



# The Builder

NEWSLETTER OF THE INTERNATIONAL MODEL CAR BUILDERS' MUSEUM

## THE VIEW FROM HERE

MARK S. GUSTAVSON

It is good to write this note to all of you again. I am chagrined that it has been a year since we last published a Museum newsletter. Try as we did, Museum activities and changes—not to mention presenting GSL-XX—have kept us all hopping around here. The Museum is really making progress, but it takes a lot of time. With all of that in mind, it is a pleasure to report those changes in this issue and to look to the future.

But, before we go there, may I indulge myself a bit and talk about the Museum in general. When the idea of the Museum first blossomed almost 20 years ago, I was never sure the seed would find fertile soil and grow—I hoped it would, but it was an audacious idea. The idea of the Museum first came to me during a poignant moment with Jim Keeler. Keeler and I met when I was still in law school—the owner of a local hobby shop called me and said that there was some “old Revell guy” who wanted to talk with me; when I heard the name, I almost fell off my chair. I had followed Jim’s storied career and I certainly wanted to meet him. Jim and I soon met and formed a deep friendship that lasts to this day. As part of that association, a few years after I graduated, Jim offered to me his historic models that had defined and distinguished his early career and established benchmarks in the hobby. Can you imagine? That collection included not one but *both* of the *Dodge Fever* models though they both were in a sorry state (along with four other models including his *MCS X-100* and his famed *Turbine Tub*). When I called my friends Tom Dillion and Greg Struhar—both Midwesterners with strong building skills and a great interest in Keeler’s work—they jumped at the chance to participate in the restoration of the Fever models. The three of us restored both of Jim’s Dodge Fevers and Greg built an incredible replica of Jim’s Dodge Fever I that he presented to a very emotional Keeler at a subsequent GSL Championship. That great project planted the seed in me.

That experience taught me that there was an interest in the history of our hobby, and that it was important, right then, to start to gather the artifacts and memorabilia of our hobby *while we still had the chance to do so*. I surmised that historic model car artifacts and items were being lost, and we *had* to get the word out that a place should be organized where the history of the model car hobby could be gathered together—where the work and contributions of modelers could be preserved, honored and presented for future generations. After gathering and cataloging a surprising quantity of small items (many culled from stuff that I had been purchasing for years), the Museum found its first home in a 105 square foot (yeah, that’s not a typo!) room near my office in 1990 and then moved to a 350 square foot facility in 1993, after which we moved, in 2000, to our current 1,200 square foot location. Now we’re about to expand *again*.

### IN THIS ISSUE

The View from Here	1
Museum Store	4
GSL-XX, April 2005	4
My View	5
Modeling and Overcoming Obstacles	6
Chuck Jones’ Custom	8
Progress on Barnett Models	9
Museum Changes	9
Augie Hiscano, RIP	11
Motorized Modeling	12
New Publication Schedule	13
2005 Hall of Fame Appointments	13
2006 Hall of Fame	13
Scan the Past	15
Jim Keeler’s Dodge Fever Models, Part Deux	16
The Models of Don Emmons	18
In Memoriam	19
Letters to the Editor	19
Scale History	20
Breaking News!	21
Clone the Past	21
Donation Corner	22

There were some who scoffed, early on, at the idea of a model car Museum, but they were mistaken. The Museum now enjoys the incredible generosity of individual hobbyists and leading organizations in our hobby, and we're paying the rent regularly! We're here to stay and succeeding generations of builders will look back on our pioneering efforts and marvel at what we all have done here. We're now in the process of preparing a Federal Museum Grant application and, after that long process is completed, we may have a permanent home for this incredible collection. I want to express my deepest thanks to the hundreds of hobbyists who have generously contributed to the Museum. Best exemplified by the generous monthly donations from John and Joan Mahaffey (who have kept to that schedule for more than a decade), the Museum has been supported by many groups and individuals who have collectively caught the vision of what we're trying to do.

At this point, the Museum's mission has matured and expanded. Now established as the premier repository for all things historic about our hobby, the Museum will be moving out in the model car marketplace, so to speak, to participate and expand our presentation of model car contests, to be a sponsor at key events, and to produce modeling booklets that will be available on line without charge. The Museum is about the history *and* future of our hobby, and we need and welcome your help in continuing our mission and growth. You can read about many of those programs and goals in this newsletter.

With all of that in mind, here is a summary of articles contained in this issue of *The Builder* that will help you learn how the Museum is setting the pace for our hobby!



**Newsletter Award.** Our Museum newsletter is the recipient of major journalism award! We are happy to announce that the Museum received a Golden Quill Award—"Associations and Museums" category—from Krause Publications. This award is presented annually to

a range of auto-hobby related publications in recognition of outstanding efforts in the communications field. This is a major achievement for the Museum, and we extend our special appreciation to editor Paul Anagnostopoulos for his hard work in laying out and presenting *The Builder*! Thanks, Paul!

**Scan the Past.** I can't tell you how excited we are with the great progress with the Museum's Scan the Past program. Said plainly, the Museum is benefitting from the dedicated hard work of some very dedicated modelers who have made great strides in digitalizing historic and delicate magazines. Go to "Scan the Past" article on page 15 for more information on this great effort.

**Museum Promotion.** New Museum Trustee Jim "Hollywood" Fernandez (soon to be a resident of St. George, Utah) has taken on the responsibility of assembling a list of clubs and leading events (e.g., the several NNLs, The Copperstate contest, and the like) for the purpose of organizing and sending Museum-promotional documents and membership certificates to those groups and events. This effort, the goal of which is for the Museum to support current hobby activities and also to promote its programs with the leading clubs and organizations around the world, has benefitted from the generous help of *Model Cars Magazine* editor Gregg Hutchings who has graciously shared his extensive club data base with us. Thanks, Gregg! And thanks, Jim, for taking on this important project.

**Reorganization of Museum, New Museum Trustees.** To respond to the growing administrative responsibilities of the Museum, we've appointed Mark Brown, Phil Gladstone, Bob Wick and Jim Fernandez as the newest Trustees. These fellows are passionate about the Museum, and play a major role in the reorganization of the Museum's Board of Trustees: Mark Brown and Phil are handling the Museum's library and other historic documents, and Bob will oversee the Museum's contest activities as well as designing our spaces. Jim will help me with this newsletter and handle relations with clubs and events. Additionally, Brian Dees has come back on board as a Trustee again. Welcome aboard, Phil, Mark, Jim, Brian and Bob! Read about this important development in "Museum Changes" on page 9.

**Motorized Modeling.** The Museum is planning to include slot car racing as part of the Museum. This is quite a change for the Museum, and runs counter to prevailing wisdom, but there are reasons to do this. Take a moment to read "Motorized Modeling" on page 12 and let us know your ideas.

**Clone the Past.** Wonderful news here! In addition to the terrific work being done by our current batch of clone builders, Vince Lobosco and the Town of Newburgh club (who previously restored the majority of the Dave Shuklis models) have agreed to take on the administration of the Clone the Past program which will include working with clubs across the United States and Canada (using the club list that Trustee Jim Fernandez is working on). Thanks to Vince and the Newburgh Boys (you should have seen their antics at GSL-XX!). Also, sculptor Mike Good has done a great job of building the body work for Lonio Stern's famed Astrodan! Turn to page 21 for further information on this program and the work that these guys will be doing!

**In Memoriam.** Sadly, members of our modeling interest continue to pass away. Please check out the list of model car builders who have left us since the last newsletter, including a special obituary for Augie Hiscano.

**Chuck Jones update!** One of the great models on our *Clone the Past Hot 150* list is the stylized, mid-engined custom of Chuck Jones built for the International Modelers' Guild, a mid-America championship (in which he won the very top award!). See the major article we printed in Vol. 10 No. 1 of *The Builder* (available on the Museum's Web site) and read about this incredible model and its saga. Sadly, the original model no longer exists (having disappeared into the Roth mysterium about four decades ago). However, Chuck (who works in a Ford Motor Company styling studio) has sculpted a clay buck of his original model and produced a fiberglass/resin copy of that clay model. Museum supporter and putty master Mike Good and I have looked over this master "buck," and have formulated plans on how to perfect the master and then get it cast. Thanks, Chuck, for your hard work replicating your fantastic model. A special thanks to Mike Good, also, for his examination of the master and suggestions on how the master might be perfected for a resin casting. Check out more on this in "Chuck Jones' Custom" article on page 8.

**Web site.** I've spent some time recently talking with Trustee/Webmaster Mark Benton about the Museum's Web site. To better keep the public informed, we'll be posting updates about every thirty days (starting January 2006). Thanks, Mark!

**Don Emmons Exhibit.** The Museum is deeply honored to host the most significant and comprehensive exhibition of Don's models ever presented. Many spectacular historic models are in a display that GSL-XX

attendees first enjoyed. Don has been a major supporter of the Museum (not to mention the hobby) for decades and we're honored to have his great work on display. Check out "The Models of Don Emmons" on page 18.

**GSL-XX.** As you know, the Museum is the primary sponsor of GSL. The latest Championship was truly terrific, again presenting the best scale vehicle models in the hobby.

**Dodge Fever, Part Deux.** We're pleased to present part two of John Dino's article on Jim Keeler's iconic Dodge Fever models from 1968. Jim's work is carefully chronicled by John's fine piece. Go to "Jim Keeler's Dodge Fever models: Part Deux" on page 16 of this issue.

**Bruce Stollard.** Jim "Hollywood" Fernandez—one of the hobby's leading dioramists and humorists, and now a Museum Trustee—is also a fine writer and presents in this issue an excellent article on the work of Bruce Stollard who builds great models in spite of significantly impaired vision. Check out Jim's excellent piece, "Modeling and Overcoming Obstacles," later in this issue. We'll be turning to Jim for more feature articles in the future.

**Guest Editorial.** The Museum invites hobby leaders to present an editorial occasionally. We're always interested in thoughtful opinions. We're pleased, in this issue, to enjoy the thoughts of Terry Jessee. Check out "My View" on page 5.

**Hall of Fame.** The Museum is pleased again to present the Hall of Fame program in conjunction with *Scale Auto*. These folks have been nominated: Writer/Builders Bill Coulter and Rick Hanmore; Industry/Insiders Don & Carol Holthaus and Don Merker. We'll be balloting to determine the inductees, so please go to the Museum home page for the ballot: [www.TheModelCarMuseum.org](http://www.TheModelCarMuseum.org). The full nominating text appears later in this issue on page 13. The Museum expresses its deepest appreciation to *Scale Auto* Jim Haught and Kalmbach Publishing for participating in this important program.

**Hall of Fame Appointments.** Ordinarily, the Museum respects and understands the importance of voting and majority rule. Those principles have guided free societies and lead, generally, to the best result. However, the Museum Trustees have decided to recognize two hobby leaders and appoint them to the Hall of Fame because they are too little known today and have not been selected in previous balloting. Go to "Hall of

Fame Appointments” on page 13 to learn who has been inducted into the Hall of Fame.

**Bob Barnett Models.** As you know, Bob Barnett was an early and leading proponent of custom model car construction with a special emphasis upon scale replicas of famous custom cars. Since Bob’s too-early passing in 1994, the Museum has had a special program to finish his great custom model cars. Please go here on the Museum’s site for further information on Barnett models finished to date: [www.themodelcarmuseum.org/Models/Barnett/barnett.html](http://www.themodelcarmuseum.org/Models/Barnett/barnett.html)

In the past, a lot of high-quality builders have completed Barnett models: Joe Prestia, Fred Grumke, Bob Mako, Miles Preveto and Wildon McDowell. Presently, Rick Harris is finishing the El Matador, and Steve Hinson and his intrepid group of California modelers are working on another replica. I am working—when time permits—on Bob’s version of the Matranga Mercury which has previously benefitted by some great work by Rik Hoving. Please read “Progress on Barnett Models” on page 9.

**Donated Models.** We’ve had some very significant donations of historic and contemporary scale autos to the Museum. Check out pics of these models in “Scale History” on page 20.

**Publishing Schedule.** The publication schedule of *The Builder* will change for the future. We’ll work hard to publish this newsletter twice a year, in November and again in April. When circumstances permit, we’ll publish a Museum “Updates” that will be distributed on the internet only.

## MUSEUM STORE

MARK BROWN

We have quite a few spare GSL T-Shirts (going back a number of events) as well as a good supply of GSL mugs. These items are being now offered at a much-reduced price so that we can move them: All mugs and T-Shirts are each US \$7.00 (any quantity) plus a modest shipping price (\$4.00 for the first mug, and \$2.00 for each mug after that, or \$5.00 for the first shirt and \$2.00 per shirt after that for any quantity).

Each shirt is very high quality, and the mugs were professionally done, so stock up now! Remember, every cent from each sale (other than the shipping charge) goes directly into the Museum savings account, and please keep in mind that we need to generate some added revenue to pay for the expansion of the Museum.

- GSL XVII, 1 XL

- GSL XVIII, 16 XXL
- GSL XIX, 15 L, 3 XL, 3 XXL
- GSL XX, 15 M, 25 L, 18 XL, 11 XXL, 1 XXXL



*Each shirt bears a slogan for that year and is a very high quality shirt.*



*These mugs feature cranberry ink on a grey background, and look cool!*

## GSL-XX, APRIL 2005

BOB WICK

Once again, the GSL International Scale Vehicle Championship and Convention (including a revised name to reflect the broader scope of the event) was the place to see the best builders competing against each other, to renew old friendships and make new ones, to learn from the seminars and from other builders, to tour the Museum, and to participate in the most energetic, entertaining, and educational event in GSL history.

Final counts revealed 396 entries in competition, 83 display-only models including two previous GSL Best in Show models, 196 attendees from 3 countries, 11 seminars, and 172 in attendance at the Sunday morning Awards Brunch. The Awards Brunch not only showcased the Class, Master Awards and Best of Show winners, but also introduced two new awards. “The Augie,” honoring Augie Hiscano, was won by Rick Couch for the best use of machined parts on a model. “The Moose Is Loose



Award,” in honor of Andy “The Moose” Kallen, was presented to Pat Bibeau as the person most exemplifying the spirit of comradery and making everyone attending GSL feel welcome.

Full details on the Championship, the events, the winners, and all the action can be found at the GSL Web site at [www.GSLChampionship.org](http://www.GSLChampionship.org). We’re working on producing DVDs of GSL-XX (including the terrific seminars): They are a great way to relive the spirit and fun of GSL if you were there, or to find out what GSL-XX was all about if you missed being at this year’s event in person. Remember: all the profits from the sales of the videos go to support the Museum, the primary sponsor of GSL.

Congratulations to all who competed, and thanks to all who attended GSL-XX. Watch for the GSL-XX Review/GSL-XXI Preview, and check the GSL Web site at [www.GSLChampionship.org](http://www.GSLChampionship.org) for information about GSL-XXI. See you in Salt Lake in 2007!

## GSL-XXI INTERNATIONAL SCALE VEHICLE CHAMPIONSHIP AND CONVENTION



### MY VIEW

TERRY JESSEE

*Editor’s Note: From time to time, we invite thoughtful hobbyists to prepare their views on the history and state of our hobby. We’re delighted to present this piece by Hall of Famer Terry Jessee.*

Adult modelers spend a lot of time worrying about the current state of the hobby, and about the future. People predict dire consequences and suggest that the model car building hobby is dying, and that we won’t be able to buy new kits in a few years.

I don’t agree. People who make those predictions fail to realize that this hobby has been in a constant state of change for 50 years. Consider the hobby as it was a half century ago. Most kits, when they were available, consisted of balsa blocks and strips that you had to carve and shape according to printed drawings.

Kits from Berkeley and Ace featured a few crude plastic parts for wheels, and occasionally diecast parts for grill and bumpers. You had to really want to produce a model of the new Packard convertible in order to use one of those.

Then A.J. Koveleski and Lew Glaser came along with plastic model kits. Koveleski’s line of Li’l Old Timers and Glaser’s Revell Highway Pioneers really shocked the hobby. Here were boxes of pre-formed plastic parts, and all you had to do was assemble them and paint them.

A couple of years later West Gallogly and George Toteff set this hobby on its ear with big, accurate, 1/25 scale model kits of cars you saw driving past on the street every day. Not only that, they included extra parts so you could customize those models! You didn’t have to make yours exactly the same as all the others. You could build it your way.

Model car kits joined the club of essential boys’ toys, and manufacturers worked frantically to top each other. According to George Toteff, a dud was a kit like a Chrysler Imperial that only sold a half million kits.

And then the Beatles showed up.

Ed Roth maintained for years that the first appearance of the Fab Four on the Ed Sullivan show signaled the end of the car hobby as we knew it at the time. Guys forgot cars and picked up guitars, he said. Although the model companies continued to turn out some great kits, the edge began to soften and the market started to change. All those kids who had embraced AMT and Revell kits suddenly wanted to embrace music and girls.

The major automobile manufacturers helped maintain some momentum by ordering promotional models of their new cars, so that modelers still had some great subject matter. By about 1970, though, that aspect of the market began to shrink as well, as Chrysler and Ford scaled back (pardon the pun) on promotional models. By the end of the ‘70s, Corvettes were about the only promos available. With the exception of pony cars and Vettes, new cars got scarce on hobby shop shelves.

The future looked pretty bleak.

A confluence of significant events took place in 1978 and 1979. Hobby writer Tim Boyd picked up the “Modeler’s Corner” column in Street Rodder magazine, and kept adult model builders in the fold with his articles on building miniature rods. In Wisconsin, a guy named Gary Schmidt started a new magazine called Scale Auto Enthusiast. And in Utah, a well-known model builder named Mark S. Gustavson laid groundwork for the model car contest of model car contests. I won’t say that those guys pulled the hobby up by themselves, but they were so significant to the rebirth that they should probably get the credit for it.

The kids who had abandoned modeling in the '60s and early '70s came back to the fold. They were educated, experienced, married, and working somewhere, and they needed to get back to their love for cars. Many bought full-sized cars, too, but they also came back to this hobby.

By 1995, we were spoiled rotten. We had good, strong magazines full of great stories on building and detailing. We had influence with the manufacturers, such that marketing directors showed up at our contests to see what the cutting edge looked like, to get information on what kits might be hot sellers, and to get feedback on the latest releases.

Aftermarket manufacturers took advantage of space age technologies that allowed them to produce their own kits in resin, to produce intricate detailing parts in photo etched brass and nickel, and to produce decals and all kinds of finishing supplies. If you wanted it, you could probably get it.

The boom is waning yet again. The big culprit? How about 1/18 and 1/24 scale diecast models that are so beautifully rendered that building your own seems a waste of time? Eighteenth scale, especially, has grown exponentially in the last ten years. If you want it, you can probably get it. And the diecast manufacturers are helped in that growth by the same people who fueled the growth of model car kit building 20 years ago.

In the meantime, mass marketers have become the big buyers for toys and models of all kinds, and they are dictating more than ever what product manufacturers will produce, simply by spending or not spending. Hobby shops are becoming ever more rare, with fewer than 1100 in the country.

Where once we saw a couple dozen all-new kits from American manufacturers every year, now we may see a handful. Times are changing. And we respond by telling each other that the world is coming to an end. What we loved is going away.

The model companies recognize something we don't. Their audience has changed, especially in the United States. We built models because the kits we had were models of the hot cars we saw driving by hot rods and customs, at first, but later Roadrunners, Chevilles, and GTOs.

Seen a Roadrunner on the street lately? They're 35-year-old cars. What was a 35-year-old hot car when we were kids in the '60s? A Duesenberg. Did you want to build a Duesenberg in those days? Me, neither. Kids want to build the hot cars they see, not the hot cars their dads remember. Manufacturers are slowly coming around to the realization that they have to produce Hondas and Mitsubishis in order to keep their market. The kids won't buy a '57 Chrysler. Who cares about that car?

If this hobby is to survive, all of us old timers have to accept that those kids don't want to build what we do. At the same time, we have to be tolerant of their styles and views. Don't appreciate low riders or tuners? Well, be patient and don't put down the people who do. What you can appreciate is the craftsmanship of someone younger than you who took the time and made the effort to lay down a nice paint job, who spent hours detailing an engine or chassis. Make them your brothers and sisters, and welcome them into the fold.

Enjoy their efforts and put aside what you think about the subject matter. Model building hobbies have to compete with some pretty heavy duty diversions such as ever more realistic computer games. What will draw in new modelers is the support, acceptance, and friendship of the old ones.

This is an overused expression, but it's time to start celebrating diversity. Better to live together than die lonely . . .

## MODELING AND OVERCOMING OBSTACLES

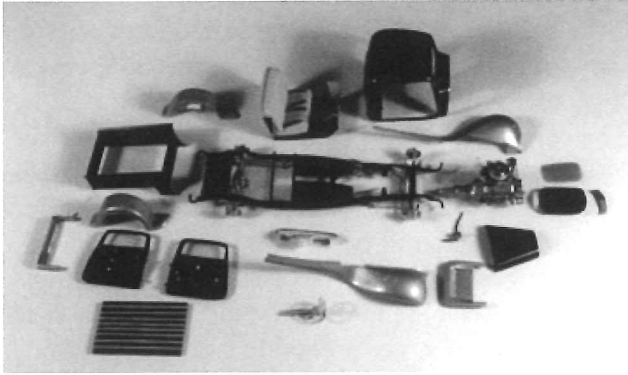
JIM FERNANDEZ

*Editor's Note: The Museum welcomes noted builder, humorist and new Trustee, Jim "Hollywood" Fernandez to The Builder. We asked Jim to sort through a wonderful collection of photos and notes from Bruce Stollard, who constructs great models under the most adverse conditions. Jim has prepared this great article on Bruce, and we hope to get more feature articles from Jim in the future.*

In the middle of difficulty lies opportunity. —Albert Einstein

Recently, while shopping the vendor area at my local model car contest, I ran into one of my friends from our model car club that I had not seen for some time. He said he had not been building model cars lately due to a severe back problem. He could not sit up in a chair for more than 20 minutes at a time without severe pain. Then later on, that same day, a modeling buddy of mine was purchasing one of those new Monogram 1/8 scale '32 Ford deuce kits. I heard him say "I need to start building 1/8 scale cars because I'm losing my eye sight." Later on that same week I saw Gregg Hutchings, editor of *Model Cars* magazine, at the IPMS Nationals here in Phoenix. He was looking OK but, as he put it, his back injury was only getting better "kind of." All of this caused me to reflect on my model building future and I wondered, How long can I build model cars before some physical ailment or obstacle prevents me from continuing? How long will I be able to do the things I love to do?

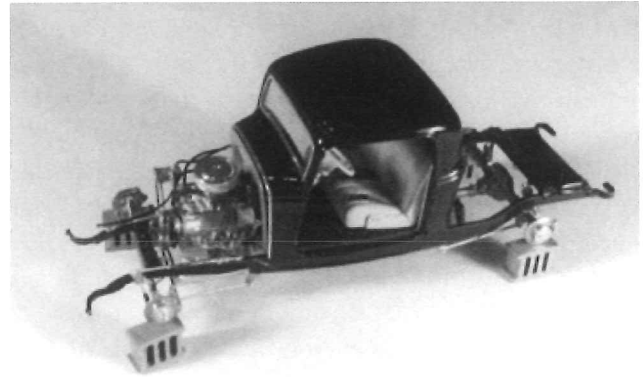
Then I heard about a modeler from the great Northwest. His name is Bruce Stollard. When I learned about Bruce and how he builds model cars, it really inspired me. Bruce is in his early '60s and has overcome a great obstacle to do the things he loves to do. About four years ago he developed degenerative neuropathy. This condition affects his vision such that he can see when things are there, but the center of his visual range is out of focus. He is legally blind.



Bruce built model cars when he was in high school. He was into photography and radio controlled model boats for many years. He finally got back into model cars a few years ago and, ironically, that's when his vision deteriorated. Despite his impairment, Bruce is creating automotive works of art by learning to overcome this condition and adapting to it. He has learned to use a magnifying screen that was developed to help the vision impaired read. This device is a closed circuit TV system. It has a large screen with a magnifying camera below it. There is a bright light that shines down on a movable table under the camera. One of the amazing things is that Bruce has learned to build model cars while watching only the screen. He does not look at his hands while he is building. He works much like a doctor does when they are doing internal surgery using cameras to guide their surgical tools.

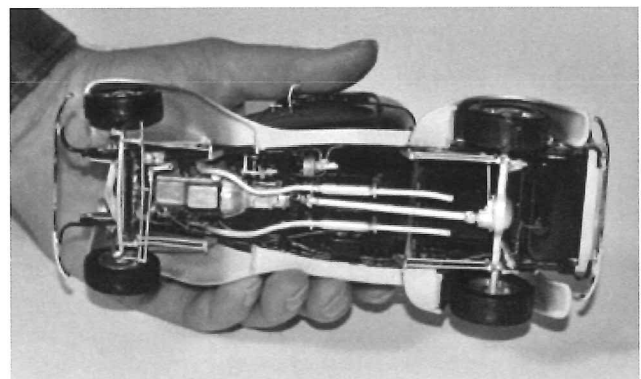
You might think that Bruce's models would be lacking in detail. But you'd be wrong. He produces some of the most detailed and visually stunning models around. And he has the contest awards to prove it. He modifies and scratch builds many of the parts. There are challenges for him. For instance, due to how the TV projection system works, it is hard for him to see the details in black parts. And if he loses a small part on his work bench, or on the floor, it's very hard for him to find it. Bruce keeps his small parts in match boxes. This is a good tip for all of us. Spray painting the model is slow and tedious work. When Bruce spray paints the model, he holds the can about 5 to 6 inches from the body while making fast, steady, controlled passes. He uses the room

lights to reflect off the body to see how much paint he has applied.



As I watched him work I could not help but think that what he has to go through to build a model really slows down the process. Especially the basic work that most of us knock out quickly. It made me ask myself, would I have the patience to do this kind of modeling? As Bruce says, "I am no expert, but I enjoy this hobby, even when it gets frustrating and I don't know what to do to solve a particular problem." But Bruce loves building model cars. One of Bruce's favorite sayings is: "There is nothing that I can't do to a model, until I have proven that I can't do it."

So now when I reflect on my model building future, I just think about Bruce and how he has overcome a great obstacle. And I consider how Bruce has not let his problems keep him from doing the things he loves to do.

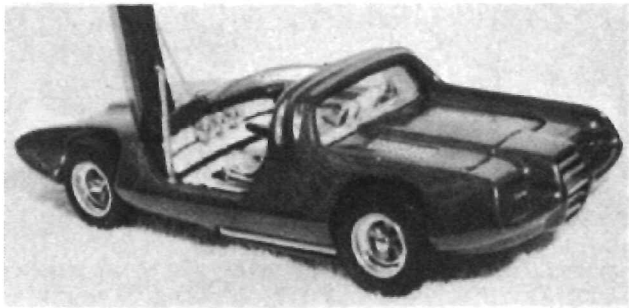


## CHUCK JONES' CUSTOM

MARK S. GUSTAVSON

The Museum's *Hot 150* list, which supports our *Clone the Past* program, aims at reproducing the most influential models in the history of our hobby so that model car historians and Museum visitors can appreciate how the leading edge of our hobby has developed since the early Fifties. One of those models from the Second Age of our hobby is Chuck Jones' innovative bubble top, mid-engined custom model that won the International Modelers' Guild in 1963. If you haven't done so already, you should read the article "The Early Years: Model Car Contests in America—The Chuck Jones Saga" that appeared in Volume 10, No. 2 of *The Builder*. This issue is available as a PDF file on the Museum's Web site at [www.xmission.com/~msgsl/nmcmb/builder/Builder-10-1-10res.pdf](http://www.xmission.com/~msgsl/nmcmb/builder/Builder-10-1-10res.pdf) As explained in the story, that model no longer exists because it disappeared in Ed Roth's creative but chaotic shop when it was there, ostensibly, to be replicated in full-scale as part of Chuck's prize package. After many calls and letters between Chuck and me, Chuck told the Museum his story and agreed to create a master for his historic model. Chuck sent that fiberglass to me and I sent the same to Museum consultant Mike Good for his review. Mike Good had these comments when I asked him about what could be done to prepare the Jones' master for resin casting to produce a thin body for building a replica of Chuck's terrific model:

"This body is great! Welcome to my world! If you are going to build models of "sculpted" cars, this entails a lot of sanding and refining of basic shapes. The *Astrodam* and the Blitz Bug were both lumpier than this when they started out.



*Though not as well known as the top Revell-Pactra winners, Chuck's mid-engine bubble canopy custom was thoughtful and leading edge. Check out the now-contemporary flip up/forward doors. This winning model was destined to be built full-size.*

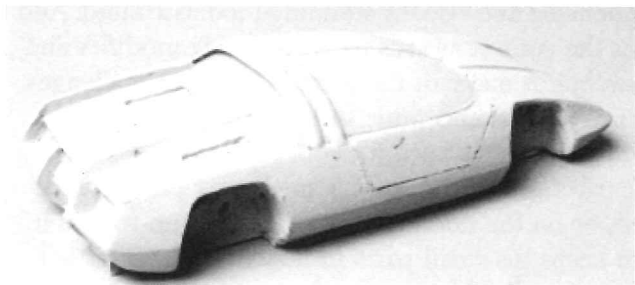
"Now, down to practical concerns. The body master appears to have been sculpted in clay. A simple mold was taken off this and the casting you have consists of layers of two different materials. I can't say exactly what this

stuff is (Bondo or casting resin, perhaps both) but the first layer was brushed into the mold to create the outer surface of the body. The succeeding layers (in a second material) were added later and reinforced with fiberglass cloth to make the piece more rigid and durable.

"I did a little sanding on one side of the body. The material is responsive enough to sanding, however I recommend that you *do not* do this! The reason is that the material used to create the outer surface of the body was not evacuated of air. This means that lurking just below the surface are hundreds of tiny little air bubbles. Any amount of sanding will open these up and create a raft of problems that are not easy to solve.

"The best solution to this would be to pull a mold off of this body as is and have it cast in a homogenous resin by a reputable caster who uses vacuum or pressure to de-air his molds and casting resin. Once you have a good casting, then you can undertake the refinement of the outer surfaces. Before sending it out for casting, be sure to remove all of the little external bubbles that project from the outer surface. These can be easily dealt with using an X-Acto knife. Trust me, you will be annoyed at having to remove these from every single casting!

"Beyond this, what you do with the body depends on the level of commitment of the builder. If that person intends to build a fully detailed model with opening doors and rear deck, it would be best to use two or three different body castings. Use one casting for the main body (with the opening panels cut away), then cut the separate panels from another body. The same will have to be done for the bubble top, which will have to be used as a master for vacuum forming clear duplicates. Once the body is separated into its component parts, that builder could then undertake removing material from the inside to bring the panels to a more reasonable thickness and finish. *Warning!* Do not be tempted to thin the resin panels too much. The thinner you make the resin parts, the more susceptible they will be to warpage and distortion in the future.



*Chuck recreated the original body in clay and then pulled a model and filled it with resin and fiberglass cloth. We have plans to have this body cast to duplicate the original model for our Clone the Past program. Are you interested in this project?*



“Obviously, if this seems like too much work, the builder could always opt for lesser degrees of effort. This can vary from a fully detailed model, to a simple slammer with the bubble top, ”painted“ and a set of wheels added. Every extra degree of detail will add exponentially to the amount of effort needed. Only that builder can decide what his or her tolerance level is!”

Okay, everyone: who’s willing to take on this great project? I’ll be talking with Don Holthaus and Norm Veber to see if either of those guys would be willing to take on the task of making a casting of this body. If you’re interested in finishing this model, please drop Mark a note at [msgsl@xmission.com](mailto:msgsl@xmission.com).

## PROGRESS ON BARNETT MODELS

MARK S. GUSTAVSON

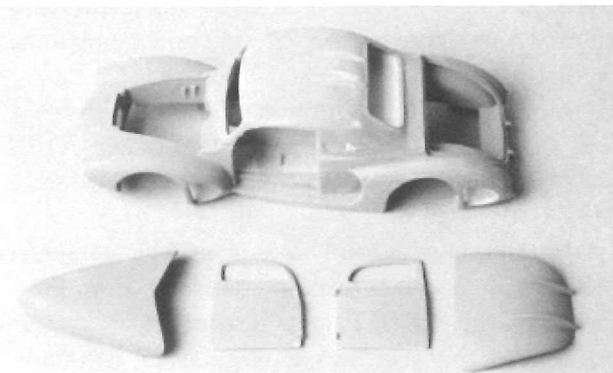
As many of you know, one of the great pioneers in our hobby was Robert Barnett who passed too soon in June of 1994. Bob was one of the very first builders to advocate, and build, scale replicas of famous custom cars. Bob and I used to talk for hours about customs, and sometimes disagreed, but it was a wonderful experience and I still badly miss those discussions even after more than a decade.

Before Bob passed (he knew he was terminally ill), he asked me to make sure that his half-finished models would be finished. In a very sad meeting at the now-defunct, but excellent and legendary, Southwest Challenge, the fall of 1993, I spend an entire evening with Bob writing down instructions on how he wished those models to be finished. Most of those models were replicas and others were of Bob’s design, and all needed careful finishing work.

In the period since 1994, a wonderful cadre of modelers have undertaken the project of finishing those models. Over the past decade, Joe Prestia, Fred Grumke, Bob Mako, Miles Preveto and Wildon McDowell have finished major pieces started by Bob. Presently, Rick Harris is finishing the replica of Cushenbery’s *El Matador*; Steve Hinson and his group are doing Bob’s replica of Cushenbery’s *Marquis*, and Fred Grumke is working his magic on a wild sectioned ‘57 Ford. I am working, as time permits, on Bob’s stylistic “take” on the Matranga Mercury (benefitting from the superb, early work of Rik Hoving). There is still one model left that needs to be finished: Bob’s replica of the Goulart Ford remains incomplete.

The Museum greatly appreciates the work rendered

by these fellows, and looks forward to the completion of the remaining models.



*The El Matador is a very difficult subject matter. Not only is every panel modified from the original AMT kit, but the major body modifications are subtle. Rick Harris is a devoted fan of the El Matador and Bob Barnett, and we’re expecting great things! Go here for another photo of the full scale car: [www.customclinic.com/fullcust/Cushenbery/elmatador/elmatador.html](http://www.customclinic.com/fullcust/Cushenbery/elmatador/elmatador.html)*



*The completed scale replica of Johnny Zupan’s chopped ‘49 Mercury has been covered here before, but Fred Grumke’s completion of this model is a stunner. We covered the construction in our June 1999 issue of *The Builder*, and you can check out more photos here on the Museum’s Web site: [www.themodelcarmuseum.org/Models/Barnett/Zupan/zupan.html](http://www.themodelcarmuseum.org/Models/Barnett/Zupan/zupan.html)*

## MUSEUM CHANGES

MARK BENTON

When we moved to the Museum mid-year 2000, we did so because we were faced with either closing the Museum (because the old space was packed so tightly with stuff that you could hardly walk in the place), or moving into a larger place. My friend and Trustee Mike Barlow learned of an office in Sandy, Utah, and after leasing the space, we spent a few months renovating it for Museum use. Over nearly a week in that very hot Salt Lake Summer, we moved the contents of the Museum from Salt Lake City to its new home. We were almost lost

in our new space then, but when we unpacked everything and moved in (benefitting from furniture that Trustee Alan Raab had built for us), even those of us who knew the collection well were surprised with how many items were actually had.

We worked for about 9 months getting everything situated, and then welcomed the crowds at GSL-XVIII in April of 2001. Everyone was impressed and we were pleased.

But the collection continued to grow. We benefitted from the Budd Andersen display, the Don Emmons collection, a large Revell-Pactra/Testors display and on and on. Earlier this year, as we prepped the Museum for GSL-XX, it was clear to us again that we had now outgrown this space. Stuff was getting packed in boxes (or not unpacked), and models needing restoration or display were stored on the restoration table in the back room. As in early 2000, something had to give in the early Fall of 2005.



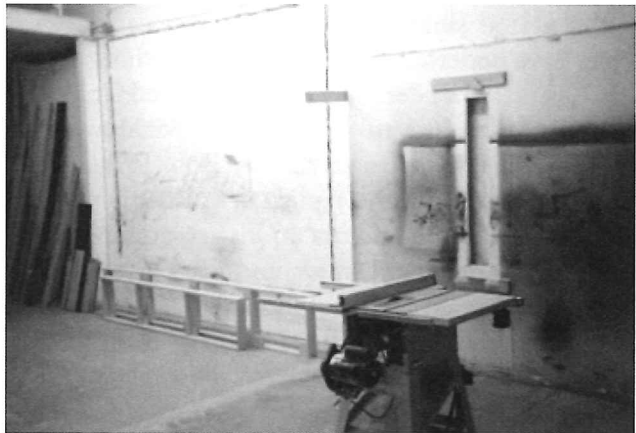
*This office has been used by a succession of business over the last 30 years, and the space is pretty beat up. The color is awful, the tile floor is dirty, and the whole place needs to be painted. Still, our current space was worse when we started, and it's a jewel now.*

Serendipitously, in early October of this year, the office space next to the Museum became vacant and we struck a deal to take over that space. As in the current facility, the new area has required renovation and upgrading, some construction, and lots of cleaning. Trustee Alan Raab is putting together a consortium of individuals to pay the extra rent for this new space (not all of the space in the adjacent office will be used by the Museum—Trustee Mark S. Gustavson will rent about a third of the space—in the back and behind a dividing wall—to store old legal records). With the construction help of builder Steve Butcher, and overseen by Trustee Brian Dees, we'll have occupied the space by late December. We've turned to new Trustee Bob Wick for decorating and layout help. We want to specifically express our appreciation to the following members of the

Utah Miniature Automotive Guild for their great help during the construction and moving process: Brian Dees, Dave and Steve King, Mark Brown, Phil Gladstone, Mark S. Gustavson, George Layton, Dick Engar, as well as members of the Utah Model Car Association and that club's president, Dennis Barker.

We will move the library into the new space and finally be able to present that collection for viewing through our Scan the Past program. I'll be putting together a computer system that will permit visitors to enjoy scanned magazines (we no longer permit visitors to thumb through the fragile historic magazines). Also, we'll move the three four-drawer filing cabinets into the new space so that model car researchers can make arrangements to examine the thousands of items in those cabinets. We'll also be able to fully deploy our Museum/GSL Store so that visitors can purchase T-Shirts, mugs, tour DVDs, and the like. In the back room, we'll place our large conference table for meetings, and start on the long-delayed slot car layout (see the accompanying article, "Motorized Modeling"). The current library space will be reconfigured for a major display on the contests up to and including the legendary Revell-Pactra/Revell-Testor contests. As a part of Mark S. Gustavson's work on a book on those events, we've gathered a considerable amount of items (models, trophies, documents, and other memorabilia).

In short, we'll be working hard here to get this adjacent space readied for our Museum. If you can, please make an extra donation to help us pay for the updates for our Museum. Our goal of preserving, for the future, the history of our hobby as well as advocating the future of the hobby can only occur with your generous help.



*This was the back room when we first took possession. Once a custom motorcycle painting business and a wood shop, this room will take a lot of work to clean it up and convert it to our use.*



*We've erected a wall in the back room to define the space. Here, Trustee and Project Manager Brian Dees is inspecting the construction work of Steve Butcher (who did the construction work in our other Museum space).*

## AUGIE HISCANO, RIP

PAUL ANAGNOSTOPOULOS

*Editor's Note: When Augie died right before GSL-XX, on April 21, 2005, the hobby was staggered by his passing. Scale Auto Editor Jim Haught carried an obituary penned by Pat Covert and Model Cars Magazine carried two articles by Mark S. Gustavson. Jim Fernandez produced a booklet memorializing Augie's life, copies of which are in the Museum's archives with another copy to Carol Hiscano. We print below the first of the two pieces that Mark did for Model Cars Magazine. The Museum expresses its appreciation to Jim Haught and Gregg Hutchings. Here's the text of Mark S. Gustavson's piece that appeared in Model Cars.*

### August Hiscano

—a personal tribute by Mark S. Gustavson

Augie Hiscano, who died too early, was one of those giants in our hobby whose passing will be noticed for a very long time.

Seemingly coming out of nowhere, Augie entered the first Revell-Pacta national model car contest in 1962 and startled the model car world. His entry—a largely scratch built dirt track race car—was so phenomenal that the judges and contest sponsors created a special award

just for him—“Just Plain Fantastic”—to reward his incredible craftsmanship. Determined to demonstrate his skill and win the contest, Augie returned for the second Revell-Pactra contest a year later with a scratch built, low-slung blue hot rod and shared the top spot with another builder. At this point, everyone knew Augie—he was feted in magazines and by the hobby.



*Augie was always anxious to teach all that he knew about scale building. He presented 5 consecutive seminars at the GSL Championship.*

After these back-to-back wins, Augie largely disappeared from the public modeling scene, content with his great work. He worked for and managed Orange Blossom Hobbies in Miami for many decades where he continued to advocate machining work and expert craftsmanship. His name became legend but he was personally known largely to those who frequented the hobby shop.

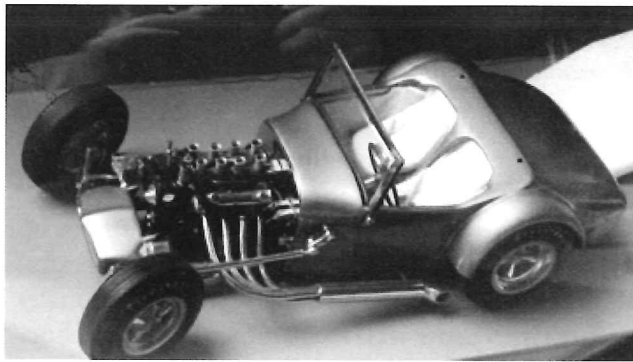
Fast forward to the mid-eighties when we went looking for the old Masters in our hobby. After unsuccessfully searching for Augie through a private detective, it seemed that a search for him through the hobby shop (named in the vintage magazine coverage) might be a good idea! I looked up the number and called Orange Blossom Hobby. There he was on the phone—larger than life, utterly surprised that *anyone* remembered his exploits from a quarter century before, and exquisitely gracious. We talked for an hour, he agreed to come to the GSL Championship, and both vintage builders and new hobbyists became acquainted with his skill and charm.

Augie went on to win *three* Best of Show awards in the GSL Championship—a feat that may never be repeated—and presented many seminars to overflow crowds. The Museum is honored to have on display his Revell-Pactra I and II models, a companion piece to the “Just Plain Fantastic” model, his first GSL Best of Show winning ‘32 Ford Vicky, and an exquisite ‘40 Ford coupe built in 1961 (that he donated to the Museum-benefit auction a few years ago).

But, ultimately, Augie won't be remembered for those incredible models. Instead, he'll be recalled for his

irrespressible enthusiasm for the hobby, his high-minded dedication to treating everyone with courtesy and geniality, and his unmistakable passion for machining matched to his open-handed willingness to teach and welcome and encourage and promote the hobby. Everyone knew that Augie was a craftsman with few equals, and everyone came to know that his dedication to teaching and fellowshiping may be his most enduring legacy.

Augie passed suddenly on April 21, 2005, just one day before he and his wife loving, devoted wife Carroll were set to drive to GSL-XX. The news rocketed through the hobby, and brought into sharp focus the fragility of each of us and the need to pass along all that we've learned. A new award—*The Augie*—was presented for the first time this year at GSL, and will be awarded in perpetuity at the Championship for the entrant who best exemplifies Augie's machining skill.



*Despite the passage of nearly 42 years, Augie's 1964 Revell-Pactra co-winning roadster is still cutting edge. Featuring a lot of nickel plated brass and expert custom bodywork, the roadster is enthralling.*

Augie's influence upon the hobby was measured, in part, by the outpouring of tribute and emotion when his passing was known. Hundreds of messages punctuated the several discussion boards as we added his name to the Museum's In Memoriam list. Jim Hollywood Fernandez gathered those notes together and assembled a wonderful booklet filled with those reminiscences; a copy was sent to Carol (along with a card signed at GSL-XX). Another copy of Jim's booklet is archived at the Museum. You can leave a message at the Miami Herald newspaper site until April 23, 2006 by going here: [www.legacy.com/Link.asp?ID=GB03459020](http://www.legacy.com/Link.asp?ID=GB03459020). The Museum will download all the messages left for Augie next April and archive them.

Without a peer, Augie stood as a gracious colossus in our midst; his infectious enthusiasm for high-end model car construction and teaching won't come this way again soon.



*In recognition of Augie's contributions to the hobby, and his strong encouragement of machining skills, Small Nuts company has teamed with GSL to present this annual award to the best example of machined parts at the GSL Championship. Ricky Crouch won the first award at GSL-XX.*

## MOTORIZED MODELING

MARK S. GUSTAVSON

One benefit of the significant expansion of space into the adjacent unit of the Museum will be that we will have enough space to think more seriously about building a highly-detailed and very realistic slot track. Unlike the sterile and antiseptic tracks so often seen in the Sixties, this track will benefit from sophisticated scenery of the sort that Ken Hamilton might help to lay out and design for us.

We understand the natural criticism—sure to come—that the Museum shouldn't be doing something that lead to the collapse of the static model car hobby in the late Sixties. It's our view that scale auto modeling finds many venues, and *this time* we'll do it well and in a way to enhances static building and proposes hybrid cross-over modeling as a new venue. We'll even approach Robert Schleicher—the current guru of all things slot racing—to explore the possibility of working out a collaborative effort.

While plans are in the very early stages, we need to also resist the reflexive assumption that a slot track has to be a *race* track. And this is where our take on motorized modeling will make the difference: why not think outside the box and think about creating a scale venue that would emphasize the challenge of "driving" through scale scenery, mountains, and the like? With the



advent of chip technology, there's no reason to believe that a mobile, concours-level, motorized scale vehicle couldn't present realistic auto sounds when "driving" on the track. More on this in the next issue, but we've the time, and we'll start to think about this.

## NEW PUBLICATION SCHEDULE

PHIL GLADSTONE

Not surprisingly, putting this newsletter together is a great deal of work. In addition to the many hours we spend assembling the information and scanning pictures, Trustee Paul Anagnostopoulos also puts in a lot of time to layout each issue and ready the same for uploading to the Web site and hard-copy printing. In order to streamline procedures and best manage our monies, this Newsletter will be published twice a year (in November and in April) with regular *Museum Updates* throughout the year.

*The Builder* will present a summation of Museum activities and projects during the preceding six months. *The Builder* will be photo-heavy, and we'll also be including how-to articles drawn from submissions by noted builders in the hobby whenever possible.

In contrast, each *Museum Update* will be available only on the Web site and by email so we can avoid printing, envelope and mailing costs. Each update will be the equivalent of two "pages" in length, with "bullet points" that will pass along quick bits of information that you can read about in greater detail on the Museum's Web site and in the next issue of *The Builder*. If you don't have access to a computer/net hookup at home, check in the last few days of each month at a library for the *Museum Update*. Each issue of the *Museum Update* will correspond to updates to our Web site that will be updated monthly. The first issue of the *Museum Update* will be published in late-December.

## 2005 HALL OF FAME APPOINTMENTS

MARK S. GUSTAVSON

While the inductees to the Hall of Fame have been voted on by the modeling public, to do justice to two great individuals who have substantially contributed to the good of our hobby, we have decided to appoint two hobbyists to the Hall of Fame: Bob McLeod and Hank Borger. These contributors are not well known today, but were critical to the development of our hobby. Their names will be added to the Hall of Fame plaque.

## INDUSTRY/INSIDER: BOB MCLEOD

As Publisher, Managing Editor and eventually Editor of *Car Model* magazine, Robert ("Bob") N. McLeod was a pillar and an exceptionally strong influence on the development and promotion of the hobby's first commercially-available magazine. Starting with the first issue of the magazine through April 1973 (11 years!), Bob guided the editorial policy of the magazine by featuring the work of Dave Shuklis as well as other contributors including the notable Robert A. Smith (later known as "Smitty"), Paul Sable, Hank Borger and others. Working with Oscar Koveleski, McLeod was the first in the industry to promote a magazine project model, *The Crusader*, and was the first to include a question and answer column. Bob also promoted and featured sophisticated how-to features and signed up Budd "The Kat" Anderson to write a column. Bob guided the magazine through its development to a large format, and was largely responsible for the publication of *Model Champions*, the one-issue feature magazine on the regional and national winners of the Revell-Pactra I contest. Few others have had such a profound influence on the publishing side of our hobby.

## WRITER/BUILDER: HANK BORGER

Hank inspired a generation of modelers with his how-to articles in *Car Model* magazine. He was known for "telling it like it is" about kits and kit parts, and he added a personal touch that had been lacking in model car journalism. Hank also took many risks and pioneered unique painting techniques. Hank was the first model car writer to have a column in a street rodding magazine with his "Stop: Construction Ahead" column in *Rod Action*. Hank authored articles in the early issues of *Scale Auto* that added to the magazine's stature. Hank is still active in the modeling hobby, but now concentrates his efforts on military subjects.

## 2006 HALL OF FAME

PAUL ANAGNOSTOPOULOS

Starting in 1992, the International Model Car Builders' Museum joined up with *Scale Auto Enthusiast* magazine 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 the coverage and open endorsement provided by that magazine, the Hall of Fame program could not have grown as it has.

In the early years, we only honored one person each year. 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, Dennis Doty and the Board of Trustees as well as many others (please note that no person who has been nominated for any particular year participated in the Hall of Fame activities for that year, nor did that person vote that year). Once the nominations have been finalized, voting is done by the Museum members and the general modeling public. The results of the current ballot will be announced in April of 2006 and thereafter in *Scale Auto*.

The Hall of Fame has inducted a wide range of people who have made a genuine and positive impact upon the hobby. Here is a list of the Hall of Fame inductees so far:

- 1992: Dave Shuklis
- 1992: Budd Anderson
- 1993: Don Emmons
- 1994: Oscar Koveleski
- 1995: Phil Jensen
- 1996: Herb Jackson
- 1997: Bob Barnett
- 1998: Bob Paeth
- 1999: George Toteff
- 2000: Gary Schmidt, Industry Insider
- 2000: Augie Hiscano, Builder/Writer
- 2001: John Mueller, Industry Insider
- 2001: Tim Boyd, Builder/Writer
- 2002: Jim Keeler, Industry Insider
- 2002: Mark S. Gustavson, Builder/Writer
- 2003: Roger Harney, Industry Insider
- 2003: Dennis Doty, Builder/Writer
- 2004: Bob Johnson, Industry Insider
- 2004: Terry Jessee, Builder/Writer
- 2005: Hank Borger, Builder/Writer, Appointed
- 2005: Bob McLeod, Industry Insider, Appointed



The first Hall of Fame award is filled up. Bob Wick made arrangements to get a new plaque made on which the names of future Hall of Fame inductees will be placed. These plaques will hang on the wall of the new Museum library.

Please carefully consider the following nominees, and determine for whom you will vote. Then, go to the Museum’s Web site ([www.TheModelCarMuseum.org](http://www.TheModelCarMuseum.org)) and click on the moving banner on the home page, read the text, fill out the voting form and send it to us. If you don’t have Internet access, just send the Museum a letter with your selections. Be certain to include your full name and address so that we can avoid duplicate voting.

Be sure to select just ONE person from each of the two categories; your vote will be carefully tabulated. Votes will be gathered until April 1, 2006 at which time the winners will be printed in *Scale Auto* and on this Museum Web site. The Hall of Fame inductees will be notified, and their names will be added to the plaque and displayed at the Museum. Thanks for participating in the Hall of Fame program!

#### INDUSTRY INSIDER

- **Don and Carol Holthaus, The Modelhaus.** While others pioneered the concept of casting model car components in resin, Don and Carol Holthaus have shown not only that it is possible to produce components for restoration of old kits and promos, but also that they could successfully create and produce trans-kits and complete new model kits. Their efforts have given the hobby a depth and variety far beyond the offerings of the major producers of plastic kits. And instead of keeping their techniques secret, Don and Carol actually reached out to other potential craftspeople to teach them resin casting in order to raise the visibility and acceptability of quality resin model car trans-kits and accessories.
- **Ken Merker** designed kits for Monogram Models

and the original Ertl Company for more than 45 years. Among his best known designs are the Monogram Duesenberg and Mercedes Benz classic kits, and many of Monogram's Tom Daniel showrod kits including the Red Baron, Badman '55 Chevy, and Tijuana Taxi. In addition to his work for Monogram, Ken also designed kits for Ertl in the late 1970s when Ertl began to produce truck kits. He designed the International Harvester Transtar cabover and Ertl's farm tractor series, among others. In addition to his design work, he was also a tooling engineer and supervisor who oversaw such tasks as tool maintenance for Monogram and Revell.

#### WRITER/BUILDER

- **Bill Coulter's** work first showed up on the cover of *Car Model* magazine in 1974. By 1980 Bill was a regular with *Scale Auto Enthusiast* and wrote stories on NASCAR, muscle cars, and street machines. In addition, Bill did stories about model cars for full-size car magazines like Circle Track. Book credits include Building & Detailing Scale Model Cars, Building & Detailing Scale Model Pickup Trucks (with Pat Covert and Terry Jessee), and Building & Detailing Scale Model Stock Cars for Kalmbach Publishing; Stock Car Model Kit Encyclopedia & Price Guide for Krause Publishing; Richard Petty: Cars of the King (with Tim Bongard) for Sports Publishing, Inc.; The Directory of Model Car Kits (three editions with Bob Shelton); and Nascar Diecast & Model Cars, and Mustang Collectibles for MBI.

- **Rick Hanmore's** models have graced the covers of *Scale Auto Enthusiast* many times. Rick first gained notice in the 1980s as a custom painter who used his airbrush to create intricate designs in miniature. Over the years, he has produced dozens of how-to articles on such subjects as painting, interior detailing, and custom car modeling. His ongoing series, "Tool School" and "Photography 101" showed modelers basic and advanced techniques not only for building models, but also for photographing them for publication. He produced the "Customs in Miniature" column for *Street Rodder* magazine, and also wrote books on Hot Wheels cars for MBI Publishing. Today, Rick continues to influence the model car hobby in his work as a product manager for Danbury Mint.

## SCAN THE PAST

MARK S. GUSTAVSON

Joining the historic scanners, three "new" guys—Terry Rollins, Dave Cura, and Andy Kellock—have been

prodigiously producing DVDs of historic magazines. We have decided to "triage" which magazines get scanned first, with vintage single-issue magazines (*Model Kars*, *Model Champions*, *AMT Model Car Handbook*) and pre-1967 issues of *Model Car Science* and *Car Model* taken precedence. When received, Trustee Mark Brown catalogues the DVDs, crosschecks the Scanned Magazine Chart, and places each disk (or set of disks) into special racks. Our deepest thanks to the hard-working scanners and to Mark Brown! Very soon (hopefully by next year), the Museum will feature a downloadable file of each issue.

We all know that not everything survives, especially in its original form. The Museum's most vulnerable historic items are the vintage magazines that were printed on the least expensive and least durable paper. 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. We've noticed some deterioration in the magazines even though the Salt Lake City climate is nearly ideal for preserving vintage books and magazines. The Museum also expresses its appreciation to Museum Trustee Mark Brown who has taken over the job of arranging and storing the DVDs at the Museum (with Trustee Phil Gladstone's help, Mark is also updating the inventory of the vintage magazines in our collection).



*Dozens of issues of Car Model, Model Car Science, and other early, often one-off, magazines have been scanned. What a way to preserve the great information and history contained in those early publications!*

Clearly, the loss of coverage of historic model car events and feature articles isn't acceptable, and the Museum decided a few years ago that it couldn't tolerate such an inevitable result without doing something to preserve the images and information! Trustee Mark Benton developed a scanning protocol, and we invited

interested and computer-savvy hobbyists to help us. For several years, dedicated hobbyists have been busily scanning vintage magazines and transferring those digital images onto DVDs. When finished with a label, those DVDs are shipped to the Museum and stored here. Scanned at 300 dpi per page, a full size magazine often requires three full DVDs. We know that, eventually, new storage technologies will develop, but right now we're in a foot race to get our magazines scanned while we can.

It's a time-consuming effort and gives evidence to the great dedication of our scanners. Right now, Terry Rollins, Dave Cura, Andy Kellock and Tim Burkhardt are working exceptionally hard to scan magazines, and Scott Hess has just signed up. In fact, it's difficult at times to keep these great guys supplied with the vintage magazines from the magazine collection. These fellows join earlier scanners (Roger Yu, Elmore Craig, John Sharisky, Claes Ericsson, Jim Olson, Lindley Ruddick, Dave Mikrut, Dean Eubanks, and Mike Swan) who have contributed so much to this important Museum program.

These dedicated hobbyists have made great progress. As of late October 2005, dozens of magazines had been digitalized. 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.

If you have a good scanner, the capability to scan and transfer images to a DVD, and if you care about helping us preserve the past before it is lost forever, please contact me at [msgsl@xmission.com](mailto: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](http://www.themodelcarmuseum.org/Projects/Clone/clone.html)

Finally, here's a brief note from scanner Andy Kellock.

To me the model car hobby has just as much historical worth as the 1:1 car hobby. In fact, the model car hobby closely tracks the real car world. As I dig back through old magazines I am amazed by what was accomplished in the early '60s without all the fancy stuff modelers have available today. And as more and more of the modelers from this time are sadly passing on, we only have their models and magazine articles about them to refer to. Since paper is such a fragile archival medium I think the Museum's efforts to Scan the Past onto CD's is an incredibly useful way to not only preserve, but also to distribute to a new audience. Many more people can have access to these wonderful old magazines than ever before by simply placing a CD into their computer, without having to worry about damaging the original magazines.

## JIM KEELER'S DODGE FEVER MODELS, PART DEUX

JOHN DINO

*Editor's Note: This first part of this excellent set on Jim Keeler's epochal Dodge Fever models ran in Volume 10, No. 1 (2004). Back issues of The Builder are available from the Museum for a donation. Mark Gustavson bought them from Jim nearly 20 years ago and discovered that the models had to be restored. With the help of Tom Dillion II and Greg Struhar, the two Fevers were restified and now reside at the International Model Car Builders Museum in the "Hot 150" cabinet, which is set aside for the 150 most influential models in the history of our hobby. Thanks to John Dino for his excellent articles.*

Last time, we explored the story of Dodge Fever and Dodge Fever II, Jim Keeler's contest-winning design for a 1960s funny car. We looked at a bit of Jim's interesting personal story, and detailed the construction of Dodge Fever II, which ran in a series of articles in *Car Model Magazine* in 1969. This time, we'll look at the construction of the engine for Dodge Fever II, the most detailed 1/25th scale engine ever built up to that time.

Although *Car Model* promised that the engine would be finished in the next issue (which would have been August 1969), there was no installment that month. The next installment appeared in September 1969. It appears that Jim needed some time to rethink this most important aspect of the project, because he made some significant changes in the construction technique. If you remember, in the July 1969 CM Jim had instructed his audience to use the 426 hemi engine block from the MPC 1969 Dodge Charger, and fill it with dentist's plastic before boring out the cylinder holes. He noted in September that the engine block used was actually from the Miss Deal funny car, so the reference had been in error. He also stated that in the intervening time, he had taken the engine construction in a completely new direction.



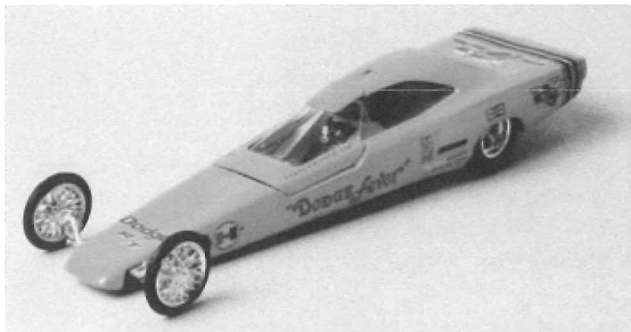
*This is the original model that has benefitted from careful cleaning, some repairs and a good paint polish. Think about the sensation this caused in 1968!*



He now used the engine block from the '69 Jo-Han 442 Oldsmobile, which could be modified to look like a Hemi. The parts were laid out in a very unique photograph, which gave the kit source of each part. Since no single kit offered all the parts needed, he chose them (29 in all) from the following kit assortment:

- Revell Dodge Revellion Funny Car. Parts: Blower front Fuel shut-off valve Oil filter Hydraulic throttle control Engine rear plate Clutch housing Clutch lever
- AMT Don Garlits Dragster. Parts: Blower rotors, Blower back, Engine front cover plate , Blower drive pulleys, Fuel pump, Magneto, Clutch
- Jo-Han '69 Rebel. Parts: Blower intake manifold, Blower case Enderle injector, Engine mounts
- Jo-Han '69 Olds 442. Parts: Engine block
- Revell Miss Deal Funny Car. Parts: Heads Valve train Oil pan Valley cover frame Valley cover plate Starter
- Jo-Han '69 Plymouth GTX. Parts: Valve covers
- MPC Dyno Don Nicholson Funny Car. Parts: Exhaust headers
- Revell Display Packs. Parts: Pistons, Crankshaft

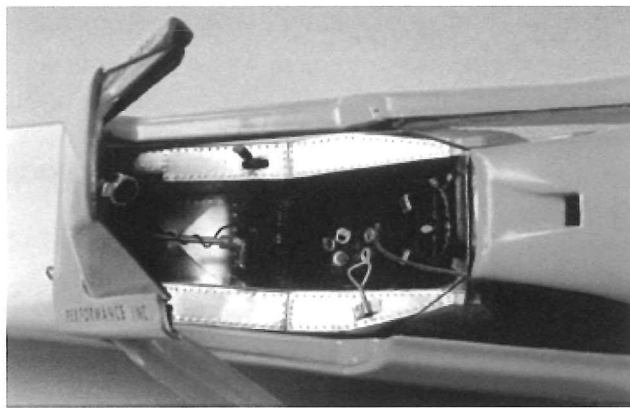
Jim admonished the modelers who were attempting to build this project along with him that this is where it would get expensive. The total cost of the kits for the engine build-up alone was \$10.00! (By the way, that's \$51.83 in today's money, but you'd never get eight kits for that now!)



*The rear engine/cab-forward ultra streamlining of this model was visionary for its day. Hundreds of parts comprised this model and its sequel.*

(I've always wondered what happened to any modelers who were following this series and keeping up with Jim. I was trying to do some of the things he recommended, but was so far behind at this point that I hadn't tried yet investing in the Dentist's plastic, at \$10 a bottle. I guess the lesson I learned was that you always waited for the conclusion of a multi-part series before starting construction! If any of you got left in the dust, drop me a line).

It's obvious that Jim was a kit-bashing genius, because trying to make all these parts from different kits (and manufacturers!) work together must have been quite a task, to say the least. His position as a Technical Advisor for *Car Model* probably afforded him access to many current and new kits of the day, and this would have been a decided advantage over the average modeler, but that doesn't lessen the achievement here.



*Check out the hand formed aluminum sheeting that was carefully dimpled to suggest rivets. The excellent build quality lead to the survival of this model.*

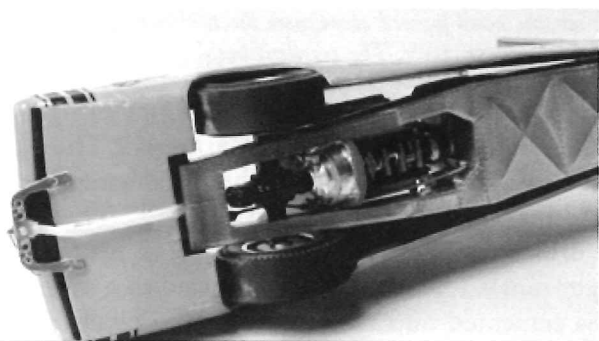
Modifications to the parts were extensive. The block was bored out for pistons, and the lifter bores were opened for pins, which simulated pushrods. The heads were drilled for "bolts" and "valves" (both made from straight pins). The crankshaft was fitted to a series of braces cemented into the bottom of the block, so it would rotate. Rod caps were removed from the piston rods so they would snap over the crankshaft, once it had been installed. The pistons go up and down in order when the crankshaft is rotated.

Wiring and plumbing were extensive, and groundbreaking, for their time. Jim used wires from grain-of-wheat bulbs to simulate rubber fuel hoses, and coated floral wire for spark plug wires. Braided fuel lines were simulated with model airplane control cable. Plastruct was shaped and used extensively for the fuel block, engine mounts, etc. While the pictures make the final assembly seem somewhat crude by today's standards, keep in mind that the rest of us were pulling thread through wax for spark plug wires at the time! This level of detail was unheard of in 1/25th scale back then, and anyone who copied it must have knocked the judges' socks off at contests.

The final installment in the series, in October 1969, was almost anticlimactic after that engine build. The rear axle was fitted to the chassis after the addition of brake lines. The body (now Testor's Orange, as discussed in the previous article) was trimmed and hand-lettered. Final

attachments between the engine and chassis were made, and the whole thing was brought together with a driver figure in the cockpit. Photos show that Jim had sanded down the front and rear tires to simulate use, another detail that, while a virtual requirement in a contest model today, was often overlooked on many models of that era. He must have been feared on the competitive circuit!

The editors of *Car Model* admitted that this was the most detailed series they had ever published for building a styrene model. They (rightly) pointed out at the end of the series that it was not meant to get everyone to build Dodge Fever duplicates, but to take the tips and techniques which had been passed along, and use them in their own projects. Thus, this series can be viewed as giving a big forward push to the building of highly detailed static models. If it encouraged people to push their own limits in adding more details to their models, then it served its purpose.



*It's hard to appreciate the role this model played as an example of all that static modeling could be. Remember, the crankshaft turns and moves the pistons and valve train.*



*This look through the open back window shows the excellent mechanical detailing for which Jim is mostly known.*

## THE MODELS OF DON EMMONS

MARK S. GUSTAVSON

Don is one of the leading builders and advocates of our hobby and he has graciously assembled an exhibit of his work for display at the Museum. This exhibit presents nearly every model that Don built in the early Sixties, and it is truly stunning. This exhibit was first enjoyed by visitors to the Twentieth GSL Scale Vehicle Championship and Convention in late April of 2005, and to say that Museum visitors were amazed by the models would be a gross understatement. Don's work is not only historic, but presents his pioneering work in the early days of our hobby, and the collection takes its place among the premiere influences on the first Age of our hobby.



*An entire display case is consumed by Don's remarkable collection. Until you see all of these great models in one place, it's hard to fully appreciate the full impact of Don's work on the hobby. How many project models can you identify?*



*Possibly the most famous of his models, Don's replica of the Stroppe Mercury can be enjoyed. Also, check out the photo in the background, and the magazine cover coverage of Don's '29 Ford roadster! Both models are in splendid original condition.*



Visitors can also enjoyed Don's replica of the Mura brothers Willys pickup as well as Don's sectioned '49 Ford custom that appeared in at least two magazines.

## IN MEMORIAM

MARK S. GUSTAVSON

One of the honored tasks we handle here at the Museum is to keep a list of model car hobbyists who are now longer with us. We tend to be a bit euphemistic about such losses: we try to blunt the loss by saying that some friends have "passed" or have "moved on." The reality is that these builders have died and we have lost their companionship and contributions to the hobby. To preserve their memories, we keep a list of these hobbyists; please note the new names since the last newsletter. Also note that we have added two more groups: The Unknown Modelers of Desert Storm and Iraqi Freedom.

RON HALL. (2005)

RUSS SCHLUETER. (2005)

TRACY ROSSELINI. (2005)

"ROCKET" BOB RICHARD. (2005)

TOM COUNCE. (2005)

AUGIE HISCANO. (2005)

STEVE ALLEGRA. (2005)

MARCUS MALRAY. (2005)

TOM GANNON. (2005)

JIM SEAMAN. (2005)

JOE SCHEIBEL. (2005)

JOHN RITTEL. (2005)

UNKNOWN MODELERS OF DESERT STORM AND IRAQI FREEDOM.

## LETTERS TO THE EDITOR

*Editor's Note: From time to time, we receive a letter that really brings things into perspective. The following letter from a United State Marine, Lcpl Ruben Soto, was forwarded to us by Scale Auto Editor Jim Haught. We print this letter here with Jim's permission—thanks, Jim! We've forwarded a copy of this letter to everyone mentioned in this letter. We're grateful for your great letter, Ruben (needless to say, he is now a member).*

Dear Scale Auto:

My name is Ruben and I am writing to you to express what model car building means to me! I started building model cars in the 1970s, stopped building through high school, then I re-discovered the hobby again in the 1990s. Once I picked up a copy of *Car Modeler*, I was hooked again! It seems after I started building model cars again I feel the need to repay the modeling hobby in some way! I love cars and especially model cars and I just think that we should support out hobby in whatever way we can! I will soon be selling my collection of built and unbuilt models on Ebay in which \$1.00 from each item sold will go toward the National Model Car Builders' Museum! I am also acquiring (piece by piece) some vintage built model car kits from the '50s and '60s along with some vintage model car magazines which I will one day donate to the Museum. I feel it is important to support our hobby—be it car models, plane models or military models! We have lost a lot of Good People from our hobby, from Dave Shuklis to Augie Hiscano. They were the Best of the Best!! I, myself, admired Dave Shuklis' models for their operational parts! I admired Augie Hiscano for building some truly Award-winning model cars like The Bandit and the 1934 Roadster! I admired Bud "The Kat" Anderson for his part in the model car hobby! People like Jim Keeler, Bob Paeth, Don Emmons, Mark S. Gustavson, Tim Boyd, Ken Hamilton, Pat Covert, Dennis Doty, Dean Milano, Bill Coulter and so many others! People like Bill Taylor which are no longer with us! Let us give thanks to the people I mentioned while they are still with us! I especially would like to think Mark S. Gustavson and Tim Boyd for all they are doing for our wonderful hobby! All I can say is "thank you . . ."

Sincerely,

Lcpl Ruben Soto, U.S.M.C.

P.S. Please support the National Model Car Builders' Museum

Hi Paul,

Just wanted to drop you a line to wish you all the best for 2005 and to let you know how much The Builder is appreciated. It's a newsletter which is very professional and interesting, filled with information not found elsewhere.

Many thanks and kind regards,  
Richard Borozdin (Australia)

Hey Mark,

I received my copy of *The Builder* —Nice job. There were two articles that I especially liked. One was the the article on the “clone the past” program, because it reminded me of the models I read about when I was growing up. The other was the article about Ed Roth, because I enjoy getting new information about the background and views of the people who are important to the history of our hobby. The other articles were interesting, but the two mentioned above were my favorites. I was interested to see that your “clone the past” program is going to include Budd Anderson’s ’58 Chevy pickup. When I was a teenage kid reading *Car Model* magazine, that model fascinated me. Does anyone know what happened to Budd’s original models? Thanks.

Regards,  
Paul Cella

Hey Museum:

Congratulations on the Don Emmons collection loan to the Museum. Don’s ‘63 Stroppe Mercury is one of my all-time favorites!

Best wishes,  
James A. Kroeger

## SCALE HISTORY

MARK S. GUSTAVSON

The Museum continues to benefit from the generosity of public-minded donors.

Steve Hinson has come into the possession of a series of wonderful models by Ben Takemoto, who was an active modeler on the West Coast. Steve donated a great drag VW that Ben built. Thanks for your generosity Steve! Let’s let Steve describe Ben and his models.



*Ben’s VW model is really well done. Converted to a quarter miler, it represents the late Sixties digger style of dragster. The build quality is quite good. Thanks, Steve, for this donation!*

“Ben Takemoto was one of those many builders in the early ’60s. No contest history, no magazine history . . . just a kid who was inspired by the mags of the times. He

built all of the models pictured between 1960–1964. He was a talented builder, as most of his models have held up surprisingly well over the years. His paint jobs, although lacking clear coats, were lacquer and are extremely nice, considering the time frame. His engines were wired (Threaded!) and he even had the occasional fuel line in place. He even took advantage of the multiple parts included, and kitbashed quite a few models (especially his drag stuff) After the model craze ended for him, he went on to become one of the local hot rodders that my generation always thought were so cool.”

For more information on Ben’s work, visit Steve’s Fotki site at: [public.fotki.com/ModelCarGuy2003/models\\_by\\_ben\\_takemoto/](http://public.fotki.com/ModelCarGuy2003/models_by_ben_takemoto/)

Tim Nolan has made arrangements for a Revell-Pactra II contest winning model to be donated to the Museum. Built by Bob Kovacs of Toledo, Ohio, the model was found by Martin Ruiz who wanted the model to be protected in our Museum. This model came with a special Revell-Pactra contest sticker still on the display base, as well as the ribbon that was awarded to the model. Marty located Bob and I’ll be interviewing him in the near future for the book on the Revell-Pactra and Revell-Testor contests. Museum memberships have been given to both Marty and Bob. Our special thanks to Marty and Tim for making arrangements to get this model into our collection!

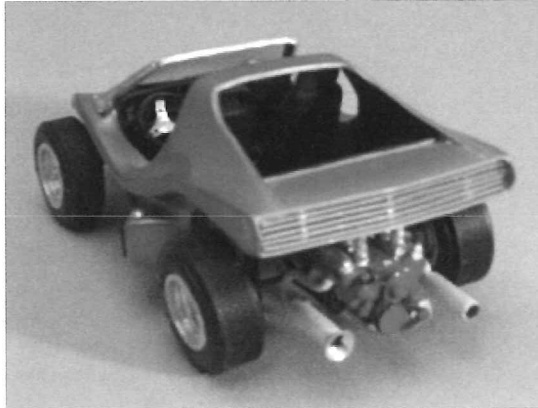


*Typical of the custom style of the day, Bob’s ‘40 Ford has been mildly sectioned and chopped, and features molded front and rear aspects. Sporting original paint, Tim and Martin cleaned up the model and repaired minor damage. Note the accompanying Revell-Pactra II ribbon and small sticker for the original display base.*

A dune buggy model was donated by Frank Peiler. Frank said the model was in two consecutive issues of *Car Model* in July and August 66 where it was the top winner in a dune buggy design and building contest! He said he started with an AMT Meyers Manx and made the body from sprue covered in plastic putty, and used an IMC GT40 for the windshield frame. The windshield itself is vac-formed. The roll cage also came from the GT40 kit as well. The engine is cut down from a Chevy 427



and the exhaust headers are made from rolled modeling clay!. Frank was notified by letter that he won. Part of the prize was an X-Acto tool set. He was also supposed to get IMC kits for life, but that didn't happen. Rather, Frank got three or four kits to start with, then they kind of dried up. He went to the IMC factory in Michigan in '67 and talked them out of another 1/2 dozen or so kits, but then the company soon went out of business. The Museum expresses its appreciation to Damon Bell and former *Scale Auto* editor Kirk Bell (both of whom work for Publications International, as does Frank Peiler) for their help in securing this donation and shipping it to the Museum.



*This donation came to the Museum recently. Frank Peiler's full custom dune buggy won the dune buggy design/building contest in Car Model magazine. The model is in superb condition.*

## BREAKING NEWS!

MUSEUM STAFF

The Museum was just contacted by John Estlow who won the International Modelers Guild Modelrama Championship in 1964. John was a great pioneer of early model technology. 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 backlite 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. The model was presented in a TV with plenty of wiring and electronics housed in the base. If this could all be done with 1964 technology, what can't be done today? We hope to interview John very soon.



*John's custom '49 Mercury was a tour de force for then-contemporary model car technology. This model still exists, and the very enthusiastic John Estlow may loan this model to the Museum. Our next issue will have a story on John and his forward-thinking model car construction.*

## CLONE THE PAST

MARK S. GUSTAVSON

One of the most essential programs of the Museum is our *Hot 150/Clone the Past* program. 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. It is our goal to present to visitors, and the hobby, a visual narrative history of the hobby.

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. With the help of Tim Boyd, Chuck Helppie and Museum Trustee Mark Brown, we’re now assembling a list of models for the Third Age which will be shared with you when the list has been vetted by our consultants.

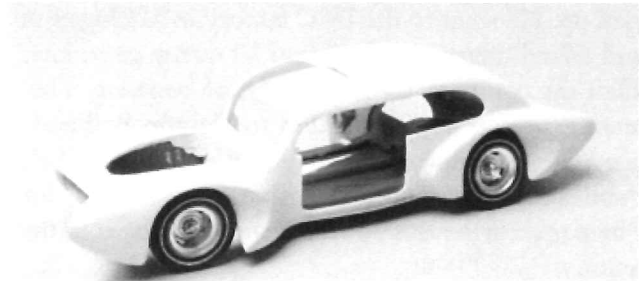


*The original Astrodan was one of those outrageous examples of asymmetrical custom design. First debuted in the Windernationals contest, Lonm rebuilt it and painted it a wild metalflake candy green.*

Replicating an historic model is an important effort. This effort initially seeks to either acquire (by donation or loan) or, if the model isn’t available, to replicate as many of these models on the list as possible. Go to our Web page for further and more detailed information on this program: [www.themodelcarmuseum.org/Projects/Clone/clone.html](http://www.themodelcarmuseum.org/Projects/Clone/clone.html)

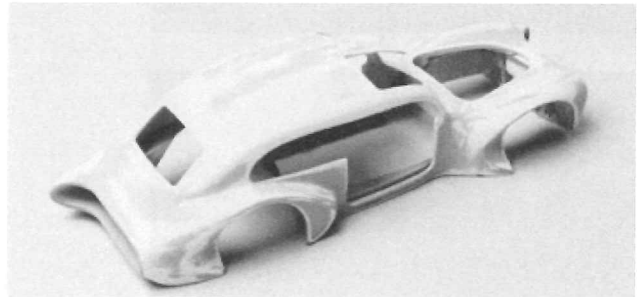
The list of skilled builders cloning models has grown recently. Here are those craftsman: Jeff Worsham has roughed in a clone of Tom Davison’s metalflake Corvette that won the top paint award in Revell-Pactra I contest and we’ve been in correspondence with Tom who has offered us valuable information as well as his endorsement of this effort. Bob Paeth is building Jack Herndon’s full custom ‘29 Ford roadster, and Mike Good and I are replicating Lonio Stern’s famed *Astrodan*. Mitch Capps has been working with legendary builder Bob Sifferd to replicate Sifferd’s incredible *Telstar*. Richard Wright has offered to build Harry Auffinger’s ‘57 Thunderbird while Terry W. Rollins is replicating Harry Auffinger’s ‘57 Chevy. Marc Havican is cloning Tom Yonts’ dragster, and Tim Pentecost (now largely recovered from a serious ailment) is reproducing Rich Morgan’s dragster that was a top winner in the second Revell-Testor contest. And Carl Moore has jumped into the fray and said that he’s going to replicate Budd Anderson’s ‘61 Ranchero and ‘58 Chevy passenger car pickups. Mark Budniewski has undertaken to build the awfully cool “Way Out GT Custom, while Rick Hanmore is just about finished Bill Neumann’s ‘60

Ford Starliner. As detailed elsewhere in this newsletter, Mike Good and I, with the strong help of original builder Chuck Jones, are working on Jones’ mid-engined custom.



*Sculptor Mike Good studied information supplied by the Museum and his own records to fashion this spot-on replica of Stern’s model. Mike reported a lot of work that consumed nearly three months of his time! This will be a great replica for our Clone the Past program.*

Let’s take a quick look at the Astrodan that has been so ably started by Mike Good. We’ll have more on this model in the next issue, so let’s just enjoy a few pictures at this time. Please go to the Museum’s site and go to the Clone the Past page at: [www.themodelcarmuseum.org/Projects/Clone/clone.html](http://www.themodelcarmuseum.org/Projects/Clone/clone.html)



*I have the privilege of painting the model. Mike and I worked for months to find the right color (we tried to replicate the original painting scheme and that didn’t work), finally settling on a House of Kolor paint. In this photo, the first coat of lacquer primer has been lightly sanded to find surface flaws of which there were virtually none!*

## DONATION CORNER

MARK S. GUSTAVSON

Of course, the Museum exists only because of the generosity of individual modelers and groups in our hobby. We’ll never be able to adequately express our deepest appreciation for the generosity of the following donors who have supported the Museum in 2005. Please note that we no longer indicate the amount of the donation because so many donors have requested that the value of their donation not be disclosed. Rest assured, however, that these modelers and groups have

substantially contributed to the Museum. Donations are listed in alphabetical order.

MIKE ABBATECOLA. New Space Renovation Fund

DR. C.E. ANAGNOSTOPOULOS. Program Development Fund

BILL BARRETT. New Space Renovation Fund

FRED BELL. Program Development Fund

TIM BOYD.

ABBOTT BROWN. Program Development Fund

GORDON S. CLARK.

NORMAN COCHRAN.

ROBERT DUDEK. New Space Renovation Fund

DON EMMONS.

DICK ENGAR. Program Development Fund

HOOSIER MODEL CAR ASSOCIATION.

RENEE KALLEN. (in memory of Andy "Moose" Kallen)

MARSHALL KING.

GEORGE LAYTON.

KC SLAMMERS. New Space Renovation Fund

KEN LINDLEY. Program Development Fund

JOHN AND JOAN MAHAFFEY.

METROPLEX CAR MODELERS' ASSOCIATION. Savings Fund

NNL WEST.

CUYLER OTA.

PRYOR PASSARINO.

TIM PENTECOST.

ALAN RAAB.

BRUCE STOLLARD. Program Development Fund

GREG STRUHAR. New Space Renovation Fund

SUPERIOR PAINT SUPPLY.

GARY SUTHERLIN. New Space Renovation Fund

TRI-STATE SCALE MODEL CAR CLUB. Savings Fund

KORKUT VAROL. (Turkey)

TOM VOGT.

JOHN F. WOOD.

ANONYMOUS.

## ADOPT THE MUSEUM FOR A MONTH!

People and organizations often contribute more than just the \$15 annual membership fee for email distribution or \$25 for hard copy distribution. The Museum uses a portion of these generous donations to pay the rent, and acknowledges the individuals and organizations by sending a certificate of appreciation. The giving levels are as follows:

**Supporter.** \$65–149

**Friend.** \$150–249

**Adopter.** \$250–499

**Benefactor.** \$500 or more

The Adopter level was instituted years ago to acknowledge donations of one month's rent. Because the rent is now \$500 per month, we added the Benefactor level to recognize this extremely generous donation.

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

**January, 2005.** Tim Boyd

**February.** John and Joan Mahaffey

**March.** John F. Wood, Marshall King, George Layton, Cuyler Ota

**April.** Superior Paint Supply

**May.** Mike Abbatecola

**June.** Don Emmons

**July.** NNL West

**August.** Pryor Passarino, Fred Bell

**September.** Anonymous

**October.** Bill Barrett

**November.** Gordon S. Clark, Norman Cochran, Tim Pentecost, Korkut Varol (Turkey)

**December.** Renee Kallen, Alan Raab

## 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](mailto: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](mailto:paul@windfall.com)

### *The Builder* Vol. 11, No. 1

*The Builder* is a publication of the International Model Car Builders' Museum. Please visit our Web site at [www.TheModelCarMuseum.org](http://www.TheModelCarMuseum.org).

*Publisher:* Mark S. Gustavson, [msgsl@xmission.com](mailto:msgsl@xmission.com)

*Editor:* Paul Anagnostopoulos, [paul@windfall.com](mailto:paul@windfall.com)

*Scanmaster:* Mike Swan

*Webmaster:* Mark Benton, [mjbenton@xmission.com](mailto:mjbenton@xmission.com)

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

*Trustees Emeritus:* John Dino

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

*Club Liason:* Jim Fernandez

*Museum logo* designed by Russ Schwenkler

International Model Car Builders' Museum  
10271 South 1300 East  
PMB #131  
Sandy, UT 84094 USA

(mailing address only)