

The Builder

NEWSLETTER OF THE INTERNATIONAL MODEL CAR BUILDERS' MUSEUM

THE VIEW FROM HERE

MARK S. GUSTAVSON

Greetings! Please forgive the badly overdue appearance of this newsletter. A combination of time-consuming, significant work at the Museum, and a nearly out-of-control personal professional schedule, have conspired to delay this newsletter. Though you've heard it before, we are committed to getting back on schedule with two quick Updates published in each year, along with The Builder issued late each year, which will summarize Museum activities over the previous year. Thanks for being patient!

The mission of the Museum is threefold. Our initial effort has been to chronicle and gather artifacts about the history of the model car hobby from the perspective of the builder. We don't focus on collecting kits or air boxes though we have, incidentally, amassed a rare collection of each (we don't pretend to enjoy a comprehensive database on the history of model car kits). Instead, our historical perspective and orientation has led us to gather a remarkable collection of information and artifacts about services and supplies offered to hobbyists—to create a chronicle of individual model car hobbyists—not to mention dozens of historic models.

To serve the objective of preserving and understanding the past of our hobby, we have created the *Scan the Past* program, which focuses on electronically scanning significant model car magazines and related publications that have chronicled the history of our hobby. Along the same lines, the Museum has fashioned the *Clone the Past* program which seeks to present a display of the most influential scale vehicle models in the history of our hobby. With a juried list identifying those models through 1989 (a more recent list is under development), our objective is to acquire (by loan, donation, or purchase, where possible) those famed original models so that the history of model car technology, design and craftsmanship can be traced and presented to the hobby. Because not all of those famed models can be found, many of the models on our *Hot 150* list are being faithfully recreated based

on all available information and built to a standard that matched the original model. Both programs have been enthusiastically supported by many dedicated hobbyists, and will be discussed later in this issue.

Our second goal is, and has been for some time, to participate in current activities in the hobby. For years, the Museum has been one of the chief sponsors of the GSL International Scale Vehicle Championship and Convention which has been a venue where craftsmanship, innovation, and advanced building is recognized and rewarded in a competitive setting. GSL is widely-recognized as the leading competitive event in the hobby; in turn, GSL supports the Museum through fund-raising activities. We're about to present the twenty-first Championship (May 3–6), which continues to grow stronger and attract larger and larger audiences of competitors and attendees alike.

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Recently, the Museum has realized another long-term goal by reaching out to local contests and the famed NNL events, as well as and local/regional contests around the United States and Canada. New Museum Trustee Jim “Hollywood” Fernandez has most ably taken on the task of creating a wide database of NNLs and contests, and is offering event promoters Museum support while distributing Museum brochures and gathering donations to support our efforts. Our ever-garrulous Jim has been very successful in pulling more and more local clubs and events under the Museum umbrella. In the next year, we hope that Jim’s efforts can be extended to get these many organizations to assist the Museum with our several programs.

The third goal has been thinking about how the Museum could play a role in the *future* of sophisticated automotive modeling. Long planned and just recently realized, this event has borne fruit in a new competition christened the Masters Challenge Invitational. This contest will be held in October 2010 in Phoenix, Arizona and is unlike any other in the history of our hobby. I am very much in favor of this admittedly niche event (to which any builder can be invited upon the recommendation by any invitee) because our hobby needs the beneficial effect upon model car technology that high-end building can produce. Judged by fellow contestants and focused on innovative techniques and advanced modeling skills, the Challenge is administered by two specially-appointed Museum representatives: Trustee Bob Wick (also a longtime GSL trustee and judge) and Dan Baker, who have jointly created an event that will change the face of our hobby forever. There is more about this great event later in this newsletter.

In sum, more than 18 years after the Museum was formed as a Utah non-profit corporation, and 16 years after we opened the doors, the Museum has grown into its originally-envisioned purposes and has expanded into venues and programs that could not have been envisioned originally. Supported by a great group of highly-motivated Trustees and supporters around the United States and Canada, the Museum will continue to advocate for the future of our hobby while it chronicles the history of this grand passion.

IN THIS ISSUE

THE EDITOR

As you know, the Museum and the Utah Miniature Automotive Guild are the chief sponsors of the GSL International Scale Vehicle Championship and Conven-

tion. The Twenty-First GSL Championship will be held this May. Visit www.GSLChampionship.org to learn about the event and read/download the *GSL Preview* along with the *GSL Manual* that contains last-minute details of GSL-XXI. GSL will feature seminars by some of the hobby’s leading craftsmen, two days of Museum tours, a first-rate Trade Show, the GSL Plastic Players, the Museum benefit auction, and other great events. See you there!

The Museum’s *Clone the Past* program is well underway. To assist the builders signed up to replicate models on the Museum’s *Hot 150* list, the Museum now publishes a sort-of newsletter for those builders who are helping out the Museum in this great effort. The effort to replicate those models from our *Hot 150* list (representing the most influential models in the history of our hobby) has been furthered by excellent work by our replicators. You can visit the Museum’s web site to read these specialized newsletters: click on “Information | Publications” and scroll to the bottom of that page for links to the two *Clone the Past* newsletters sent so far. Take in the note on page 14 about progress in this great Museum program.

The Museum’s *Scan the Past* program has rapidly accelerated since we last reported on it. Now, more than 78 magazines have been scanned and our current intrepid scanners (Dave Cura, Andy Kellock, Tim Burkhardt, Terry Rollins) have been working very hard to digitize the collection of vintage magazines before the natural aging process turns those magazines into dust. Check out the article on page 17.

Trustee Bob Wick has prepared a brief piece on the Masters Challenge Invitational. Be sure to read his article on page 18 and then visit the Challenge web site at www.TheMastersChallenge.com.

Trustee Jim Fernandez has prepared a great article on his efforts to get the Museum involved in local contests and NNL events. Jim’s effort has already contacted more than a dozen clubs and associations whose contests and displays the Museum has supported. Check out Jim’s article on page 19.

In response to a plea from Sgt. Sabathne to the Executive Board of IPMS/USA for hobby kits and supplies for his troops in Iraq, the Museum sent out a plea on Tom Carter’s Hobby Heaven discussion board (wwwboard.modelcarkits.com) for support, which resulted in many individuals and clubs, from across Canada and the United States, sending kits, magazines, airbrushes, and monetary donations to help pay the shipping costs of sending eight large boxes of model car items to Sgt. Sabathne’s APO. As reports come in

from Sgt. Sabathne, we'll pose photos and a report on the Museum's web site, and we're happy to present his first report later in this issue, on page 5

The Museum has completed the move of its growing library into a great new room in the adjacent rental space. You may remember that in the last newsletter we gave you an early view of the renovation efforts undertaken by local Museum Trustees and members of the Utah Miniature Automotive Guild (a Region 10 Chapter of IPMS/USA, and another of the principal sponsors of the Museum and the GSL Championship). On page 3 of this issue, take a look at the several pictures of the new library space that will greatly enhance the Museum's task of preserving the written and visual history of the model car hobby!

In response to the Museum's tribute to legendary builder Dave Shuklis (visit the Museum's web site at www.themodelcarmuseum.org/Models/Shuklis/shuklis.html for more information on Dave's unbelievable work in the early Sixties, made all the more unbelievable because he was afflicted with a serious neurological disorder), a legendary builder from the history of the Revell-Testor contest series faxed Mark S. Gustavson with some reminiscences of Dave and the offer to prepare some historic information on Dave and *Auto World*. The name "D.W.Morgan" on the fax sheet triggered a memory of the top winner in Revell-Testor I contest. Check out the piece on Richard Morgan on page 10.

All the back issues of the Museum's newsletters are now available online, and without password or other restriction. Visit www.themodelcarmuseum.org/information/Publications/publications.html to read many of the back issues of *The Builder*, most of which are available in both high and low resolutions.

MUSEUM HAS BEEN ADOPTED!

BRIAN DEES

The Museum has been adopted by a 250-member group of large scale builders, all from the Scale Motorcars forum. This group has migrated, in part, to large scale building and have found they have a bunch of 1/24–25 scale kits just collecting dust. They wanted to donate them to a worthy cause, and so I suggested the Museum as we are giving kits to troops, and giving tours to youth groups (including Boy Scouts). This modelers' group thought that this would be just great, as long as they got the tax bennies that are available from the Museum's nonprofit status, so we have their support. (Note that, since the Museum is a qualified public educational

institution under Section 501(C)(3) of the Internal Revenue code, donations are deductible to the donor, though each donor should consult a tax professional). I'll report on this later this year, but we are grateful to Daniel Megard for his generous support of the Museum. Check out the group's website at www.scalemotorcars.com/forum/index.php

NEW MUSEUM LIBRARY

MARK BROWN

As you know, the Museum expanded into additional space starting late in 2005. We did that because we had literally outgrown the old library space. We decided to move the Museum's library so that model car journalists and other authors can do research there in an accessible, comfortable environment.

This expansion required local Museum trustees and a contractor to repair and revise the space (which had previously gone through a large number of abusive tenants!) for use as our library and a back room where we will present a visual "walk through" history of our hobby. Local members of the Utah Miniature Automotive Guild (a Region 10 IPMS/USA Chapter, a major sponsor the GSL Championship, and one of the sponsors of the Masters Challenge Invitational) worked long hours to repair, paint, and scrub down the new space. Check out the following photos of the new library that will be opened to the public for the first time at GSL-XXI.



After a lot of repairs to the walls, Trustees Mike Barlow and Mark Brown painted the facility. Trustee Brian Dees—who acted as the project manager for the extensive renovations—acquired many gallons of high quality paint. Here, Mike is applying the first of a couple of primer coats necessary to cover up the kbaki-green paint from the prior tenant.



After painting, cleaning the real tile floor, hanging new blinds, and carrying the bookshelves, books and magazines to the new space, here's an early view of the new library. Check out the central writing space, the computer, and very hospitable area. One filing cabinet (on the far right) hasn't been moved to its new space. This library hosts thousands of vintage model car magazines, books, club newsletters, and historic binders.



This view is about 90 degrees rotated to the right of the preceding picture. Recently acquired magazines and other items sit on the central desk, awaiting filing or proper placement. Now, event plaques and other bits of memorabilia hang on the walls. GSL and other visitors will be able to enjoy this great new library space.

SHUKLIS AND "SMITTY": MODEL PLANS AND A MODEL MYSTERY

MUSEUM STAFF

In the early Sixties, Auto World published—both in the pages of *Car Model* magazine, and in the pages of its famed catalogs—how-to plans by its technical consultant Dave Shuklis. These plans are exceptionally rare right now, and the Museum is looking for these plans. If you have an original plan sheet and wish to donate it (or an excellent photocopy), please contact the Museum.

Check out one advertising sheet below for a sample of these Shuklis model plan advertisements.

With that as a background, consider this mystery: When the Museum acquired the Shuklis collection many years ago, a converted 1940 Ford pickup was part of that collection. Since that time, Mark S. Gustavson and model car historian Dennis Doty have come to doubt that the burgundy metallic model was built by Dave. Some of opined that it was built by "Smitty" (Robert A. Smith), who built the exceptionally influential *Crusader*.

Can anyone in the audience help us with Shuklis and Smitty plans, and can anyone identify the builder of the '40 Ford pickup pictured on the next page? Please advise the Museum if you know anything authoritative.

MEET DAVE SHUKLIS . . .

ALIAS "Dave"

Although handicapped with muscular dystrophy, Dave has been responsible for many "wild" customs. Dave has been a constant winner of contests, and has been building customs for many years. Order any of these basic models, and Dave will include free instructions.

"AGGRAVATION"

Here's Dave's copy of Al Berger's Fastest Drag Machine.

Built from a regular AMT '32 Ford Coupe Kit, this model borders on the unusual. You get the complete AMT model '32 Ford Coupe Kit, plus Dave's special instructions on how you can make this version.

No. 2120 "AGGRAVATION" . . . 1.49

"T BIRD MONTE CARLO"
MK II

Here it is a classic—and quite near to modify. Order this 1961 T-Bird (AMT) model from us and we'll include Dave's special instructions on how to build this version, free.

No. 2118 T BIRD MONTE CARLO MARK II . . . 1.49

Dave's and Smitty's specials are actual models built from AMT Kits. The regular kits will build all the variations as before. Supplementary instructions show you how to build these versions.

"THE WILD ONE"

One of the favorites, here's AMT's '32 Ford Coupe worked into an interesting version. Instructions show you how to chop the top, lower the body. Order your coupe kit, get Dave's instructions at no extra cost to you.

NOTE —
These special instructions are very basic, and pre-designed to help you get started on more radical customizing and creating.

Full parts layout of '32 Ford Coupe is on Page 25. See what you get.

No. 2120 "WILD ONE" . . . 1.49

AUTO WORLD • BOX 961, SCRANTON, PA.

These very imaginative models were central to the advancement of the hobby in the early Sixties. Do you have any of the plans, or more advert sheets like this one that depict different models? Please contact the Museum.

MEET R. A. SMITH
ALIAS *Smitty* . . .

A Model Builder for many years. Here's Bob looking over a '31 T-Bird contest entry. A director of Auto World, Bob's personal interest in models will assure you that your orders will be carefully handled.

Building radical's is a lot of fun, there are so many different ways you can build them. Don't forget these details that will contacts, like fuel lines, custom upholstery, Citizen's Band Radio, etc.
—BARNEY

Smitty's Specials . . .

39 FORD PICKUP?
This radical was built from AMT's '40 Ford Sedan Kit, and has proven quite popular. Purchase this kit from us and we'll include Smitty's step by step instructions. It's not easy—but it's lots of fun, and really different.
No. 245 '39 FORD PICKUP . . . 1.49

32 DEUCE PICKUP?
The model shown of right was built from AMT's '32 Ford Coupe Kit. Purchase this kit from us—we'll send you Smitty's step by step instructions on how to do it—FREE!
No. 225 DEUCE COUPE PICKUP . . . 1.49

32 FORD PICKUP?
The model on the left was built from an AMT '32 Roadster Kit. Smitty's special instructions show you how—and are included free when you order this kit from us.
No. 225 '32 FORD PICKUP . . . 1.49

THESE KITS WILL ALSO BUILD THE STOCK-CUSTOM-OR RACING VERSIONS OF THESE CARS

BOX 961, SCRANTON, PA. • **AUTO WORLD**

Auto World's "Smitty" was a major force in Car Model magazine. He did custom plans for kits that Auto World sold, and this sheet was found in 1960 and 1961 AW catalogs.



This model was built from the AMT 1939/40 Ford Tudor sedan kit (much before the Monogram pickup kit), but it certainly doesn't appear to match the model in the Smitty kid advertisement pictured above. Please research your records and let us know what you think.



Compare this view also with the Smitty advert. The back of the cab is more rounded at the upper end, the grille is different, the A-pillars are differently angled, and there other differences. So, you tell us: Is this model a derivation of the Smitty piece, or a previously unknown Shuklis piece?

MODELS FOR THE TROOPS

MARK S. GUSTAVSON

In early Fall of last year, I was privileged to read a letter from Sgt. Sabathne who wrote to the IPMS/USA Executive Board (on which I serve as legal counsel) asking for models and associated hobby supplies for the troops under his command in Iraq. Sgt. Sabathne created a hobby group—the Al-Kisik Hobby Club—to help those dedicated and loyal troops under his command endure the many hardships of combat, the environment, and their duties to repair military equipment, and he needed kits and related hobby items for those under his command.

I don't what it was about the good Sergeant's letter, but I thought that the Museum (and its many generous supporters) should take on this project. So, I circulated a note to the IPMS/USA E-Board, indicating that the Museum would be honored to take on this project. The E-Board quickly endorsed our proposal and effort.

Subsequently, and quickly, I posted a note on the Tom Carter's Hobby Heaven Message Board about this project and was greeted with a very prompt and unbelievable response. Many generous modelers promptly stepped up to send model car kits (and a couple of aircraft kits), airbrushes, back issues of *Scale Auto* and *Model Cars*, and associated hobby items. Additionally, clubs and other individuals donated dollars to help pay the significant postal charges to ship the many heavy boxes.

I contacted my friend and client, Kevin Hjelm (proprietor of Sandy, Utah's Help U Mail), who generously offered to repackage all of the dozens upon dozens of kits and other items at his cost, and to mail the items to Sgt. Sabathne's without any mark up (his generosity

saved around \$55). Soon, package after package arrived at the Museum's mail drop (Kevin's business) which were there reboxed to survive the trauma of shipping to Iraq. During this time, I was regularly exchanging email notes with the good Sergeant. Those eight large boxes were shipped in mid-October 2006. A second box of kits was later sent on December 1. Then, I contacted a local hobby store (MRS Hobby) to acquire model-building supplies (adhesives, sanding sticks, X-Acto handles and blades, bottle paints, thinners, sprue cutters, and related items) which were then sent, in a third wave, to the Sergeant and his troops in the third week of December.

As promised, Sgt. Sabathne sent the first of which he promises to be several letters (along with images that will be emailed) describing the reaction of his troops to the incredible generosity of so many hobbyists (please see their names, below). Below is the first letter received through the US Post Office; please know that I am utterly uncomfortable with the use of my name in this note because I am only one player in this much larger effort. In fact, I really wish my name weren't used at all since it tends to draw attention away from the many, *many* generous hobbyists who have made this possible. Still, in order to present the entire letter and preserve the integrity of the Sergeant's letter, that well-expressed missive is presented, verbatim, here:

28 OCT 06

Dear Mr. Gustavson:

I hope that others will forgive me for putting only your name there, but "& the International Model Car Builders' Museum" wouldn't all fit in the first line. This letter is, however, intended for all those who made such incredibly thoughtful, generous, and delightful contributions to the enormous give received in the wee hours of this morning by the Al-Kisik Hobby Club. Though we appreciate every gift given, even if only a prayer or a kind thought, we are incredibly excited and immensely grateful for this unprecedented outpouring of support.

Special thanks are due to Mr. Gustavson whose communication and organizational skills got this whole thing orchestrated, and for all those who made the time in their busy schedules to package and ship the models. The soldiers were hovering with excited anticipation as the boxes were opened, and I will send pictures of projects in progress as they start work on these kits.

Staying busy is the best way I've found in two tours of Iraq to stave off the inevitable homesickness and monotony. You have brought many soldiers a little styrene joy they would otherwise not have had. Thank you all.

Sincerely,

Sgt. C.R. Sabathne
Al-Kisik Hobby Club

Please find below a list of every individual and group that has contributed either "things in kind" or dollars to this great effort. If any contributor's name doesn't appear here, that omission is inadvertent and was caused by my hard drive that crashed which eliminated a lot of charts and a database.

- Gary Bassett
- Junior Berg
- Cincinnati Auto Replicas
- Tom Coolidge
- David Dale
- Dave De Coster
- Denver Distributors
- Bob Dudek
- David Gaboury
- Ronald Garbez
- Dave Garvey
- Tom Gurley
- Jim Gurley
- William Hadley
- Dave Hessler
- Hobby Heaven
- IPMS/USA
- MASSCAR
- Warren Moffat
- Jeff Oliver
- Phil Patterson
- Len David Riggs
- KC Slammers
- Charles Rowley
- Mike Siegman
- Paul Spoelhof
- Tri-State Scale Model Car Club
- Walt Tuss
- Valley Modelers' Association

We're going to renew the request for help about twice a year and ship more items. I've asked Sgt. Sabathne to give me the name of another group that might also like to receive kits and hobby supplies. More on this later.

Another interesting aspect of our good sergeant's perspective comes from a letter he wrote to contributor Charlie Rowley when he expressed deep concern for the effect that multiple, sequential deployments in Afghanistan and Iraq are having on marriages and families back here. I think it would be a good thing to keep Sgt. Sabathne, his troops, and our troops everywhere deployed, in our thoughts and prayers.

Thanks to Tom Carter, his Hobby Heaven Message Board, and everyone listed above for their generous outpouring of support.

2006 HALL OF FAME

MARK J. BENTON

Starting in 1992, The International Model Car Builders' Museum joined up with *Scale Auto Enthusiast* to create the Hall of Fame to honor those who have made the most significant contributions to the history, growth and development of the model car hobby.

In the early years, we only honored one person each year. Later, in 2000, we decided that two people should be inducted each year because there were so many people, roughly divided into two categories ("Writer/Builder" and "Industry Insider"), that should be inducted. A special Museum committee nominates all persons for public voting (no person who has been nominated participated in that year). The Hall of Fame has inducted a wide range of people who have made a genuine and positive impact upon the model car hobby.

The Museum nominated four individuals in two categories for the 2006 Hall of Fame: Industry Insiders Don Holthaus and Ken Merker; Writer/Builders Bill Coulter and Rick Hanmore. After some very enthusiastic voting, aided in no small part by a note editor Jim Haught printed in *Scale Auto*, web site voting, and notes posted on the Hobby Heaven Message Board, Don Holthaus (Industry Insider) and Bill Coulter (Writer/Builder) were selected by narrow margins. Hall of Fame certificates were mailed out late last year.

The following wonderful letter from Bill Coulter was received at the Museum:

Dear Mark,

What a pleasant and unexpected surprise! Having received your correspondence of November 1, I am humbled by this high honor as an inductee into the Hall of Fame for 2006. After reflecting on the exclusive list of past inductees, it really hit me just how significant this appointment is.

As a novice model car builder, two icons of the hobby, Don Emmons and Henry "the Hank" Borger were a profound influence and inspiration on my building and later on my approach to how-to story telling. To now be recognized in the same category as these gentlemen is a genuine rush.

A sincere and heartfelt thank you to the nominating committee and especially to all the many fine folks in this endeavor who felt I have contributed in some small positive way to this hobby. I have had a life-long love affair with this hobby that continues to be such a vital part of my existence even today.

Approaching the "golden years" of our time here as they say, I can now look back and appreciate this special recognition as one of the pinnacles of my life. Thank you also for the Lifetime Membership to the Museum.

With much appreciation and humble acceptance,

Robert W. (Bill) Coulter

Here is the full list of all Hall of Fame Members:

- 1991: 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; Augie Hiscano, Builder/Writer
- 2001: John Mueller, Industry Insider; Tim Boyd, Builder/Writer
- 2002: Jim Keeler, Industry Insider; Mark S. Gustavson, Builder/Writer
- 2003: Roger Harney, Industry Insider; Dennis Doty, Builder/Writer
- 2004: Bob Johnson, Industry Insider; Terry Jessee, Builder/Writer
- 2005: Bob McLeod, Industry Insider (appointed); Hank Borger, Builder/Writer (appointed)
- 2006: Don Holthaus, Industry Insider; Bill Coulter, Builder/Writer

2007 HALL OF FAME

PAUL ANAGNOSTOPOULOS

The Museum is pleased to present 2007 nominees for each of our two categories in which members of our hobby have distinguished themselves: Industry/Insider and Writer/Builder. By March 2007, the Museum's web site (www.TheModelCarMuseum.org, on the home page) will present an online voting facility so that you can choose between the nominees:

WRITER/BUILDER

Ken Hamilton has been a model builder for more than 30 years. Although he started out building car models, he developed into an avid model railroader as an adult. By the mid-1980s, he was an award-winning scratchbuilder whose models took trophies with such organizations as the National Model Railroaders' Association. Then in 1984 he read about the GSL Model Car Championship. His first mailed entry was a custom 1949 Mercury coupe

that stunned judges with a myriad of tiny working features. In years to follow, Hamilton developed a reputation as a diorama builder with a wild sense of humor. His models and dioramas are full of little “gotcha” features that amaze viewers with his ability to reproduce remarkable details. Hamilton has translated that ability into how-to articles and a book, “How to Build Creative Dioramas for Your Scale Auto Models.” In addition, he writes the “Tips & Tech” column for each issue of *Scale Auto*.

Juha Airio is a Finnish model builder who specializes in 1/25 scale replicas. He came to national attention a decade ago with mail-in entries to the GSL Model Car Championship. Since then, he has produced masters for resin casters and a series of articles for *Scale Auto* detailing the process for creating models of cars not produced in scale kits. While his subject matter may occasionally seem mundane, his skills at modifying existing kits into completely different cars has provided a wealth of innovative techniques that he freely shares in his magazine articles: such tricks as foil casting and building glueless, scale windshield frames. The result has been a long series of stunning, painstakingly accurate models of such varied cars as a 1956 Studebaker Commander, 1964 Wolseley Hornet, 1967 Dodge Polara, and 1977 Chrysler Cordoba. He is a master at recreating the contours and details that make his replica stock models miniature works of art. And in his articles, he offers tips and tricks to duplicate his amazing techniques.

INDUSTRY/INSIDER

Tom Carter is the driving force behind Hobby Heaven, one of, if not *the*, leading new and vintage model car kit mail order/Internet order shops, and for the past 10 years or so the home of the Hobby Heaven Message Board. Tom has been instrumental in ensuring that the pastime of model car building continues by his direct input to the model companies over the years. The establishment of the Hobby Heaven Message Board, whilst certainly a marketing tool for Hobby Heaven, has more importantly paved the way for modelers worldwide to interact, contact and share ideas, knowledge and friendship.

David J. Vander Wal was one of the founders of R&D Unique, one of our hobby’s first aftermarket companies, and through his solid business sense and unmatched customer service, the business continues to thrive today, over 25 years after its creation. Dave made many of the masters that are still in R&D’s product line and are still enjoyed by hobbyists the world over. Dave was also an early contributor to Gary Schmidt’s *Scale Auto Enthusiast*, penning articles that aided many modelers in

improving their work. Dave had connections to other aftermarket companies as well, supplying parts and pieces for other companies in the model car aftermarket as well as companies in other fields such as ship and airplane models. Dave has also been a supporter of the GSL tradition, attending this event for many years and even bringing home an award. Dave has been, and continues to be, a dynamic and creative force in the model car hobby.

RECENT ACQUISITIONS

PHIL GLADSTONE

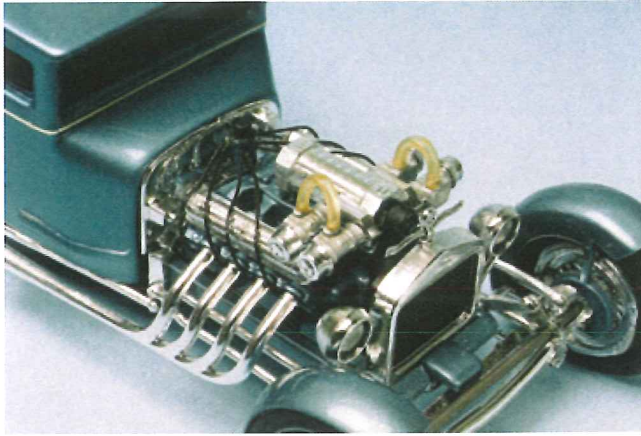
The Museum is blessed to enjoy the generosity of a couple of supporters who regularly acquire rare items for our displays, for books we have under way, or other items of interest. Check out these recently-acquired items:



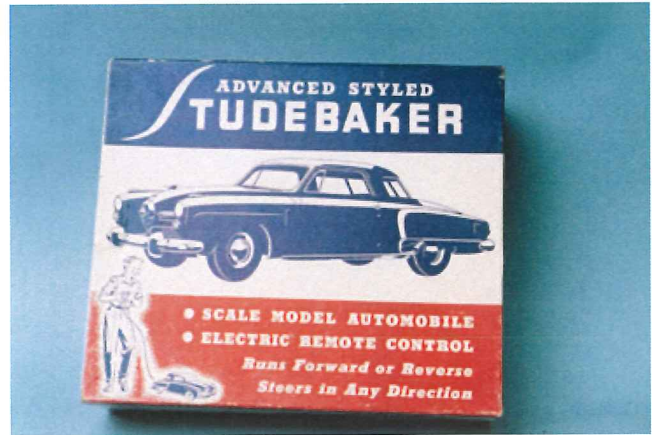
This incredibly well-constructed 1925 T Ford model competed on the West Coast in the Revell-Pactra II contest. It was acquired through an Ebay auction. Built from the old AMT kit, the build quality is superb. The paint is excellent, and the assembly is nearly antiseptic.



Check out the chemical interaction between the old Revell parts pak tires and Revell tires. Astonishing, eh? Museum researchers Rex Barden and Randy Vandraiss will be doing research in the old magazines for any hint of this model. The Ebay vendor said this model was built by someone by the name of “L.J. Northcote” from Hacienda, California. Anyone have any information about this builder?



The engine detailing is unusually sophisticated for the mid-Sixties. This model is unrestored! Research is underway, and watch for an article in the next issue. Does anyone know the history of this model? Can anyone identify the builder?



Though the Museum doesn't collect vintage unbuilt kits as part of our charter, Trustee Alan Raab found and donated this exceedingly rare "Advanced Styling" Studebaker kit as well as other equally scarce items.



Trustees Alan Raab and Mark S. Gustavson have been buying vintage modeling magazines, regardless of their subject matter: Check out these issues of the Model Maker from the late Thirties!



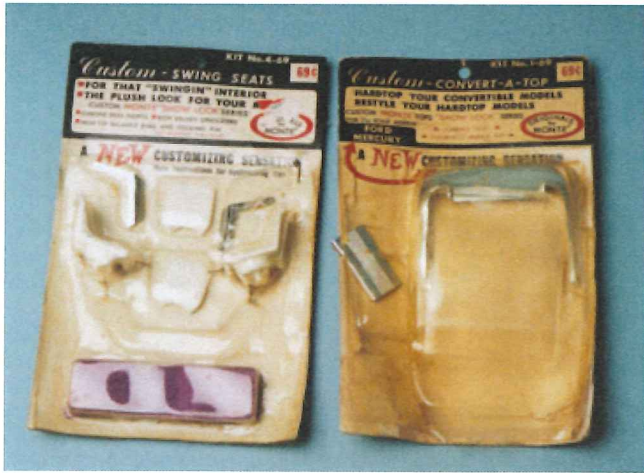
This nearly-mint Revell-Textor II trophy was also sourced through a lucky Ebay auction. The car featured at the top is a good replica of Richard Mike Johnson's Pegasus that won the top adult award at the Revell-Pactra I contest in 1963.



Occasionally, Roth/Testor bottle paints become available. A donor acquired this complete box of Roth Gold Underbase which will join many other Roth items in a special display.



One of our anonymous donors (though known to the Museum) acquired this vintage Revell shipping box filled with Revell Corvette parts pack frames. All but one of the parts kits was mint, and one kit was sent to Alan Raab for his replica of Chuck Jones's famed bubble-top custom.



Though little known these days, the aftermarket company Monte not only made upholstery kits, but also custom body parts. These two very rare kits were donated by a generous Museum member.



This photo of three unidentified factory modelers admiring styling study models was acquired through an Ebay auction. We don't think the models represent any vintage Ford or GM designs from the early Fifties. Can anyone identify the people or the styling studio?

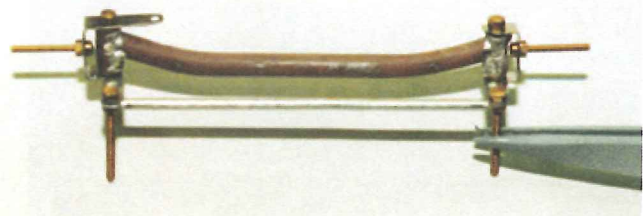


The International Association of Automotive Modelers was probably the first significant model car association, originally based in Long Beach, California. Focused on high-end building, the IAAM had a national image and individual clubs also had decals. These were purchased from Ron Merkel—a name in the hobby well-known to older builders.

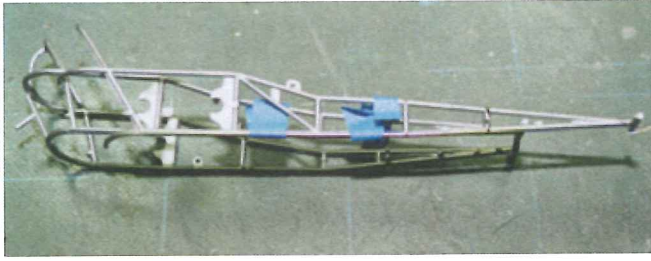
CLONE THE PAST: THE MORGAN DRAGSTER

MIKE SWAN

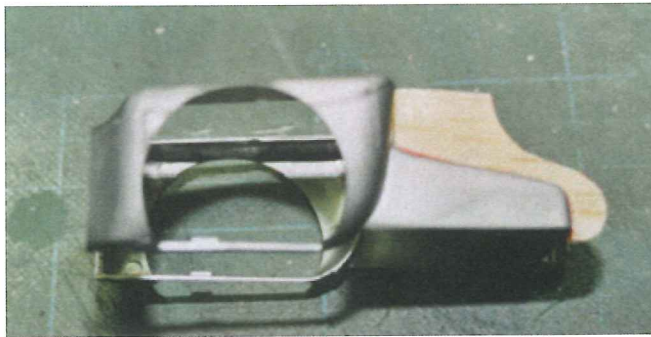
Mark S. Gustavson received a fax at his office in early September, 2006, from “R. W. Morgan” that described this fellow’s recollections of Dave Shuklis. Even though it was ambiguous, Mark responded to the fax, acknowledged the great note, and asked if the sender was *the* Rick Morgan who won the first Revell-Testor contest in 1965. Amazingly, the sender was *that* Morgan. Rick didn’t know that he was as well known as he is among model car cognoscenti. He also revealed that his winning model from the *Clone the Past* chart still exists and said that he would find it, clean it up, and lend it to the Museum on an indefinite basis. The Museum will be back in touch with Rick very soon—he’s already a member! Tim Pentecost, who has signed up to replicate Rick’s incredible Revell-Testor II dragster, has decided to go ahead with his replica. More on this by the end of 2007! Welcome back to the hobby, Rick! Enjoy these photos of Tim’s early progress.



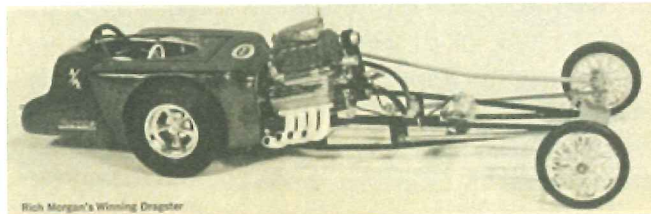
Tim has replicated the front axle/suspension set up in brass and copper. As you can see, the work is not only precise, but first rate in craftsmanship.



The custom-built frame, meant to match Morgan's great work, has been prepared in Tim's workshop.



Using old Revell parts pack body items, this early-stage body has been roughed in.



Here is the famed Rick Morgan dragster that won the Revell-Testor II top award.

NATIONAL CHAMPION MODELER DISCOVERED: JOHN ESTLOW

PAUL ANAGNOSTOPOULOS

Editor's Note: The Museum has been fortunate to make the acquaintance of famed modeler John Estlow. Mark S. Gustavson has spoken with John and discovered that his famed, high-tech chopped '49 Mercury from 1964 still exists and is in excellent condition. John's model has helped us better understand a relatively obscure but important bit of history in which a so-called "national" contest series—ostensibly in contemporaneous competition with the much better known Revell-Pactra contests—was being presented at selected ICAS full-size car shows. Some parts of the following text is drawn from Mark's forthcoming book on historic model car contests.

During the few years when fabled Revell-Pacta I and II national model car championships (as distinct from

the later Revell-Testor I and II competitions) were in full swing, another contest series was also underway. Held in the last half of 1963 and through much of 1964, the International Modelers Guild Modelrama Championship was apparently a series of events held in conjunction with ISCA car shows in the U.S. Midwest.

Starting sometime in 1963, a loosely-knit (probably impromptu) organization called the International Modelers Guild held a series of model car contests across the United States, culminating in Cobo Hall in Detroit. Held under the auspices of the show car division of Promotions, Inc., according to the article in the August 1964 issue of *Car Model* ("Flash! World Champion Crown Awarded to Michigan Modeler," pp. 56–57), event coverage (accorded an unusually short article allocated to a *world* championship) revealed that the top thirteen winners were culled from regional competitions across the United States. A further clue to this event can be seen in the background to the photo of Robert Manmiller, in that same issue of *Car Model* magazine, where an I.C.A.S. banner appears; additional information can be found in the March 1964 issue of *Rod & Custom* which features pictures from this event in the "Reader's Models" column (p. 39).

An interesting perspective can be found in *Showtime, The Story of the International Championship Auto Shows* and the *Hot Rod/Custom Car World*, Chapter IV: "Coming Together," page 26 (Published by Promotional Displays, Inc./Publishing Division) where the author discloses:

During the Summer of 1963, Ron Ekholm announced the formation of the International Championship Guild to oversee the International Championship Modelrama to be held in twenty major cities in the United States and Canada. With Revell as co-sponsor, a championship would be selected in each city and the city champs would then meet in a final to select the International Champion Model Craftsman. Membership was free to newsletter readers who would also receive a free subscription to *Model Craft* magazine (official IMG publication), a membership card, jacket patch, and free entry to the contest. Trophies and prizes would be awarded in each city with the major prize being one that all modelers would strive for. First prize in the World Modelrama, paid for by Revell, would be a life-size replica of the winning entry to be built by Ed Roth. Other prizes included all expense paid trips to Washington, D.C., Los Angeles, California, Indianapolis, Indiana to see the Indy 500 and Daytona Beach, Florida to see the Daytona 500. This array of awards and the scope of the project plus the commitment of Revell, Inc., and Promotions, Inc., would insure the success of the nation's *first national model car contest.*" [Emphasis added]

This historical revelation is very interesting. At this time, as the Revell-name national contest event was

being re-tooled to substitute Testor for Pactra as a co-sponsor, it is clear that Revell was *also* deeply involved with Bob Larivee: *Showtime* later reveals, on page 34, that Revell's Lou Glaser provided financial assistance to Bob Larivee when a summer 1964 proposed deal to have Peterson Publishing purchase Promotions, Inc. fell through. For that, and other, reasons, it is not a surprise Revell would forge a relationship with Larivee to promote model car building in general and Revell's products in particular: the record makes it plain that the International Championship Guild was the precursor to the Revell-Testor International Model Car Customizing Championship (I.S.C.A. shows held from October 1964 through April 1965) that would later be presented at ISCA shows. It is also interesting to note that the author overstated the claim that the Guild would present the nation's 'first national model car contest.' By most accounts, the Revell-Pactra I contest was much larger by a quantum measurement, and conducted earlier.

There is another article on ICMC contest models that appeared in "Modeling Motorcade," *Model Car Science*, August 1964, pgs. 12-18. The source of the pictures taken for this article are unclear, though the article suggests that the featured models were all winners in contests apparently held in Texas, Maryland, Virginia and Washington, D.C. The models that appeared in this article do not appear to be any of the models that appeared in the Revell-Pactra I and II contests; moreover, the small text accompanying the article suggests that these models appeared in major contests and not in local hobby store competitions. Most importantly, however, is the introductory note that specifies that the photos came from George Barris. This suggests that the contests to which reference is made in this article came from the Mid-American Model Car Championship though certainty at this point in time is impossible. As plausibly, the models featured in the *Model Car Science* article might have been taken during the International Modelers Guild Modelrama Championship since the work of John Estlow appears in this article and in the feature article on the contest. To add further strength to this proposition, the custom model of Charles Jones of Ypsilanti, Michigan won the top award at the same contest. The reader is invited to decide in which of these two contest series these models appeared. For further information on the saga of Chuck's great model, go to a back issue of *The Builder* and read: "The Early Years of Model Car Contests in American: The Chuck Jones Saga." (www.themodelcarmuseum.org/docs/Builder-10-1-low.pdf)



This vintage shot shows all of the major winners from the second year of this Championship. Does anyone know where any of these guys are?

In any event, it appears that Charles and John won the top awards in this series *but at different times*. John Estlow's warm and gracious response to the Museum's inquiries about his model has provided a lot of information on his wild, forward-thinking full custom 1949 Mercury that won the International Modelers Guild Modelrama Championship in 1964. John was a great pioneer of early model technology, and his Mercury was a tour-de-force. In addition to the custom work (chopped top, quad headlights, opening doors, custom rear quarter panels and other changes), the breathtaking quality of this model are the incredible operational details that John installed in this model that still exists in great condition today. Check out the brief feature on this model in the August 1964 issue of *Model Car Science*, as well as the accompanying photos and list below that John provided:

EXTERIOR FEATURES

- Quad headlights with bubble lenses
- Rolled pans, front and rear
- Corvette grille
- Dechromed body
- Tunneled antenna
- Frenched taillights with Caddy bullet lenses
- One piece front and rear windows

- Doors opened
- Candy apple red over gold base

TRUNK

- Color television set
- Complete set of tools and custom tire cover
- Interior gas filler

INTERIOR FEATURES

- Opened glove box
- Console with gearshift, tach and television
- Swivel bucket seats
- Retractable seat belts
- Bullet-shaped domelight
- Ford XL style door safety lights
- Custom headrests

ENGINE COMPARTMENT

- Chrysler Hemi
- Six-log intake
- Chrome horns
- Mirror under hood

CHASSIS

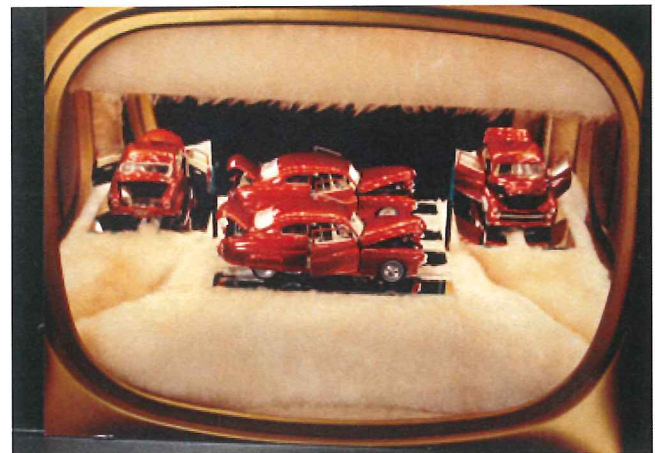
- All running gear “chrome” plated
- Quick change rear
- Lowered front end
- Chrome mag wheels with knockoffs
- Hand-formed/chromed exhaust pipes

OPERATING FEATURES (23 LIGHT BULBS)

- Trunk lights, trunk TV
- Courtesy and door lights
- TV (with sound)
- Back up and brake lights
- Front and rear single lights (from steering column)
- Tachometer
- Headlights: high and low beam
- Horn
- Engine fan spins (Atlas HO motor)
- Smoking exhaust



John was justifiably proud of his award-winning Mercury. Set in an emptied TV set, switches, vintage electronics and batteries were hidden in the back of the TV.



It must have been a dramatic presentation back in the day. Fixed to the base and hard-wired to its power supply, wires, and other devices, switches can be flipped to actuate the various lighting and related systems.



Seen from any angle, check out the great custom work and the drama of this model's presentation. The model still sports its original bodywork and custom candy red paint.

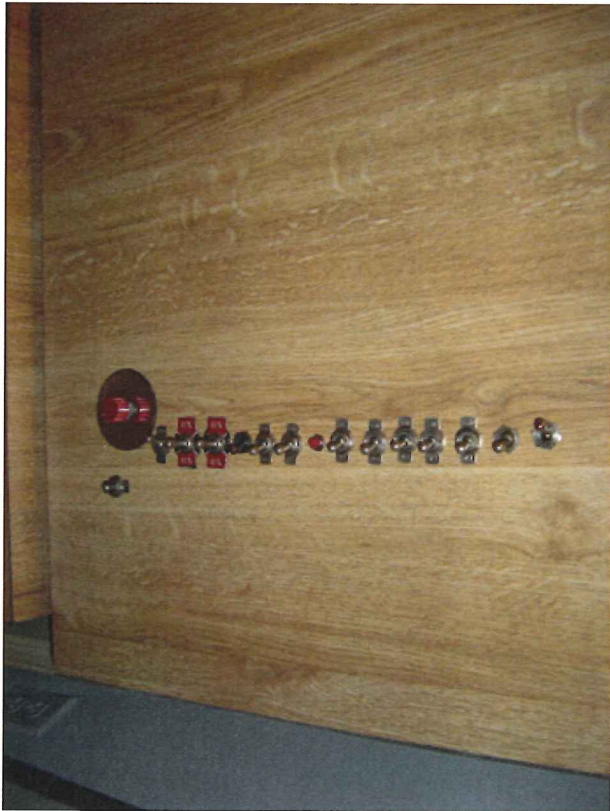
CLONE THE PAST

MARK J. BENTON

As you know, the Museum has identified the most influential models in the model car hobby through 1968, and has created a chart to identify those models, their builders, and the magazines in which those models appeared (after all, a model can't be influential if it was never covered in the hobby media). For more information on the Clone the Past program, visit www.themodelcarmuseum.org/Programs/Clone/clone.html. New builders have signed up, and the work of builders already working on projects is progressing well. Please check out the site for an update on the *Clone the Past* chart for an update on this important effort that will, as replicated models appear, introduce visitors to the history of technological developments in the history of our hobby. A sample of the *Clone the Past* newsletter (usually distributed just to "cloners") might be of interest, too: www.themodelcarmuseum.org/july_2006_Cloning_Newsletter.pdf

The Museum expresses its profound thanks to Dale Horner (the Little Motor Kar Company) for donating all the vacuum plating for Museum projects, and also to Gordon Clark, who supplies all vintage parts for our cloning and other Museum projects.

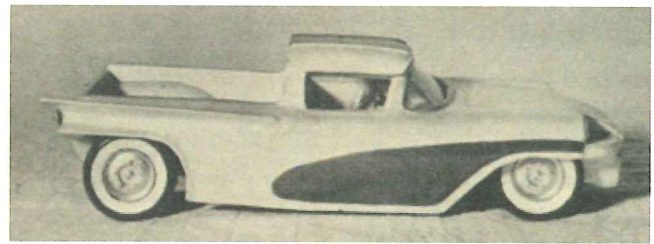
There are a number of really interesting models that are presently being replicated. How about these:



Each of these vintage switches triggers an operating or lighting feature on the model.



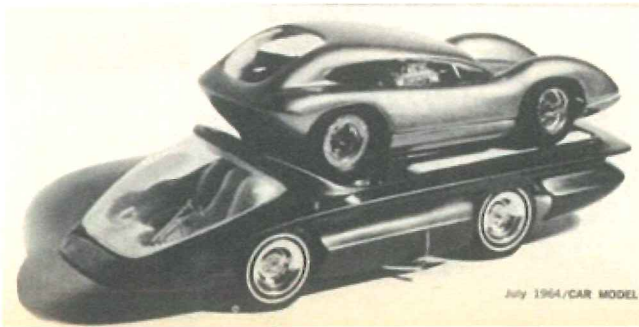
John is still an active model builder, and it's historically significant that this winning model still exists in superb and fully-functional status.



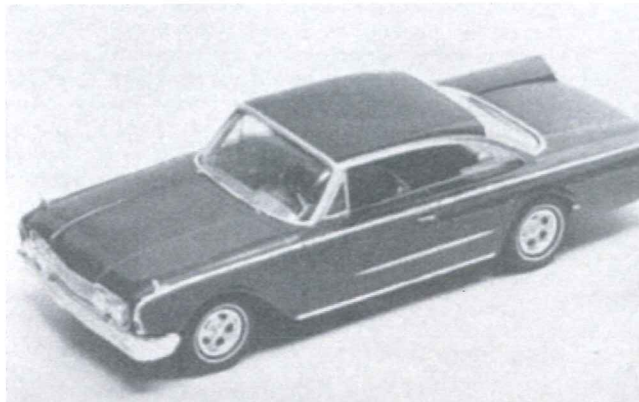
Dan Booker is replicating Dick Reynold's Tiago ranchero. Dick's model is the first faithful scale replica of a famous custom car. Dan is well underway on this model.



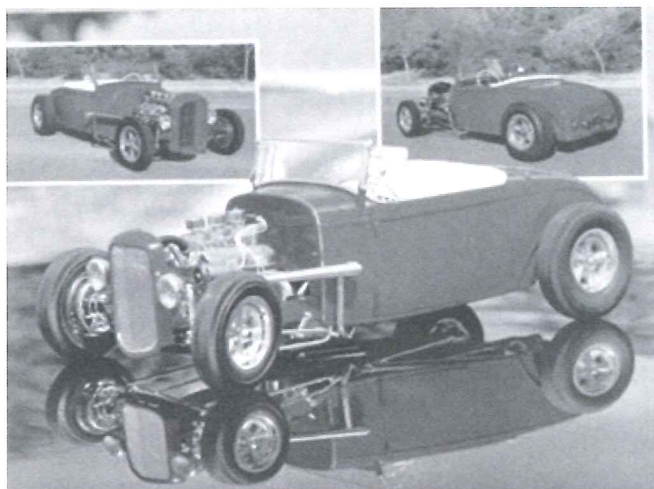
Mark Budniewski is building this sectioned, bubble top—custom built by Smith and Bates. This should be a great model.



Mitch Capps has been working hard on this most-difficult cloning project. With the great help of original builder Bob Sifferd, Mitch has the basic body and chassis roughed in and paint isn't far away. Check out Sifferd's web site www.geocities.com/dreamrod2/index2.html



Rick Hammore is finishing his precise, multi-year replica of Bill Neumann's model of his 1:1 restyled '60 Ford Starliner.



Famed historic modeler Don Emmons built this replica of Bill Neumann's channeled '32 Ford roadster—in 1/8 scale! Cloner Brian Dees has an excellent start of this difficult-to-clone model.



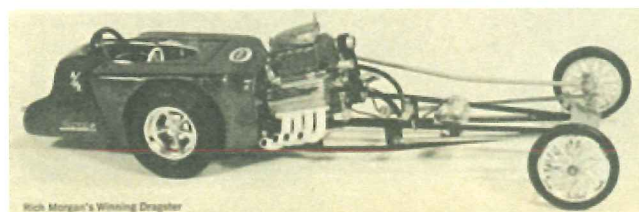
Sculptor Mike Good has expertly crafted the body of this historic asymmetrical '40 Ford. Parts have been gathered, Cody Grayland is machining the headlight and taillight aluminum bezels, and Mark S. Gustavson will be apply the vibrant, heavily-metalflaked candy green, with Mike handling final assembly tasks.



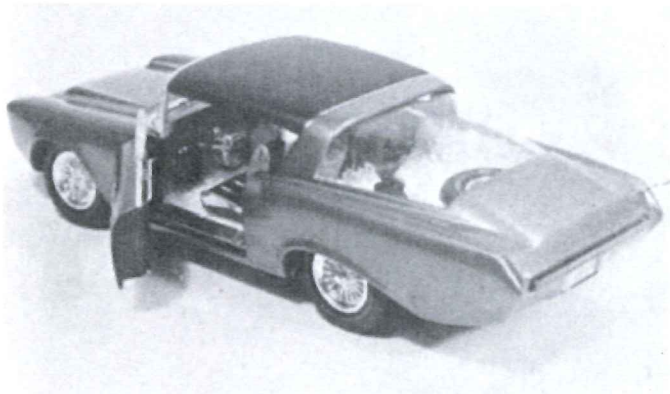
Carl Moore has taken on the massive project of replicating Budd "The Kat" Anderson's full custom passenger car pickups. The Falcon Ranchero is ready for paint!



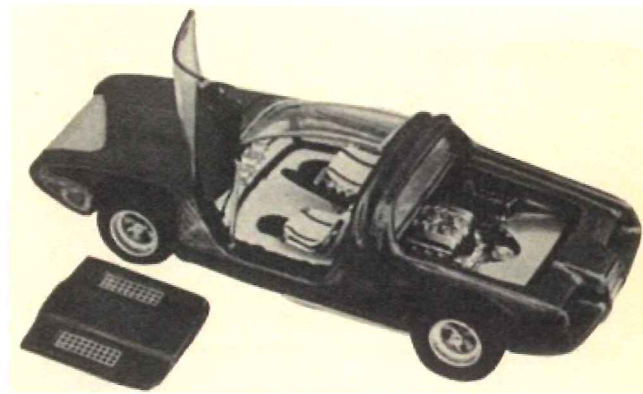
Mark S. Gustavson restored the original model and then applied a more accurate candy red paint job on the body of Keeler's wild '63 Corvette roadster.



Tim Pentecost is replicating this famed, Revell-Testor winning dragster. See the story on page 10



Terry Rollins is building this difficult-to-replica '57 Chevy by Auffinger. The combination of first-gen Barracuda roof and rear clip with Chevy doors and front clip yielded this great design.



Trustee Alan Raab is building a replica of this great, but too-little known, mid-engine custom designed and built by Chuck Jones. Please read the feature article below.

CLONE THE PAST: THE CHUCK JONES MODEL

ALAN RAAB

Editor's Note: A few years ago, Tim Boyd emailed Mark S. Gustavson and said that Chuck was working in a Ford styling studio at the time. Tim sent along contact information that led to Chuck telling his story and getting involved in the Museum's Clone the Past program. What follows is cloner Raab's notes.

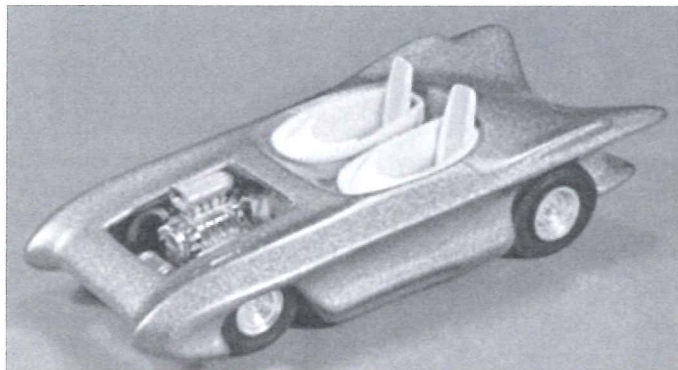
Assymetric: One of the many terms used to describe the National Championship-winning model car of Chuck Jones. Fantastic, cool and wow! also come to mind.

Although Chuck's original model no longer exists, he did make a clay mock-up from memory, pulled a mold off it, and then did a layup with fiberglass to produce the copy shown in this article.

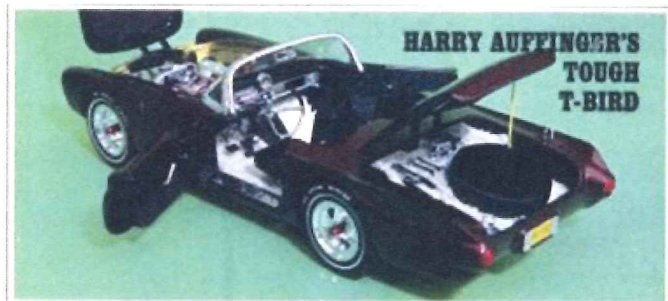
Chuck is a recently retired design engineer from Ford, hence his ability for clay mock-ups and model-making. While at Ford he worked on the design of all but one of the Probe show cars, as well as the Focus, the Fusion and the new 500.

After a few telephone conversations with Chuck, I was able to make a list of the necessary parts and modifications required to accurately clone his model. The biggest challenge will be the body itself. Originally starting with a '61 Pontiac Bonneville, Chuck heavily modified/scratch built the model that won the Championship. The fiberglass body made by Chuck will be reworked to produce a clean master from which a resin copy will be made. The finished product will be painted by the Ol' Putty Thrower (Mark S. Gustavson) himself, while the rest of the assembly will be done by yours truly.

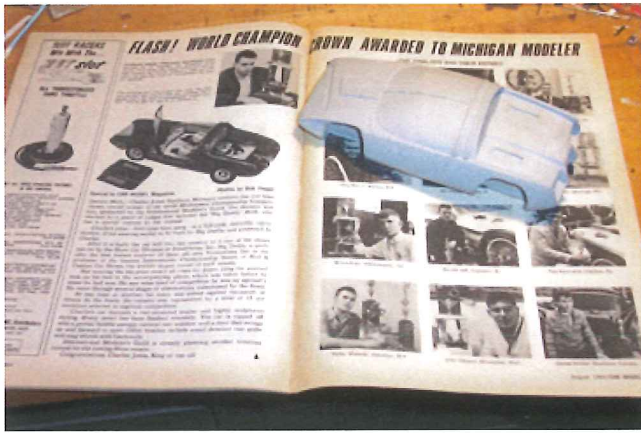
Be sure to watch for the final product and a seminar at GSL-XII. With any luck, Chuck will also be there!!



Jeff Worsbam has roughed in his clone of the bulbous Revell-Pactra I Best Paint winner (coarse chartreuse metalflake) built by Tom Davison. We've contacted Tom who tells the Museum that his original model no longer exists.



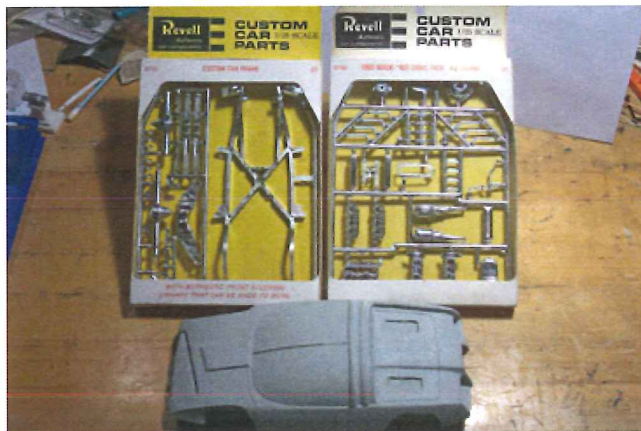
Easily one of the best styled of early Sixties customs, Rick Wright is well into his replica of Auffinger's great early Bird. Look for an update piece on this later in this newsletter.



Chuck created this basic fiberglass “buck” for further work. I have determined that the body—made from memory only—needs to be extended at both ends. Chuck has graciously given me permission to do so.



Chuck tells me that his wild custom started as an AMT 1961 Poncho. Hard to believe that Chuck was able to morph the kit into the final model!



The Museum supplied a rare Revell Corvette frame kit, and my stash produced the Revell 1960 Pontiac V8. Chuck’s going to supply the modification details—remember, the model was mid-engine!

SCAN THE PAST

MIKE SWAN

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).

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 offered to help. In fact, it’s difficult at times to keep these great guys supplied with the vintage magazines from the magazine collections. 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 for this important Museum program.

These dedicated hobbyists have made great progress. As of late January 2007, almost a hundred rare 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. 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

As soon as possible, we'll be offering copies of these disks for sale. And as soon as Mark Benton completes the computer set up in the Museum, visitors will be able to load a disc and read one of the old magazines in this new format. Thanks to everyone for their great help.

YOU'VE GOT TO BE TOTALLY STOKED! FOR 2007

MUSEUM STAFF

Here's the perfect way to get ready for 2007 and contribute to the Museum with this special offer.

Museum trustee Bob Wick has published a 2007 calendar he illustrated and designed. Titled *Totally Stoked!*, this wall calendar features original artwork inspired by the hot rod "monster art" of the 1960s that we saw on T-shirts, stickers, posters, and in magazines.

Each 12" x 24" calendar is printed in full color on heavy gloss stock, with a different illustration each month.

Here's the special offer: For each calendar you buy at the regular \$14.00 retail price, Bob will contribute \$7.00 to the Museum for funding its activities, primarily The Masters Challenge Invitational in 2010.

Pricing is as follows: Each calendar is \$14.00 plus shipping. You have two options for shipping.

- Option 1 (7–10 days): \$2 for the first calendar for a total of \$16. Shipping for each additional calendar in the same order is \$1 each. Two calendars totals \$31, \$28 + \$3 shipping. Three calendars totals \$46, and so forth
- Option 2 (4–6 days): shipping for the first calendar is \$5.15 for a total of \$19.15. Shipping for additional calendars in the same order is \$1.50 each. Two calendars would be a total of \$34.65, \$28 + \$6.65. Three calendars would be \$49.15, \$42 + \$8.15, and so forth. Sales tax is covered, where applicable.

Calendars can be ordered as follows:

- By mail: Send a check or money order for the full amount to Phase Three, Dept MCM, PO Box 151210, San Rafael, CA 94915. Checks must clear before ship-

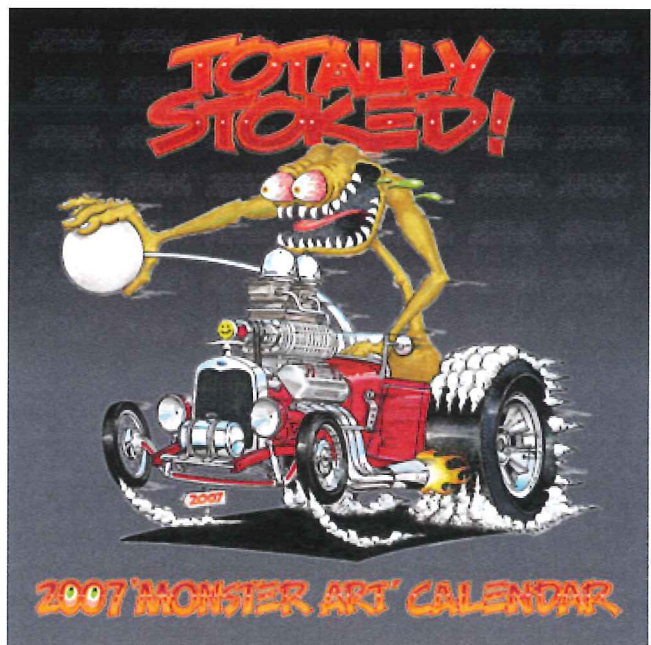
ment (usually a 7-working day delay; money orders result in immediate shipment).

- By phone: Charge to your Visa or MasterCard by calling 415 488-0132. Please mention Dept. MCM when you call.
- By fax: Charge to your Visa or MasterCard by faxing the information to 415 488-4960, Attn. Dept. MCM.

All orders will be shipped priority U.S. mail or Federal Express, depending on the lowest rate for the quantity ordered.

It's a great way to support our activities, and have a calendar for your shop, office, or hobby room that you'll enjoy all year long! Be sure to include the "Dept. MCM" code to ensure the donation goes to the Museum.

Thanks, Bob!



These calendars are unbelievable! The original artwork and color reproduction are incredible. Buy a few, support the Museum, and get an instant collectible!

THE MASTERS CHALLENGE INVITATIONAL

BOB WICK

Historically, the primary focus of the International Model Car Builders' Museum has been acquiring the history of our hobby: historically-significant models and collections, built and unbuilt kits and parts packs, tools and supplies, magazines and manufacturers' advertisements, awards and contest histories, memorabilia, and the like. In addition to being the largest repository for these artifacts related to builders, the Museum makes

them available as resources for historical and research documentation, and chronicles the hobby as it was “in the good old days.” The Museum has also taken a proactive approach to our hobby’s history: when frustrated in attempts to acquire the most influential models that have defined our hobby (which appear on our *Hot 150* list), typically because they are lost or no longer exist, the Museum has initiated and sponsored a program to reproduce (clone) those models. And, faced with the inevitable deterioration of vintage magazines that document our history (and still influence the hobby nearly a half century after they were published), we’re now digitalizing those magazines. All of these activities are critical parts of our mission to preserve the rich history and heritage of our hobby.

The Museum is also involved in the current state of the hobby through involvement as the primary sponsor, since 1990, of the GSL International Scale Vehicle Championship and Convention. Our active involvement in GSL has done much to promote and advance scale vehicle building, and has fostered a universally recognized tradition of excellence that has greatly influenced the hobby.

In our discussions of the Museum’s overall programs and functions, we’ve come to realize we also have a responsibility to the *future* of our hobby. We can take a proactive approach to this responsibility by creating a forum to push forward and expand the scope of what scale vehicle building can and should be. To this end, the Museum has conceptualized and planned The Masters Challenge Invitational. The Museum is the initiating sponsor of this fresh competitive event that will invite builders to create and present models that push forward the boundaries of scale vehicle construction by challenging each builder to conceptualize and create an ultra-realistic model. In addition, each builder will be required to make a presentation of their model to explain their choice of subject matter, the details and the technological features present, how they solved construction problems, what personal goals they met to expand their skills, and how they achieved those goals. Best of all, the entrants will also be the judges.

Dan Baker and I have been asked by the Museum to administer the practical aspects of The Masters Challenge Invitational, which will be held in the Phoenix, Arizona, area in September 2010.

To help get things going, the Museum has developed an initial list of leading modelers who will be invited to participate. We have invited those builders and the list is available on the Challenge web site. In addition, *any* interested, high-end builder may participate because Dan and I recognize that our list of high-end builders

could not possibly be all-inclusive. If you would like to be added to the invitee’s list, you can: fax a note to me at 415 488.4960 (CA); mail me a note at: Bob Wick, PO Box 792, Woodacre, CA 94973; or contact Dan and me at The Masters Challenge Invitational web site: www.TheMastersChallenge.com. The email address is Info@TheMastersChallenge.com. However you contact me, be sure to give me your full mailing address, your email address if you have one, and a phone number.

The rules and more details will be presented, along with the initial list of invited modelers, in April 2007. At that time, please check out the home page of the Museum’s web site for a link to information about The Masters Challenge Invitational. There, you’ll read more details of this contest and how you can participate in creating “the next generation” of significant models. See you in 2010!

PROMOTING THE MUSEUM

JIM FERNANDEZ

Hello to all. I am a new Museum Trustee. I was asked to help promote the Museum at model car events and with model car clubs around the world. At first I was a little apprehensive about this new mission. It took a little while to get a system going whereby I could keep track of and contact model car event promoters. But since June of 2006 the work has been rolling on. It’s becoming easier to find out about the events and as it turns out it’s very enjoyable contacting other modelers. I enjoy communicating with other modelers and most of them are very supportive of the Museum and its mission. Within a few months the Museum will have a great database of events and event organizers.

At model car events we have been sending out brochures, flyers and samples of *The Builder*, the official newsletter of the Museum. And we have provided several free one year membership certificates to each event to be handed out with their awards. In the first six months of this new promotional campaign, we have promoted the Museum at the following events:

- The Heartland Nationals, Kansas
- GMO NNL 8, Minnesota
- 17th Annual Derby City Shootout, Kentucky
- LT 3rd Annual Plastic Model Show, Ohio
- Super September Showdown, Pennsylvania
- Gold Coast NNL #4, California
- 4th Caribbean Scale Auto Expo, Puerto Rico
- Plastic On the Prairie, North Dakota

These are eight events that the Museum would probably not have been involved in had it not been for this new promotional campaign. But there is still a lot more work to do. By the end of 2007, I hope to have a good database of all of the model car events around the world. And I hope to begin to contact the event organizers far enough ahead of time so we can organize more comprehensive Museum activities at these events. We hope to have more activities at these events, such as special auctions to raise money for the Museum. We also want to arrange to have a percentage of the event entrance fees go directly to the Museum, as is currently done at the NNL East and Classic Plastic shows.

Also in the future I would like to see some sort of traveling Museum display. A display that includes model cars and shows people what the museum is all about. After all, model car enthusiasts go to model car events to see model cars. And model cars are what the Museum is all about.

The survival and growth of the Museum is directly proportional to getting more people interested in and involved in the Museum. Having the International Model Car builders' Museum involved in Model car events is key to getting people interested and involved.

The Museum needs to go where the model car builders go.

VIDEOS OF PAST GSL SEMINARS

MARK J. BENTON

I am pleased to tell you that my son, Chad, and I have successfully produced a series of DVDs which contain films of selected seminars from GSL-XIX (2003) and GSL-XX (2005). Chad did a great job of digitally recording these seminars, and we've edited them to most succinctly present the great presentations from the past two GSL Championships. Note that the sound reproduction is better for the GSL-XX sessions because our sound equipment was much better at that event.

Here is a list of the DVDs presently available (with more to come):

GSL XIX (2003). Price: Each video is \$9.95 plus \$1.50 shipping for first DVD, \$.50 each additional DVD, \$2.50 max shipping for any number of DVDs.

- DVD 1-XIX: More Simple Tips, Nichols & Devine; Model Car Mechanical Detailing, Mark Jones
- DVD2-XIX: Model Car Photography, Doug Whyte; Thinking Outside the Box, Roger Yu

- DVD3-XIX: Elementary Machining and Soldering, Augie Hiscano
- DVD4-XIX: Scratchbuilding in Large Scale, Dave Cummins; 1937 Ford Tapertail, Dave Cummins
- DVD5-XIX: Etching Polishing and Plating, Bill Cunningham; Scratchbuilding in Metal, Tom Kirn
- DVD6-XIX: Racing Car Wiring & Plumbing Fundamentals, Stephen Miller



Here are just four of the several GSL Seminar DVDs.

GSL XX (2005). Price: Each Video is \$11.95 plus \$1.50 shipping for first DVD, \$.50 each additional DVD, \$2.50 max shipping for any number of DVDs.

- DVD1-XX: Scratchbuilding in Large Scale, Cummins
- DVD2-XX: Concept Cars, Roger Yu
- DVD3-XX: Diorama Construction, Miguel Barbosa; Epoxy Putty, Mike Good
- DVD4-XX: Fashioning Panels from Brass, George Layton
- DVD5-XX: How I Built the Virtue RSX, Bruce Owen
- DVD6-XX: Mechanical & Other Detailing, Mark Jones; Detailing Racing Cars, Stephen Miller

Make out all checks and money orders to "Model Car Museum" and mail to: International Model Car Builders' Museum, 10271 South 1300 East, PMB #131, Sandy, UT 84094. Note that all DVDs are copyright GSL International Scale Vehicle Championship and Convention with all rights reserved. Please do not make unauthorized copies of these DVDs because that will just harm the Museum. Note that all proceeds (other than the cost of mailing) goes directly into the coffers of the International Model Car Builders' Museum.

We will be recording all events at the upcoming GSL-XXI (May 3-6, 2007).

BITS AND PIECES

MARK S. GUSTAVSON

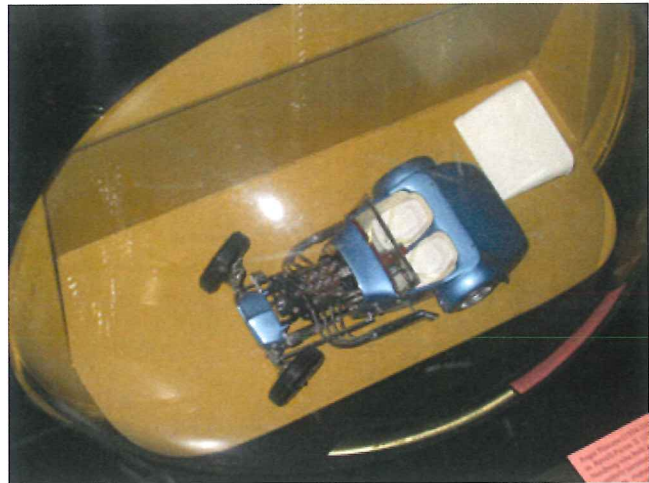
As part of our effort to acquaint you with the great, historic items featured in the Museum, check out these images.



The Museum is deeply honored to have on display Don Emmons' great and historic models. Arranged by Don himself, these models are utterly unbelievable. Don is one of the great early builders in the hobby that pioneered many advanced building and styling tips. We'll be doing a feature on his models in a future issue. Also, I'll be interviewing Don on film once we can make arrangements.



The Museum also has a great collection of vintage AutoWorld memorabilia, including mint catalogs, striping tape, hinge kits, display bases, and one "Model of the Month" winner—my full custom 1961 Starliner from 1978. This display will be shortly reorganized!



The Museum is deeply honored to have on display the great custom hot rod roadster built by the legendary Augie Hiscano. This model was the co-Adult winner in the Revell-Pactra II contest. Carol Hiscano, Augie's widow (he died just before GSL-XX in 2005), has very graciously permitted the Museum to display six major models that came from Augie's shop. Thanks, Carol!

IN MEMORIAM

MUSEUM STAFF

As you know, the Museum maintains an "In Memoriam" list that contains the names of all known model car builders who have passed away. Recently, we've had the sad duty to add the names of seven modelers, including Museum research assistant Bill Harrison and GSL competitor Ricky Couch.

This list is read at each GSL Awards Breakfast. You can see the list at any time by visiting www.themodelcarmuseum.org/News/InMemoriam/inmemoriam.html

If you know of any names that should be placed on this list, please email Mark S. Gustavson at msgsl@xmission.com

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 2006. James Kroeger, Ron Walter, Tim Boyd

February. Steve Catron, Automotive Model Builders of Greater Vancouver, Cincinnati Auto Replicas

March. John and Joan Mahaffey

April. Classic Plastic Model Club

May. Phillip Doty, Superior Auto Supply, Performance Modeling Club

June. Tri-State Scale Model Car Club

July. Tri-State Scale Model Car Club

August. anonymous

September. C. E. Anagnostopoulos, Fay Taylor

October. Robert Dudek, Greg Struhar, Steve Catron

November. anonymous

December. anonymous

January 2007. James Kroeger, David Best, Robert Caron, William Riblett, Jr. Robin Newton, Ted Shultz, Johnny Gunnoe, Jr., Albert Ragsdale, Phil Gladstone

February. Dale Horner, Don Banes, Bill Barrett

March. Michael Abbatecola, Renee Kallen

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 email us at msg@theModelCarMuseum.org

If you have materials for the Museum, send them to the address in the box below. Please do not send packages requiring a 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

The Builder Vol. 12, No. 1

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

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