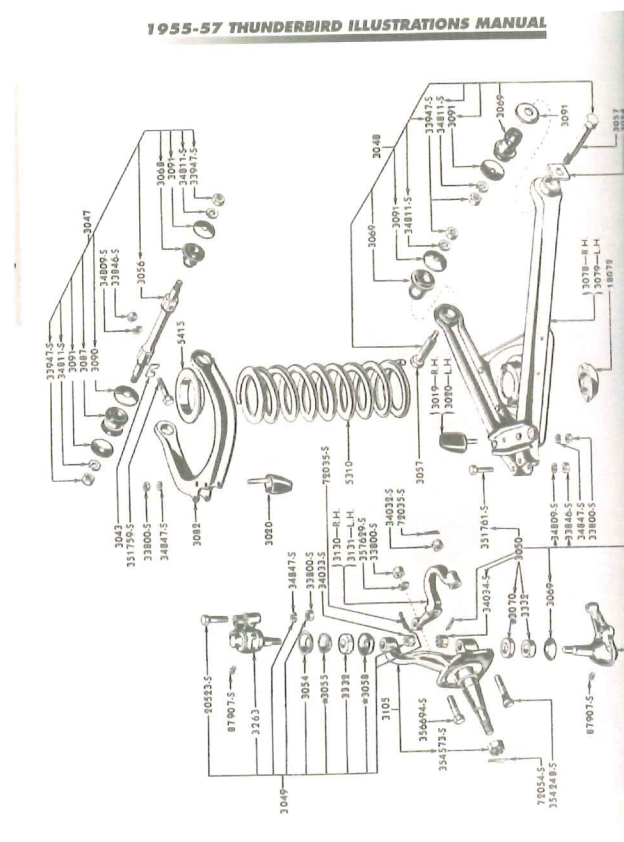
John Estlow was a great pioneer of early model technology though he's little remembered today (too bad, given his great achievements). The caption in a brief feature on his model in the August 1964 issue of Model Car Science reveals the following details of this detailed Mercury: lights for the interior and trunk, and license plate light plus two back-lite scale TV sets, high and low beam headlights, working horn (operated from the steering column), back up lights and turn signals, roll up windows (ala Shuklis), and an Atlas HO motor turning the fan blade with model railroad-source tech producing puffs of smoke from the exhaust pipes. If this could all be done with 1964-tech, what can't be done today?

From lessons learned from my DreamTruck2 project (you may want to check out the progress of that effort by going here: www.customclinic.com/Small_Scale/DT2/Dream_Truck_2/dt2_photos.html), I think a 1/25 scale model can present realistically functional ball joints and steering box, and operating drive wheels (activated by a driveshaft hooked to an ultra-small DC motor mounted in the engine block). Additionally, apparently-operating instruments can be simulated, as well as headlights and taillights (with accompanying turn light function) using a small custom chip hidden in the model. Mark Benton (who has a strong electronics background) is assisting me to see what can be done to simulate an operating TV screen in the Predicta.

In consultation with machinist Cody Grayland,

photoetch artist Bob Wick and Mark D. Jones (for gauge instrument faces and the like), this model will be built. In the meantime, a first list of needed parts has been prepared. That list is too large to present here, but you can find it by going to the web site for The Predicta Project (www.ThePredictaProject.org), and clicking on the "Project"-titled bubble top on the left-hand side of the home page (or go here: www.thepredictaproject.org/PredProj/predproj.html). This list, of course, is subject to further development, but it suggests those features that I genuinely believe can be constructed.

In the meantime, please check out the following pictures and let your imaginations run wild with the kind of parts and features that could be added to a hyper-realistic scale model of the Predicta (and, by extension, to any other model). *Please remember that no Museum funds are being expended on this project.*



This "exploded parts" drawing from Ford reveals the parts and scheme for the front end suspension setup of the Predicta that was based on a 1956 T-Bird. The upper and lower "A" arms aren't difficult pieces to fabricate in brass, and the spindle could be made by creating a master from resin or plastic, having the same cast by a jeweler in brass, and then soldering a machined tapered spindle to the fascia of the spindle. The upper and lower control arms and bushings can be done and already have been for the Dream Truck². Again, all assemblies, and parts-within-assemblies, can be broken down into their constituent shapes and built—it's only the final assembly of multiple parts that's intimidating.

SCAN THE PAST

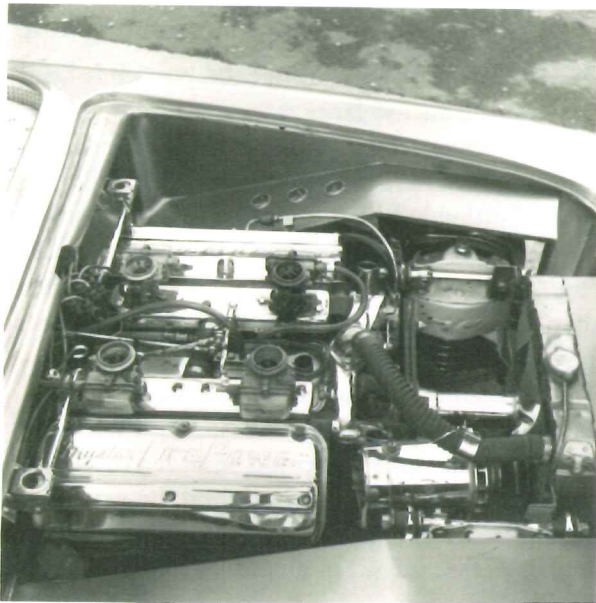
MARK S. GUSTAVSON

Not everything survives, and some of the Museum's most vulnerable historic items are the vintage magazines that were most often printed on the least expensive and least durable paper available. Meant for quick consumption with high anticipated discard rates, early issues of *Model Car Science* and *Car Model* magazines—among others—have started to significantly deteriorate even in the very hospitable Salt Lake climate.

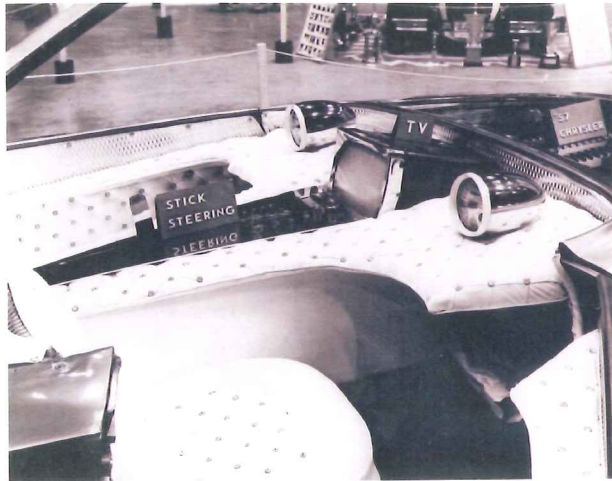
The history and information contained in those early issues of model car magazines cannot be lost. Coverage of the early events in the hobby, together with the great models created by early craftsmen, would be lost forever if each magazine crumbled into dust. Clearly, that isn't acceptable, and the Museum decided a few years ago that it couldn't tolerate that inevitable result.

The only viable thing to do was to digitalize the back issues. After Trustee Mark Benton created the original scanning protocol, I started to troll around for dedicated modelers who would laboriously scan back issues and then transfer those images to CDs, and a great bunch of guys jumped on board and started scanning.

As each disk is received from our dedicated scanners, we breathe a little easier knowing that the information on one more historic magazine is saved from oblivion.



Check out the wealth of details in this photo of the unfinished first-generation Predicta engine compartment: The upper control arm brackets and bushing (note the angle bracket locating the radiator), the engine-monitoring gauges, the factory hood latching mechanism, throttle linkage (note that the Monogram kit portrayed the initial show-only Hillborn fuel injection set up—the four-carb set up was the every day operational setup). What about a fan (with a scale photoetched blade) spinning in cadence to a sound chip giving the sound of a Hemi engine? Let's think outside the traditional box!



In this first-version interior set up of the Predicta (the somewhat simplified later version could also be modeled), think about the details that could be replicated. First, what if micro-miniature LCD technology be used to present a series of images of the different versions of the Predicta on that TV screen? Consider making the switches on the flat chrome console operate, for instance, as they did on the real car; the head and taillights? What if the scale key activated a sound card that presented the sound of a Hemi starting and then running—all tagged to the apparent speed of the fan belt? And, what could be done to make the bubble top raise and lower—maybe an electro-magnetic repulsion approach? Look, I don't know if all of this can be done, but why not start to think about a radical extension of our assumptions about the limits to scale modeling?



Even though we will have to consider what digital storage media must be invoked in 20 years as technology makes obsolete CDs, for now we have digitally preserved for the future the history of the early years of our hobby (as expressed through hobby magazines).

A special thanks again to the following guys who have worked so hard: Terry Rollins, Dave Cura and Andy Kellock, Roger Yu, Elmore Craig, John Sharisky, Claes Ericsson, Jim Olson, Lindley Ruddick, Dave Mikrut, Dean Eubanks and Mike Swan. And, given his prior hard work for the Museum, we expect great productivity from new volunteer Tim Burkhardt as well. We also

want to acknowledge the great help extended by new member Frank Cura (father to scanner Dave Cura) who has a large collection of *Model Car Science* magazines that Dave is scanning for the Museum: Thanks, Frank! Vince Nemanic has also helped by loaning two early issues of *Model Car Science* so that better images could appear on the scans.

If you have a good scanner, the capability to scan and transfer images to a CD, and if you care about helping us preserve the past before it is lost forever, please contact me at: msgsl@xmission.com You can also read more about the program by visiting that part of the Museum's web site that describes the Scan the Past program: www.themodelcarmuseum.org/Projects/Clone/clone.html

ED ROTH AND BUILDING WILD CARS

MIKE GOOD

Editor's Note: From time to time, we like to feature thoughtful op-ed pieces that pertain to this great hobby and how models are built. Recently, and in response to Mark S. Gustavson's lead article in the Vol. 10, #1 issue of The Builder in which Mark proposed an obsessively detailed scale model of Starbird's Predicta as a way to advocate one future of the hobby, Mike prepare the following editorial that we are pleased to present today. Note that the Museum neither endorses nor disagrees with the opinions expressed in this or any other guest editorial!

Man, I dug Ed Roth like potatoes! In a life relatively devoid of heroes, he stood out like Superman. After he died, I wondered why I felt so strongly about him. That he was a creative genius is undeniable. His hot rod creations were so far out that nobody has ever been able to match their brilliance and originality. He not only thought outside the box, but cut the sucker apart to see what he could make out of it!

Later in life, I met him. What surprised me is that he did not seem to be unusually intelligent. Why did this creative savant not dazzle me with his intellect? I thought long and hard about this. If not towering intellect, then what was it that made him so brilliant?

Simple. Ed Roth was a man of inspired ideas. His gift was not rational, but intuitive. He was a visionary. He wasn't interested in doing what other people did. He wasn't interested in fussiness or perfection. He was interested in *creative inspiration*. His realm was the world of original thought. He wanted to make cars that nobody else ever dreamed of. In a single sentence, this is what Roth was all about:

Nothing extraordinary ever comes from ordinary thinking.

I think a lot of us dig Roth, but what does all this epistemological crap have to do with model cars? Well, not as much as it used to, and there's the rub.

What made modeling so exciting in the early days is that contest organizations and magazines saw model car building more as a creative endeavor than an intellectual one. Originality and imagination were the elements that won the day in contests and on the pages of the magazines. Craftsmanship was important, but without creative ideas, the models fell flat in photos. The people who ran the contests and the magazines knew this. So, naturally, they gave awards to the models that looked good in print. Usually, those were the models that were the most wild and original.

So, whatever happened to that? Those wild flights of fantasy have largely been relegated to the past. Custom cars, especially wild ones, have been replaced by other things.

In the old days, if a modeler wanted to build a wild custom or super-detail, he had to do it himself. It was seat-of-the-pants modeling and it meant that you excelled or failed on the weight of your abilities to create from raw materials. There was a definite freedom of direction that came with doing things that way too. Improvising left your options more open.

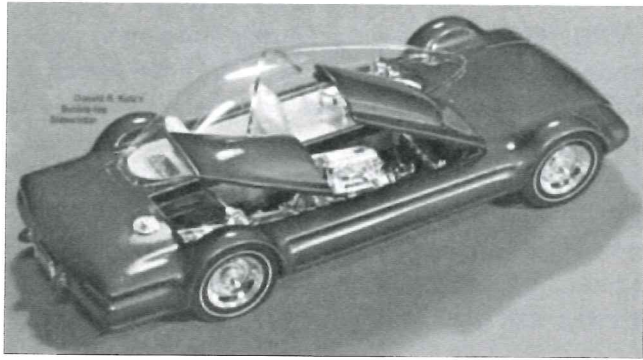


The full size "Voodoo Spider," a wild custom '83 Jaguar built by Elden Titus this past year.

Roth worked that way too. He didn't customize cars, he built them himself out of junk yard cast offs, plaster and fiberglass. He wasn't about billet parts and studied sophistication. His raw materials were humble. It was sweat and inspiration that made the cars special.

Roth's cars actually worked but were never, strictly speaking, practical. They were not intended to be. They existed as kinetic sculpture. They were caricatures of real cars. They were Dadaist fantasies. And that is why they were so unique. They broke the mold. They scoffed at convention. They were outrageous and undisciplined. They were crazy and unbridled precisely because that was the only way to get to where he was going. He wasn't

just another custom car builder. He was the maestro of the outrageous!



Donald Katz's Sidewinder was built in the early '60s. It shows an unconventional drive-train and passenger compartment configuration along with an extreme beltline treatment. All come together for a unique look.

To build wild cars like Roth you have to think like him. Roth was contrary. If somebody told him things had to be a certain way, he found other ways to do it. He was the absolute anathema to rules, regulations and conventional thinking. The man was a rebel, not just practically, but intellectually. In a sense, he was anti-intellectual. He was a sage of the subversive. Man, throw out the rules! Ignore what all the experts say. Use your imagination!



Another wild custom contest winner from the early '60s is Robert Sifferd's "Telstar." It features a dual mid-engine drive-train and a unique bubble-enclosed cab. It is being cloned right now by Mitch Capps.

And that is just what he did. His cars explored unconventional drive train configurations and unusual styling modalities. He put bubble tops and dual engines in hot rods. He utilized unusual motors: solar power, air-cooled engines, little bitty four bangers and even built an air car. He never overlooked something because others thought it might be uncool. He innovated.

That is the kind of out of the box thinking it takes to make wild creations like Roth did. That means ridding yourself of preconceived notions. That means letting go of conventional wisdom. That means striving for the inspired!



This crazy model built by Titus when he was 13 years old from a '62 T-Bird kit back in '62. Check out the novel cruciform roof treatment. Not bad for a kid! It looks even better full sized.

I would love to see wild custom models return to the revered place they held so many years ago. But, to build those candy colored, sublime fantasies you will need to be a bit more like Ed Roth and little less like everybody else . . . Dig?

RESOURCES

For more info on techniques for fabricating your own bodies, check out: www.voodospiderdreamcustom.com/Updates.htm Here is a website sponsoring a design contest for imaginative car models: www.goldcoastnml.com/darindex.html



Marc Havican dropped by the Museum recently to donate his Mercamino which won the MCMA Klingon Cruiser Award at GSL-18.

BITS AND PIECES

MUSEUM STAFF

Thanks to member Russell Cook who has undertaken the job of having a new sign made for the Museum. When we added "International" to the title, the sign needed to be updated. Thanks, Russ!

Terry Jessee has informed the Museum that he'll be donating a very substantial collection of thousands of slides and a complete set of drawings for the new Ala Kart with notes from John Mueller. Terry has been a major influence on the hobby since the early Eighties, and this collection will greatly enhance the ability of contemporary researchers, as well as researchers a century from now! Thanks, Terry!

PLEASE MAKE A MONETARY DONATION!

MUSEUM STAFF

The reality of things is that it takes money to operate the Museum. Our rent is \$500 per month with another \$60 or so for utilities and associated expenses over the same period. That amount doesn't permit us to print this newsletter, pay postage, or assist those cloning models. Please do what you can to donate to the Museum. If 40 people—just 40 people—donated \$20 each (\$800), we could almost pay for two months' rent. If 30 people—just 30 people—donated \$30 each (\$900), we could also pay almost two months' rent. And if 20 people—just 20 people—donated \$60 each (\$1,200), we could pay for two months' rent and utilities for four months.

Or what if 20 people did what John and Joan Mahaffey have done for each month for well over a decade—donate \$50? The Museum would enjoy \$1,000 a month—twice the monthly cost of rent with the overage placed in our savings account and we could dedicate our time exclusively to the programs of the Museum.

Please do what you can, *and do it often*. We can't do this without your support.

Donations since early Summer:

CLASSIC PLASTIC MODEL CLUB. \$500
FRED BELL. \$100
TIM BOYD. \$500
ABBOTT BROWN. \$100
DICK ENGAR. \$25
MARSHALL KING. \$100
KEN LINDLEY. \$50
BILL MURIETTA. \$20

BRUCE STOLLARD. \$20
GARY SUTHERLIN. \$50
STEVE TRAVIS. \$150
JOHN F. WOOD. \$150

MAGAZINES NEEDED

MUSEUM STAFF

The Museum has a great need to acquire, by donation, the following magazines (excellent photocopies of *The Guildsman* are acceptable). Can you help?

- *Model Car Science*: October '63, March and September '64
- *The Guildsman*: need *all but* the following issues: 1957 Volume 4, Nos. 3, 4, 5; 1959 Volume 6, #5; 1962 Volume 10, #5; Volume 12, all through end of publication.

PLEASE ACCEPT THIS NEWSLETTER OVER THE NET

PAUL ANAGNOSTOPOULOS

Here's a place where you can really help the Museum: please send your email address to Mark S. Gustavson (msgsl@xmission.com) or me (paul@windfall.com) and indicate that you'll agree to take this newsletter over the Net. You'll be able to view and download two versions of each newsletter: a high resolution, full-color version and a lower resolution, black and white version. Of course, keep us up-to-date if your email address changes. If virtually every member and donor would do this, we'd save about \$900 per year, about the cost of two months' rent. *Please help us save some money!*

MUSEUM STORE

MUSEUM STAFF

The Museum is pleased to offer the following items to the public; all monies (exclusive of shipping charges) are deposited into the Museum's account.

Indicate which shirt you wish (numbers and sizes are in parentheses): GSL-XVII (XL-4); GSL-XVIII (XXL-20, XXL-1 polo shirt); GSL-XIX (M-4, L-17, XL-1); GSL-XVII (XL-4); GSL-XVIII (XXL-20, XXL-1 polo shirt); GSL-XIX (M-4, L-17, XL-9).



Our first item is the GSL mug. We made up quite a few of these two years ago, and we sold a bunch at GSL-XIX. We have many left, and they are available for a donation of \$14, postpaid.



Our second items are spare t-shirts from the past three GSL Championships. These shirts are "firsts," high quality cotton, and feature the slogan and advertising image from the indicated year. Only the indicated sizes are available. All shirts are new and unused. Each shirt is \$12 with a single shipping charge of \$5 regardless of the number of shirts ordered.

Make out all checks/money orders to "Model Car Museum." Please do not send cash. No telephone orders accepted. Checks must clear before item(s) can be shipped. Please be certain to give us your name, mailing address, write legibly and send your order to:

AMT T-Shirts/GSL Shirts
International Model Car Builders' Museum
10271 South 1300 East, PMB #131
Sandy, Utah 84094



Years ago, a fellow (sadly, we can't recall his name) donated these AMT-authorized T-shirts that offered images of vintage AMT kits. We just found these shirts in our collection! These shirts are new and the image reproduction is breathtaking. Each shirt is \$20 with a single shipping charge of \$5 regardless of the number of shirts ordered. Indicate which shirt you wish, and if a substitute is okay in case one style is sold out. (Of course, we've saved one of each for the collection). Indicate which shirt you wish (numbers and sizes are in parentheses): '50 Ford (M-2, L-4, XL-1, XXL-12); '25 Ford (XL-1; XXL-12).

RECENT DONATIONS

MARK BENTON

The Museum has been the grateful recipient of an array of wonderful items. Take a look at this list:

SEAN CUTHILL. Collection of *CarToons* magazines

ANDY MARTIN. Old Putty Thrower 1/25 scale '32 Ford photoetched kit, '61 Chevy P/e, old Martin resin cast street rod, and vintage tube of glue

MATT CONTE. Vintage Arizona State Model Car championship T-Shirt, SAE contest-registration cards, paper ephemera and history letter

JOHN HANSON. Old *Auto World/AMT/Car Model* magazine letters re: Model Truck of the Month, large scale (scratch built) Cat and Truck

DEAN MILANO. Fisher Body Craftsman's Builders' booklet

BILL HADLEY. Four back issues, *Rod & Custom Models*, back issues, *Model Car Journal*

KENNY SHORES. Berkeley kit: Le Sabre (offered this item before selling it on eBay)

ED WRIGHT. Many back issues of Fisher Craftsman's Guild newsletter, model template, booklets (large collection of Guild items). Ed's Craftsman Guild donation was the largest single such donation in the history of the Museum. Check out these issues that he donated: Vol. 5, Nos. 1-5; Vol. 6, Nos. 1-5; Vol. 7, Nos. 1-4 (was

there a #5?); Vol. 8, Nos. 1, 3, 4 (was there a #5?); Vol. 9, Nos. 1-4; Vol. 10, Nos. 1-4; Vol. 11, Nos. 1-4; *Design Modeling Building A Model Automobile*, 1954; *How to Build a Model Car*, 1957; *Designing and Building a Model Car*, 1958; *Designing and Building a Model Car*, 1960; *Designing and Building a Model Car* (1930-62), 1961; *Designing and Building a Model Car*, (no date, but probably 1962); *Designing and Building a Model Car*, 1963-64; *Templates for Model*, 1963-64;

HERB PFEIFFER. Many back issues of *Model Car Science*, *Model Car and Track*.

CHRIS MOORE. Auto World tape, and AW sectioning kit.

NEXT TIME

Check back next issue for:

- An article on Bruce Stollard's models by Jim Fernandez.
- Part two of the article on Jim Keeler's Dodge Fevers by John Dino.
- An update on the Scan the Past program.
- An update on the Clone the Past program.
- Let's Build an Outrageous Project: Part Three.
- Other bits and pieces.

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Pat Covert- columnist & author

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Mark S. Gustavson- writer & author

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A4IFS

The Museum enthusiastically endorses the vacuum plating services of Dale Horner at the Little Motor Kar Company. Dale graciously donates the plating for Museum programs and if you've seen those Museum models, you'd know the plating is gorgeous. Please use Dale's services for your personal modeling projects—you won't be disappointed. You can reach Dale at 610 799-1462 or at littlemotorkarco@talon.net for his order form and other details concerning his plating services. Tell Dale you heard about him from the Museum!

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.

June. Tri-State Scale Model Car Club and NNL East

July. Tri-State Scale Model Car Club and NNL East

August. Museum savings account

September. Abbot Brown, Steve Travis, Bill Murietta, Fred Bell, John F. Wood

October. Marshall King, Ken Lindley, Gary Sutherlin, Bill Murietta, Dick Engar, Bruce Stollard, Museum savings account

November. Mark S. Gustavson

December. Classic Plastic Model Club

January, 2005. Tim Boyd

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

SIMON RIVERA TORRES. Puerto Rico

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. Please do not send packages requiring someone's signature.

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

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10271 South 1300 East

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INTERNATIONAL MODEL CAR BUILDERS' MUSEUM HALL OF FAME AWARD (2004)

BALLOT

Step One: Information about you. Your identity and vote will never be publically disclosed, and the information from this form will be used by the Museum only to tabulate the votes and to determine if we can approach you in the future about Museum information and programs: we will not share this information with any other individual, publication, or business.

Name: _____

Address: _____

Email: _____

Step Two: Vote. Please vote for one person in each of the following categories:

INDUSTRY INSIDER

- Bob McLeod
- Bob Johnson

WRITER BUILDER

- Hank Borger
- Terry Jessee

Thank you for participating in the Museum's Hall of Fame Award program!

Step Three: Send your ballot (whether electronically or by mail) to us no later than April 1, 2005. Mail the filled-in ballot to:

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