

The Builder

NEWSLETTER OF THE INTERNATIONAL MODEL CAR BUILDERS' MUSEUM

THE VIEW FROM HERE

MARK S. GUSTAVSON

Yes, we know: this issue of *The Builder* is late. In fact, it's about two years late! The schedules of all of the Museum Trustees have been awfully busy, and mine has been no different. Additionally, projects at the Museum, including writing and presenting two modeling books at GSL-XXIII with Bob Wick (you'll read about them in this issue), have certainly taken a lot of time.

This newsletter is a large one. We had intended, in late 2008, to inaugurate three or four short annual newsletters—all to be posted online—to update the modeling public on the activities and programs of the Museum. As with some good plans, we weren't able to do this, so we're publishing this issue of *The Builder* to catch up. From this point on, we plan to publish one newsletter per year (probably early Fall). I'll be blogging about the Museum and its features and you'll be able to access that information through the Museum Web site starting in March 2011.

Rest assured: the Museum is well, its programs and support are growing, and everything is in good order. The Trustees and I are all involved in developing and completing overall Museum projects and goals, supporting contests and creating exhibits, and a key group of people are working very hard on specific Museum programs (including, most particularly, the Library, Scan the Past, and Clone the Past). Other Trustees are working to secure the financial future of the Museum.

In this issue, you'll read a retrospective piece by Trustee Bob Wick and an historical perspective by Tim Boyd (to whom I first presented the idea of our Museum in 1988); an article from Trustee/Librarian Mark Brown, who looks after the enormous print and digital library that we're assembling; a report from Trustee Jim "Hollywood" Fernandez on his work to promote the Museum by our support of 57 contests and displays across the United States, Canada and a few other

countries; a report on the GSL-XXII Championship and a piece on the upcoming Championship by GSL Trustee Bill Helm; an article by Dave Best on the Scan the Past program, as well as an article by him on his decision to replicate Dennis Bryant's incredible (1964-era) StingRay XKE for the Clone the Past program. And there's a special article on the great donation of John Estlow's "TV-Merc" and many other of the items from his estate. Finally, we have a great piece on a very significant donation that Tom West made, together with a late-breaking interim report, by Trustee Phil Gladstone, on the donation, by John Lunger and Don Hollensen, of what probably are all of the remaining parts for the stillborn 1/4-scale 283 engine kit from 1958! And there's even more in this long overdue issue!

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As you know, the Museum and the Utah Miniature Automotive Guild are the chief sponsors of the GSL International Scale Vehicle Championship and Convention. At GSL-XXII (2009), the Championship marked thirty years since the GSL Tradition began, and the Museum Trustees prepared a special exhibit on the GSL Best of Show models from the first twenty-one Championships. That historic presentation was successful in gathering of all but six of the twenty-one Best of Show models (through 2007), and seven of the builders of those historic models that participated in the first twenty-one Championships. As part of that exhibit, Bob Wick and I wrote a book on all of the Best of Show models. This book was handed out in hardcopy format to attendees at GSL-XXII. (You can download this book, without charge, by visiting the new “Library” section on the GSL home page: www.gslchampionship.org/Library/library.html.) On that same “Library” link from the GSL home page, you can also download, again without charge, a planning and technical “how-to” modeling book that Bob Wick and I wrote last year (with a major contribution by Klaus Raddatz who wrote an Appendix on spray booth design and construction): *How To Build Championship Scale Vehicles, Construction Considerations of Building Championship-Caliber Models*. Thanks to both Paul Anagnostopoulos, for book design, layout and production, and to Jeremiah Gladstone for configuring the photos and creating the illustrations for the book. Here’s the link to this book: www.xmission.com/~msgsl/GSL/docs/HowToBuildChampionshipScaleVehicles.pdf. Finally, on the GSL “Library” link from the home page, you can download two-time GSL Best of Show winner Randy Derr’s great Powerpoint seminar at GSL-XXII on detailing: Thanks, Randy! www.gslchampionship.org/News/R_Derr_GSL_XXII_Seminar.pdf

Please read this issue carefully, and let us know how you can help the Museum preserve the history of this great hobby as well as promote the model car hobby. Remember, we need a lot of help with our Scan the Past and Clone the Past programs, and if you want to know what you can do and how you can be involved in these two programs, contact me at msgsl@xmission.com.

THE GOALS OF THE MUSEUM

MUSEUM STAFF

The mission of the Museum is multifaceted. Our initial effort has been to gather and chronicle the history of the model car hobby *from the perspective of the builder*. The Museum isn’t about collecting kits, though we have a modest collection of rare items. Instead, our goal

has been to collect as much information and as many artifacts about services and supplies offered to hobbyists, and to focus on those individuals who have expressed their craftsmanship and creativity by constructing scale miniature automobiles.



The Museum owns all of the remaining models from Dave Shuklis. Acquired years ago with the great help of Norm Veber and Oscar Koveleski, the models were cleaned up (in some cases, restored) by a great group of builders across the United States. Go here to check out the story: www.themodelcarmuseum.org/Models/Shuklis/shuklis.html

The Museum has several display cases filled with the models of the famous and the obscure alike, each divided into topical displays: street rod, customs, replica stock and competition. As part of the effort to chronicle and celebrate the history of our hobby, we have created the *Hot 150/Clone the Past* program with its accompanying display case that identifies the most influential models in the history of our hobby, and then either acquires/restores the original model or replicates and presents the same in a chronological display. This program is an essential “core” effort because there needs to be a way of acknowledging, and understanding, the history of the technological development of model car construction since the hobby first emerged. Additionally, we have created the *Scan the Past* program which focuses on the goal of digitalizing significant model car magazines and related publications that have chronicled the history of our hobby. Said another way, we need to preserve the written history of our hobby while the original magazines are available to us. This *Scan the Past* program is based upon the burgeoning collection of magazines that we’ve been collecting since 1988. To learn more about the Clone the Past and Hot 150 programs, go here: www.themodelcarmuseum.org/Programs/Clone/clone.html



The Museum has collected a considerable quantity of artifacts from the Revell-Pactra and Revell-Testor contest series from the Sixties. This trophy, used in all but the first contest, was modeled after Mike Johnson's Pegasus that won the first Revell-Pactra Contest.

Another goal is to participate in current activities in the hobby. For years, the Museum has been the chief sponsor of the GSL International Scale Vehicle Championship and Convention which has, since 1979, sought out the best builders in today's hobby and provided them a venue in which craftsmanship would be rewarded. The Museum now presents publications in each Championship, including the most recent, when two books were created. As recently, the Museum has realized a long-term goal by reaching out to local contests, and the famed NNL events, and local/regional contests around the United States and Canada: Museum Trustee Jim "Hollywood" Fernandez has most ably taken on the task of creating a large data base of competitive events and NNL displays, and offering those events Museum support while working with promoters to distribute Museum brochures and gathering donations to support our efforts. Our ever-garrulous Jim has very successfully contacted many dozens of clubs and offered our support. 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 Museum is also honored to have on display Augie Hiscano's scratchbuilt blue roadster that won the top Senior award at the Revell-Pactra I contest. This model is utterly breathtaking and well portrays Augie's mastery of the mediums he used.

We're always looking for volunteers and people who want to be actively involved in the Museum. Please contact us to find out what we need, or to assist in any way. See contact information on the last page.

THE MUSEUM TURNS TWENTY!

BOB WICK

It's amazing: The Museum has been in existence for over twenty years! Twenty years of chronicling the history and high points of the scale vehicle modeling hobby.

Those of us who began building model cars in the late 1950s to mid-1960s (or even earlier) have been involved in this hobby for forty or fifty years . . . a remarkable milestone in itself. We remember the "golden age" of new kits of Detroit's annual offerings, Trophy Series classics from AMT, Revell's models of fifties cars and special subjects like Roth's creations, the offerings from MPC, JoHan, Monogram, Hubley, IMC, Lindberg, Renwall, Aurora, Pyro and Hawk, parts packs, paints, upholstery and Ulrich Mini-Men, slot car racing, Auto World, *Model Car Science*, *Rod & Custom Models*, and *Car Model*, model kits available in hobby shops, at five-and-dime stores, pharmacies and grocery stores, clubs in every neighborhood, local and national contests . . . a full and rich heritage of the hobby that was a huge part of millions of boy's (and some girl's) lives back then. To those who are new to the hobby, or began building in the '70s or '80s or '90s, it's hard to imagine the fantastic array of kits, supports and other items that were available in those days.

Researching, finding, verifying, tracking, preserving, and presenting that history has been the primary focus of the International Model Car Builders' Museum since its inception, and it is now the largest single repository—anywhere!—for the history of builders and the artifacts we remember so fondly.

The idea of the Museum was first discussed at GSL-VIII in 1988 when Mark S. Gustavson broached the idea with Tim Boyd. The Museum didn't initially start with any grand plan, but with a low-key decision to begin acquiring (mostly through purchase) whatever artifacts of our hobby were available. Early efforts included Mark Gustavson's purchase of a large collection of models and documents from Jim Keeler (including what was left of his *Dodge Fevers*, the *Car Craft* magazine *Turbine Tub*, and the *Model Car Science* MCS-XI bubbletop Corvette), obtaining good-but-incomplete sets of *Car Model* and *Model Car Science* magazines, and archiving a bunch of Revell and AMT parts packs donated by Mark. To this modest but crucial beginning many builders

(initially, mostly from the famed original NNL-Ohio group) contributed additional items and their hard work. For instance, Tom Dillion, who worked with Mark to restore the Dodge *Fever* models, was part of this group; Tom and Mark's restoration efforts on Keeler's *Dodge Fevers* ultimately led to the rescue and restoration of many more significant historical models, as well as starting the "Clone the Past" program that is dedicated to recreating historically-significant models that have been lost, destroyed or aren't available for display in the Museum. Go here for a great article on the *Fever* models by John Dino: www.themodelcarmuseum.org/Models/Keeler/df/df.html



Keeler's original *Dodge Fever* model was the winning entry in the magazine- and factory-sponsored contest. It was such a significant model that the magazine asked him to build another one (*Dodge Fever 2*) that was covered in many dozens of intricate how-to photos and several articles. This model, in its restored condition, is on display in the Museum.



Keeler's second *Dodge Fever* was in poor condition when received at the Museum. It required a lot of chassis work and a fresh paint job and graphics. This *Fever*, too, is on display in the Museum.

The collection of items outgrew the basement in Mark's home where Museum inventory had been initially stored, so, in 1992, an eighty-square-foot room in a Salt Lake City office building became the first formal home to the Museum, and was the location where the modeling public was first introduced to the Museum at GSL-XII. The Museum's collection then consisted of about 400 items, but as the collection continued to grow, more space was clearly needed. Another, larger office in another downtown Salt Lake locale was found, and following necessary renovations, the Museum moved into a new 380 square foot location in 1994.



The Museum was proud to display eleven of the past GSL Best of Show models. Each is in splendid condition, and accompanies dozens of other historic GSL models and artifacts.

By 2000, the collection had literally filled every available corner, nook, and cranny in the second facility, and a new larger space was desperately needed. A 1,100 square-foot former motorcycle shop in Sandy, a suburb 15 miles south of Salt Lake City, was found by Trustee Mike Barlow. Following a very substantial clean-up and remodeling by members of the Utah Miniature Automotive Guild to make it useable, the Museum finally had a place where it could display the majority of the collection. In 2005, the opportunity to expand into an adjacent office became available and, again with substantial remodeling (including constructing a wall and adding a door, new wiring, the application of 20 gallons of primer and paint, and the removal of decades of grime and dirt to reveal an original tile floor), we now had a place for an expanded library, computer services, a larger area for filing cabinets, a meeting room, and additional display and storage space for the ever-growing collection of hundreds of built up models, vintage magazines, old trophies and contest posters, building supplies and tools, books and club newsletters, related historical artifacts, and other items the Museum is charged with preserving and displaying. At this point, about 7,000 individual items are in the Museum's collection.



After a lot of wall repair and clean up, Trustee Mike Barlow laid down many gallons of fresh paint in the new library space in this 2005 photos.



The work to make the 2005 expansion of space usable has been hard. Trustee Mark Brown had to strip the floor in a large room, and then lay down epoxy paint.



When finished, the room looked like this before we moved in the Estlow collection and the quarter-scale Chevy engine display, as well as other items.

When the Museum began as a casual conversation between two hobbyists in 1988, no one envisioned the facility and the collections we are now honored to be the caretakers of, nor could anyone have imagined that the Museum would be profiled in *Auto Week* magazine and *Hemmings Motor News*, have a substantial web presence, would become the primary sponsor of the GSL Championship series, offer support to clubs and events in dozens of places around the world, would be a source for research, or the publisher of this newsletter.

It's truly amazing what has been accomplished by an incredibly diverse group of people whose common bond is a love and honor of this hobby, and what their unselfish efforts, labor, generosity, and vision have brought about.

And, with your active help and continual generosity, the Museum will celebrate forty years of chronicling the history of our hobby in 2028!

JOHN ESTLOW: NATIONAL CHAMPION MODELER

MARK S. GUSTAVSON

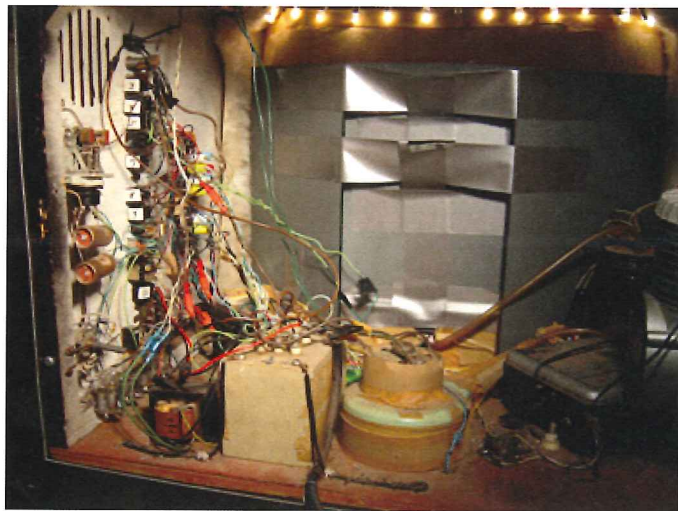
The history of the model car hobby is peppered with great builders who set new standards for technical achievement but who, so often, aren't well known. Whether because of sparse media coverage, or the lack of self-promotion, these builders didn't have a major "presence" in our hobby and, for that reason, their work isn't recognized. In our Vol.12, No.1 issue of *The Builder*, (www.themodelcarmuseum.org/docs/Builder-12-1-low.pdf), this newsletter presented a major article on John Estlow III and his great custom 1949 Mercury that received top honors at the 1964 International Modelers Guild Modelrama Championship in Detroit.

Briefly, we learned that sometime in 1963 a somewhat loosely-knit organization called the International Modelers Guild (most likely spearheaded by Ron Elkhorn) held a number of model car contests across the United States, culminating at 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 revealed that the top thirteen regional winners were culled from winners at model car contests held at ISCA shows 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 ICAS 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).



John's Mercury is in excellent condition and exhibits considerable original work, as well as a stunning array of working electrically-based feature. The TV features three mirrors to give the viewer full appreciation of the model.

Our initial article speculated that John Estlow and Charles Jones had roughly equivalent awards (though in different contests). Since then, we've confirmed information gathered from other sources, and through the materials that John's family has generously donated to the Museum about that contest series, that Chuck Jones won the sole top overall Championship Award, which should have resulted in Ed "Big Daddy" Roth building for him a replica of his award-winning model. We learned that Roth refused to build the car, as detailed in our newsletter article in Vol. 10, no. 1, www.themodelcarmuseum.org/docs/Builder-10-1-low.pdf



Looking into the back of the TV case, the vintage electrical work is wonderfully complex and really well-executed. And it all still works, some 46 years after it was built! We have the full schematic for the set-up.

Since the first article on John was published, he and I spoke several times, and I sent him materials on the Museum and GSL. John sent me a lot of e-mail notes, and forwarded a lot of photographs of his "TV-Merc" as well as pictures of his other models (John also won top awards in the original Revell-Pactra, and the first year of the Revell-Testor, contest series). As plans for GSL-XXII were coalescing, in early 2009, we were deeply saddened to learn that John passed away from a sudden illness. After his death, Allen Taylor, John's nephew, called me and indicated that John's family had decided to honor John's wish to donate to our Museum his famed "Mercury in a TV" model and boxes filled with historic memorabilia, including a full written record the "TV Merc" and the incredible electronic schematic that permitted John to build all of the systems that powered and operated his incredible model. The donation also included many other model cars John had built.

A series of phone calls ensued, which led to Allen loading the TV-Merc model and all the associated items

in a large truck van and driving it to GSL from Danville, Virginia. John's family shortly followed Allen and spent the weekend at GSL-XXII. The group included John's father Jack W. Estlow Jr. (who has since passed away), his sisters Nina E. Taylor and Joyce E. Payne, his wife, Judith H. Estlow, and stepson, Sterling Hartman. Allen and the family enthusiastically participated in the 22nd GSL Championship, and played a big role in the Friday-Night Museum seminar at which time the "TV Merc" was unveiled. Allen played a specially-prepared CD which included quite a few photos and an "back-in-the-day" audio interview with John at 1964 Cobo Hall Show. Allen will be presenting the Museum with a copy of that CD, which will be added to our "oral history" section. Also, the entire "official" GSL-authorized recording has been transferred to a digital medium by Jeremiah Gladstone, and copies will soon be available for a donation.



When Allen Taylor presented the model to the crowds at GSL-XXII (2009), everyone was awed by this too-little known model. The room was whisper-quiet as Allen explained the model, and operated the nearly dozen switches to operate the features in the model.

Since almost no one in the audience knew about the Merc or John, and with only four of the Museum staff having seen the Mercury before the unveiling, you can imagine the collective gasp, and thunderous approval, as Allen unveiled the "TV-Merc"! The presentation was very emotional for Allen and the Estlow family, who sat on the front row, and for the astonished people in the audience. Even though I was pretty well acquainted with the "TV Merc," I was blown away by the superb workmanship of the model and the incredible electronic work that was designed on a note pad and built in 1964, without the sophistication of contemporary electronic parts and equipment. In addition to the expertly-crafted customizing work and paint job, John's Mercury exhibited working lights and related features that were

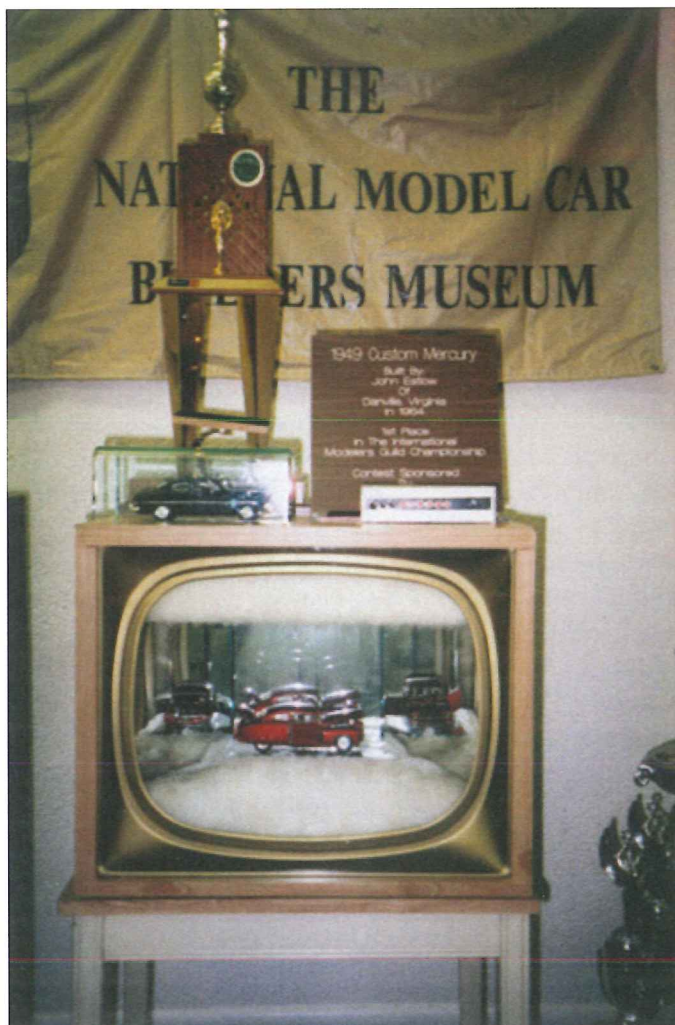
rare in 1964, and are not often seen even today. John's Mercury is incredible, on every level, and has held up splendidly in the ensuing 46 years!

After the seminar, David King, the editor of the newsletter for the Utah Miniature Automotive Guild, accompanied Allen Taylor and the Estlow family to the Museum, where everything was placed in a special section of the Museum.

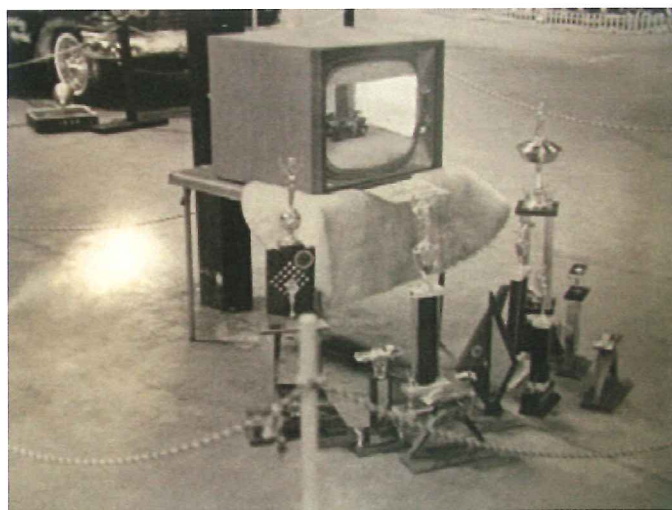
Please enjoy the following images and accompanying captions so that you can fully appreciate the work of this great modeler whose legacy continues to inspire us all. The Museum expresses its deepest appreciation to the Estlow family for their generosity, and to Allen for his dedication to this whole project. John's "Merc in a TV," other models, documents and memorabilia will be protected in perpetuity. We'll explore the dozens of bits of history that have been donated, and will prepare an in-depth story on our Web site!



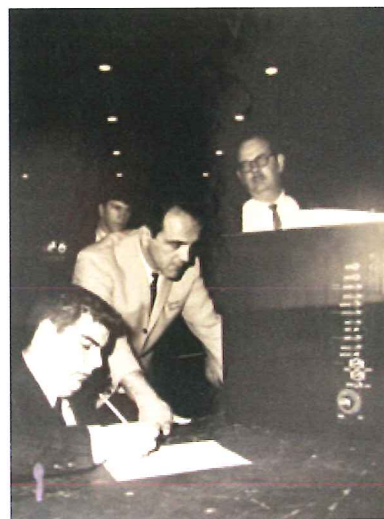
John's family also donated a great number of contest-winning models, some of which range back to the early Sixties. The workmanship is very good!



The Museum exhibits the "Merc in a TV" on a special stand with the trophies and an information card atop the case.



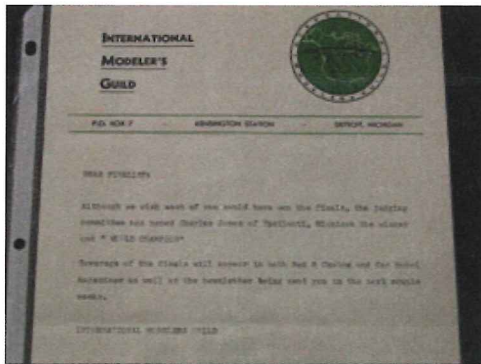
In 1964, John exhibited his model on a stand with trophies from prior contests. John's family has donated a lot of written memorabilia and photographs. This all is a remarkable vision of our hobby in the early and mid-Sixties.



At the first show, John is filling out the entry forms with George Barris (middle) looking on. Anyone know who the other guys are in this photo?



John was also greeted by Budd “The Kat” Anderson (on the left) and another unknown show administrator in the center of this pic.



We also have the official letter advising that Chuck Jones won the contest series in which John participated. Check out our feature on Jones' model in the ??? issue of *The Builder* (available on the Web site).



After the placement of the Estlow collection in the Museum, some members of his family posed for this photo: John's father John W. Estlow, Jr. is in front, with two of John's sisters standing behind their father: Nina E. Taylor and Joyce E. Payne. Allen Taylor—who spearheaded the donation and its transportation to GSL and the Museum—stands on the right.

RICHARD MIKE JOHNSON'S “PEGASUS”

BOB WICK

In his forthcoming book on the Revell-Pacra and Revell-Testor contests (*To Design, Build and Win! The History and Myths of the Revell-Pacra and Revell-Testor Contests*), Mark S. Gustavson claims that there were a number of leading models built by a handful of exceptional builders that literally redefined the model car landscape in the early Nineteen Sixties at the first Revell-Pacra contest (presented in hobby shops starting on April 1, 1963, and concluding on May 31, 1963). Mark suggests that these models were sophisticated enough in design, detail and craftsmanship that they became standards of model car building for many of us who began building in the late 1950's and early 1960's. Those early models included the work of Augie Hiscano, Dave Shuklis, Jim Ray Yonts, Carl Dunn, Jerry Svitek, and, notably, Richard Mike Johnson, who won the top award in the first Revell-Pacra contest. Builders became aware of these models through features and articles in *Car Model* magazine and in *Model Champions*—a special one-off magazine published to show off the regional and national winners in this contest—and in newspaper articles.

The model Mike built was certainly equal to any other great modeling from that era, and surpassed most. Based on an AMT 1962 Thunderbird, Mike completely revamped the model, added an innovative selection of parts, placed a driver and mechanic in the cockpit, and created one of the most memorable and thoughtful models ever built. The levels of sophistication and pioneering construction in this model have amazed Museum visitors when they see it in our Revell-Pacra/Testor contest display cabinet. As the template for trophies used in the Revell-Pacra I and Revell-Testor I and II contests, the model had to be rebuilt after being damaged on its way back to Richard from Revell.

As one of the top winners in the Revell-Pacra I contest, Mike traveled to Disneyland with his wife, appeared on a local TV show, toured local speed shops, and [of course] visited Disneyland. We have a wonderful array of these pictures that we'll show you in the next issue of this newsletter.

The *Pegasus* appeared in the following magazines:

- *Model Champions*, (1963)
- *Car Model*, November, 1963
- *Car Model*, October 1964
- *Car Model Custom Annual*

- *Model Car Science*, November 1963
- *Model Car Science*, August 1964
- *Model Car and Track*, Winter 1963
- *Rod & Custom*, January 1964

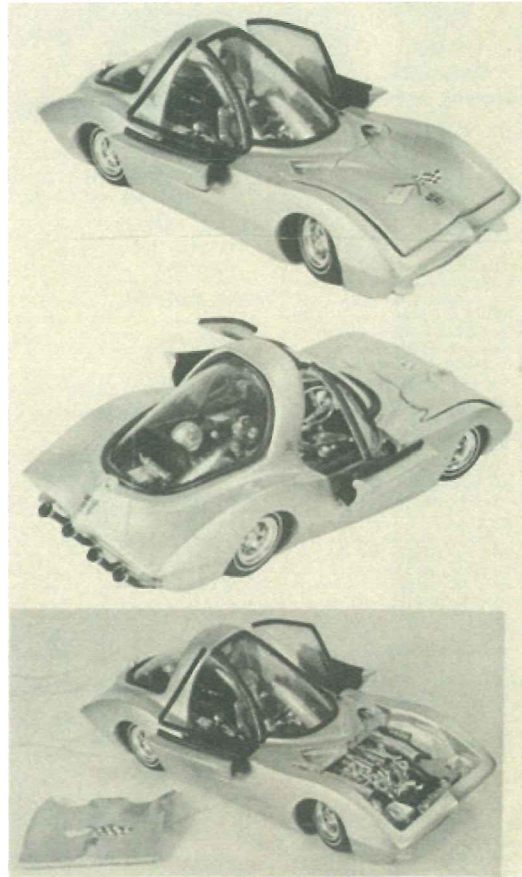


Mike gave the Museum an amazing array of newspaper clippings, photographs, and memoranda in addition to the spectacular model. This home-town magazine clipping celebrates his win of the top Senior award in Revell-Pactra I.

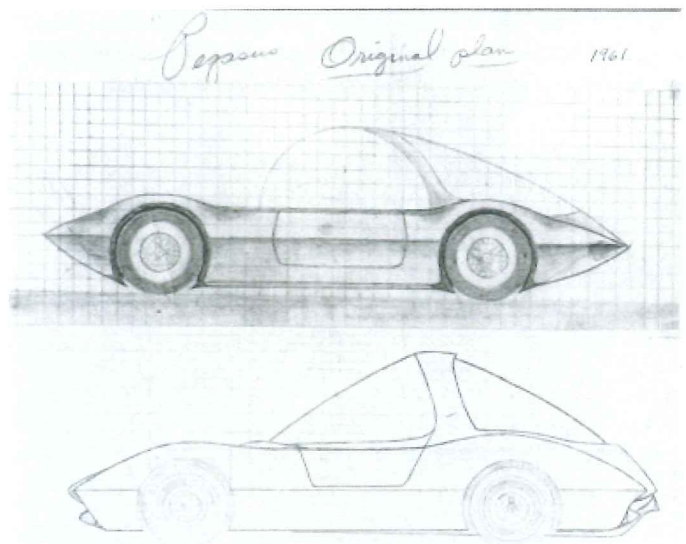
In late 2008, Mike contacted Mark Gustavson and asked if the Museum would be interested in a donation of the *Pegasus*. Needless to say, we responded with an enthusiastic “yes!” and arrangements were made to pick up the donation from a friend of Mike’s during his visit to Sandy, Utah. Mark dutifully retrieved two large boxes of items, and unpacked this most remarkable of models and related memorabilia.

In the next issue of *The Builder*, we’ll present a sampling of an incredible array of historic items that reveal the inner workings of Revell and its contests, OLR Publishing (Koveleski and *Car Model* magazine), and other items. Genuinely, Mike’s donation to the Museum

is one of the most significant ever, and is a highlight of our historical collection. We’re deeply grateful for Mike’s generosity, and are proud to feature his historical model in the Museum collection.



This scan from *Car Model* magazine shows three-different angles of this great model, before shipping damage required its restoration.



Another of the most rare and interesting items donated is Mike’s 1962-era profile drawing of the model made as part of the model-planning process!

"Pegasus" Details

BODY:

Originally a 1962 Ford Thunderbird hardtop.
Completely hand-formed custom body.
The body shell has been made with plastic stock and AMT putty, using "green stuff," a primer filler for the top coats and fine edges.
Complete uni-body construction.
Full roll bar is constructed as part of the body.
Special cowl vents for interior ventilation.
Gull-wing type doors.
Front and rear grilles are identical in design.
Bullet encased head and taillights.
Custom Plexiglass canopies.

INTERIOR:

Tactical aircraft-type interior, hand-formed with center steering, individual instrument panels for driver and mechanic.
Complete aircraft-type lever control of all components, doors, hood, canopies, located on either side of the driver.
Custom coach-type bucket seats.
Interior is equipped for telephone communication with pit crew.
Equipped with seat belts and shoulder harnesses.
Three fire extinguishers are located in the interior, plus one under the hood.
First aid kit on package tray.
Tools and spare tires are located under the package tray.
Outside racing mirrors.

FRAME:

Stock Thunderbird frame to rear axle.
Individual swing axles on rear account for slight over-camber on rear wheels.
Transmission is integral part of rear-end housing allowing better weight distribution.
Anti-sway and compensator bars located front and rear.
Coil springs on all four wheels.
Competition shock absorbers, two on rear wheels, four on front.
U.S. Royal Masters, 8-00 x 14 w/stripe, tubeless.
Chrome-reversed wheels with knock-off spinners.

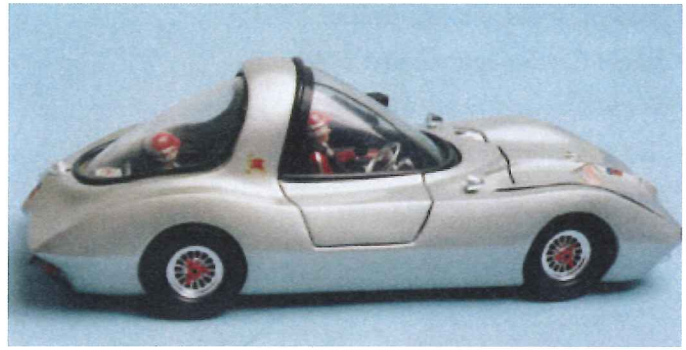
ENGINE:

Full-race Chrysler engine featuring a crank-driven GMC (6-71) supercharger, with fuel injection.
Saddle-type fuel tanks with baffles are located on either side of the driver with filler neck on rear deck.
Scavenger exhaust system, non-restricting competition.
Full water cooling system with an oil cooling radiator also.
Instrument panels under hood for pit crew control and road tuning.
Vented valve covers, not stock on Chrysler engines.
Batteries located under cockpit for head and taillights.

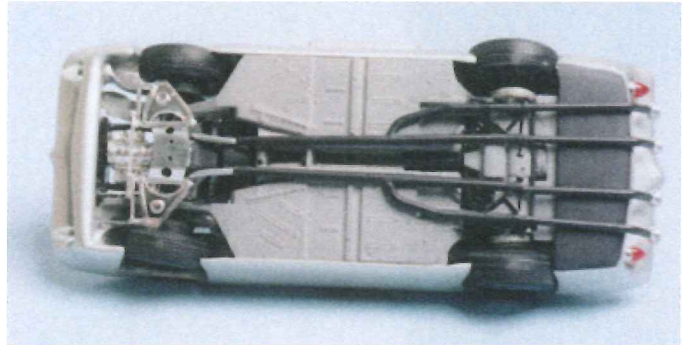
PAINT:

Seven coats AMT Silver underbase laquer.
Ten coats AMT clear laquer.
Machining compound rub-out and Vista wax.

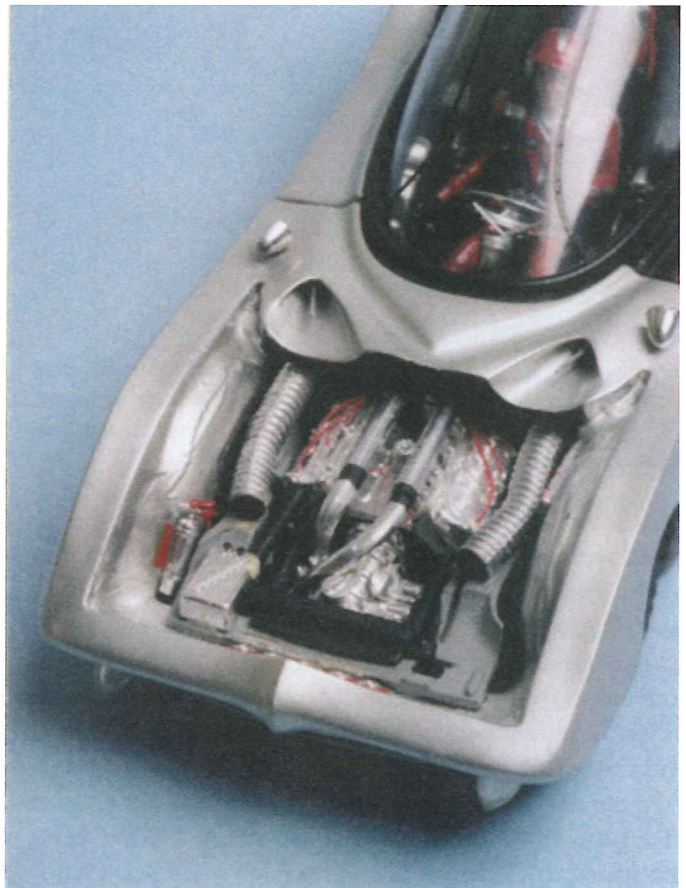
Building started 9-1-62, completed 6-1-63.



The Pegasus' design is timeless. Note the different tires used in the restoration.



In an era when not every model featured a detailed undercarriage, the Pegasus did.



The engine and adjacent compartment was also exhaustively detailed. It's no wonder this model took the top nod at Revell-Pactra I.

This list of model features appeared in Model Champions—a special one-off publication that Car Model magazine published to celebrate the regional and national winners in Revell-Pactra I contest.



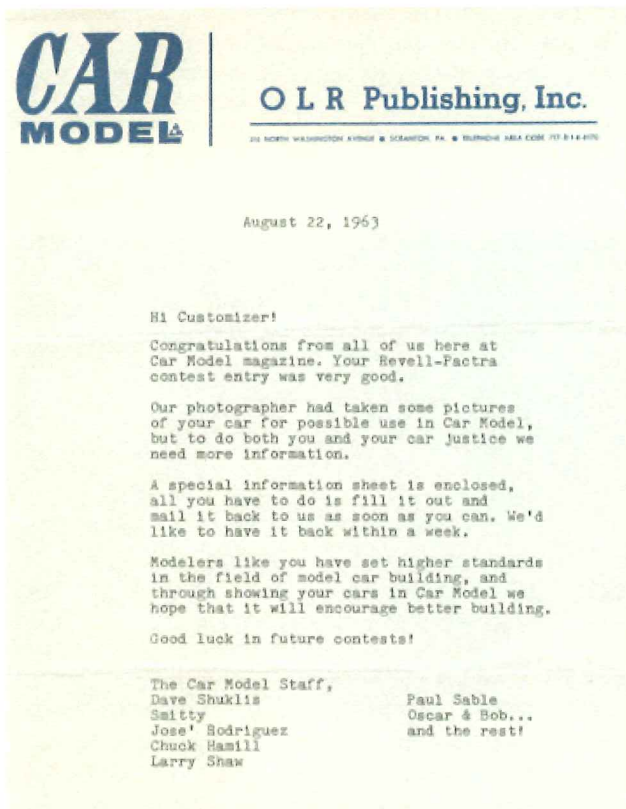
This and the next three photos are contemporary pictures taken at the Museum. The model is in remarkable condition.



The rear of the car was as stunning as the front clip. The center-mounted exhaust are angled upward, ala Jag XKE.

REDEFINING THE LEADING EDGE: REFOCUSING ON ADVANCED MODEL CAR BUILDING TECHNIQUES AND FEATURES

MARK S. GUSTAVSON



This August 22, 1963 letter from Car Model advised Mike that the magazine had photographed the model. Check out the names below the signature line.



The Pegasus sits on a special Johnson-supplied three-angle display case, in our Revell-Pactra/Revell-Testor display cabinet.

Do you remember when almost every issue of your favorite model car magazines carried how-to articles by the “master” builders? Those articles that not only inspired better building, but also told—and showed—what those great builders had done? It’s well established, if not frequently remembered, that the great early work by Shuklis, Hiscano, Johnson, the Yonts brothers, Dunn, Svitek, Gibilterra, Auffinger, Bryant, Carroll, Emmons, Jones, Estlow, Yamashita, Keeler, and Conti and Sans, and others, demonstrated to the general model car hobby what *could* be achieved in scale vehicle construction and sophistication—and how to do it. These great builders, and those whom they influenced, demonstrated how much could be done to create more convincing miniature scale automobiles.

It seems to us (the Museum Trustees and staff) that commitment by the magazines to actively seek out and print cutting-edge articles are too infrequent these days. It is the viewpoint of the Museum that advances in model car technology, building systems and techniques are key to the future of our hobby, and it is one of the prime directives of the Museum to encourage higher-caliber building and scale realism in our modeling efforts.

We realized we have the ideal venues to bring back these types of articles and the enthusiasm they inspired: This newsletter and the Museum’s soon-to-be established free, permanent online library of downloadable articles. As a result, the Museum will begin a new phase of its services to the hobby. In March, 2011, we will present the first handful of many future articles written by some of the hobby’s leading builders that will present how-to articles on high-end models. We’ll lead off with an article by two-time GSL Best of Show (1992 and 2009) winner Randy Derr, who writes about his current project—a remarkable 1/12 scale sprint car that was on the display table at GSL-XXII (2009). Also, 2005 GSL Best of Show winner Dave Cummins will explain the scratchbuilding techniques he employed to build his

phantom Bugatti concept cars. Tom Kirn, whose magnificent Duesenberg won GSL Best of Show in 2001, will also present some photos of his great work. Finally, I'll survey my Dream Truck² project (that I've had underway since 1996), including a brief piece about cutting and installing real glass in this project, with regular installments after that. Each of the articles we publish on line will be available as a free downloadable PDF on the Museum site. Visit the Museum site www.themodelcarmuseum.org and find the new section: "The Advanced Builder—Tools, Techniques and Technologies" and click on the artwork to find these articles.



Tom Kirn built this utterly amazing large scale Duesenberg that earned him the Best of Show award at GSL-XVIII. Scratchbuilt entirely from brass, copper and other materials, this great work set a new standard in the hobby. We'll take a close look at this great work!



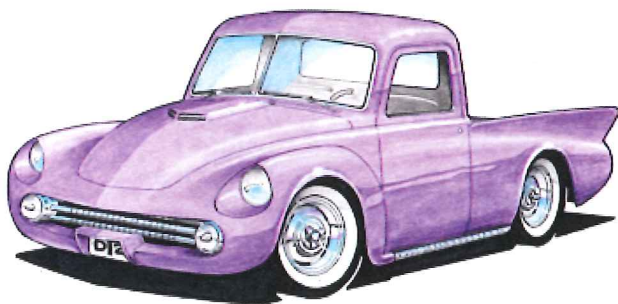
We'll be featuring a series of detailed how-to articles, authored by Randy Derr, on his 1/12-scale replica of McCluskey's 1966 USAC-winning sprint car. Randy has developed unique techniques for laser etching tire tread, resin casting, photoetching, resin-casting and other leading-edge features.



A retired stylist for Chrysler, Dave Cummins has a fascination with exotic European cars from the Thirties, particularly Bugattis. He's designed and constructed a series of large-scale speculative, faux-design Bugatti-themed models that have recast the landscape in our hobby. We'll take a close look at his work.



We'll also be covering the continuing redesign and updating of my long-standing DreamTruck² project—underway since 1996—by showing additional photoetched and machined parts, as well as the fabrication of door hinges, working door latches, and operating lights throughout.



My DreamTruck² is radically different from Murray's Truck. Here, single headlights punctuate each front fender, a deeply sloping hood reduces the bulk of the front clip, and the top isn't chopped (though the body is deeply channeled over a scratchbuilt frame).



The fins on the bed (integrated with the cab, like the '60 Ford) angle forward and a twin-panel bed folds upward to reveal a fully finished bed. Twin rocker panel-mounted exhaust pipes handle the gasses from a supercharged GMC 12 port.

Bob Wick and I are working now on basic submission guidelines for Web site articles. By late November, we'll have sent letters to leading builders in our hobby requesting articles that will be featured on the site, as well as posting a general invitation to all modelers for high-end articles on several hobby discussion boards. Ultimately, we might gather all of these articles and publish a "how-to" magazine containing these articles.

We hope that you like this new section that will be dedicated to "high-end" building articles. We are convinced these are vital to the future of our hobby, and that we hope they will inspire and stimulate advances in scale building.

QUARTER SCALE CHEVY ENGINE DONATION

MARK S. GUSTAVSON

Editor's Note: This story occurred nearly at the time this newsletter was being finalized, but we were able to slip in this quick story on one of the most historically-significant donations to the Museum. Watch for the next issue of The Builder for a major feature article on the stillborn 1958-era Revell quarter-scale Chevy 283 engine kit.

In the late Fifties, Revell tooled up a quarter-scale small block Chevy engine kit complete down to the most minute details. Following a presentation to General Motors, the manufacturing giant turned down any interest in underwriting or promoting the kit, and the half-dozen parts sets, including the presentation boards, disappeared. Fast forward to September 2010 when I received a call from Colorado resident Don Hollensen who indicated that his modeling buddy, John Lunger, had chased down a puzzling note on their local Craig's List for a long-last large scale Revell Chevy engine kit. Both Don and John went to see the parts—on sale by the son of Revell engineer Lonnie Flanders who had

recently passed away. Don instantly knew what he was looking at having remembered a late Sixties *Car Model* article by past Revell employee Jim Keeler.



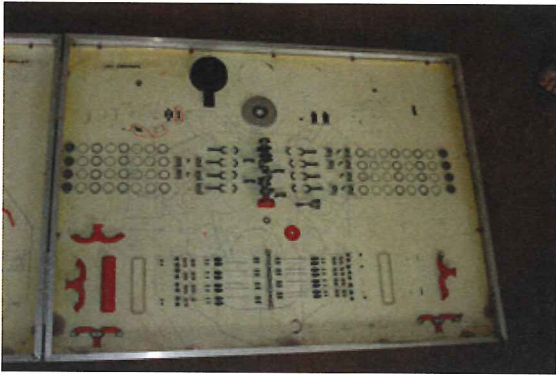
Here's the earliest pic e-mailed to the Museum, showing John (L) and Don excitedly displaying the vintage GM display board as well the many dozens of engine parts in the foreground.

After some quick conversations between me, John and Don, and Jim Keeler, Don and John went back to the seller's home and bought everything in sight at considerable personal expense. Just a couple of weeks later, they took a long road trip to the Museum (suffering a mechanical breakdown in their van on the way), and dropped off a jaw-dropping collection of parts for the rarest kit in the history of our hobby. Check out the following pics, and wait for a great feature story in the next issue of *The Builder* following a major article that will appear in *Model Cars Magazine* sometime in 2011.

The Museum expresses, again, its greatest appreciation to the incredible thoughtful generosity of Don and John.



These engine kits were accurate and complete down to crankshaft bearings and head gaskets.



The heavy aluminum display board will be need to be restored with the once-displayed parts and printed tags.



The short block is exquisite. The correct firing order was modeled.



Check out the array of parts!



The underside of the cylinder head is absolutely factory-authentic.



There are enough parts to assembly three complete Chevy engine kits, meaning that the Museum has at least of the original prototype parts run.



Several hundred parts have been catalogued and bagged for eventual assembly.



Once at the Museum, John and Don were proud to display their great discovery. All of the loose parts acquired had been bagged according to their type.

In early January 2011, Doyle Flanders (Lonnie's son) called Mark S. Gustavson to say that he had found the original engine stand (built by Revell for the GM presentation) for the quarter scale Chevy engine and wanted to donate it to the Museum. Also, Doyle said that he wanted to donate his father's monogrammed Revell jacket as well as a wealth of additional photographs (many of Ed Roth's involvement with Revell in the early Sixties) in addition to many other items; the list is large. Of course, this exceptional donation was warmly welcomed. Museum benefactors Don Hollensen and John Lunger will bring these items with them to the Twenty-Third GSL International Scale Vehicle Championship and Convention in late April. The Museum expresses its great appreciation to Doyle Flanders for his great generosity, as well as to Messrs. Lunger and Hollensen for once again going way out of their way to assist the Museum in completing this most significant of all kit manufacturer artifact collections.

QUICK FACTS

MUSEUM STAFF

The Museum notes with sadness the passing of Ed Wright, one of the earliest founding members of the Utah Model Car Association, and a local supporter of the Museum through his hard work and contributions to the early days of the Museum. Ed also supported GSL by lending his efforts to early championships, and by entering each contest from the first through the fifteenth Championship. Ed hosted many GSL attendees who visited his home, and were amazed at what amounted to one of the greatest collections of unbuilt kits, parts, build-out-of-the-box kits, and related items.

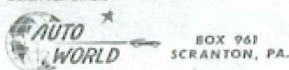
The IRS has recently instituted a requirement that “small” non-profit/tax exempt Section 501(c)(3) organizations (with annual receipts of less than \$25,000—which certainly fits us!) must file *annual* tax returns or the tax deductible/tax exempt status would be lost. Previously, a return was only required every three years. Of course, in the style of the IRS, this new requirement was not communicated directly to any non-profit, and we only found out it in a *Wall Street Journal* article. The outcry from small non-profits was so strong and pervasive—all fearing the loss of their tax status—that the Service granted an extension through October 1. Fortunately, we filed for an Extension from the original “due date,” and filed our return on August 28, 2010. This added workload seriously impeded the work of the Museum, (as it does most small non-profits, who have neither the budget nor staff to easily address these new reporting requirements).

Trustee Alan Raab’s many-years’ effort to catalog thousands of donated kit instructions and decal sheets is finished, and will be on display for GSL-XXIII (2011). Thanks to Allen for his years of hard work on this great project!



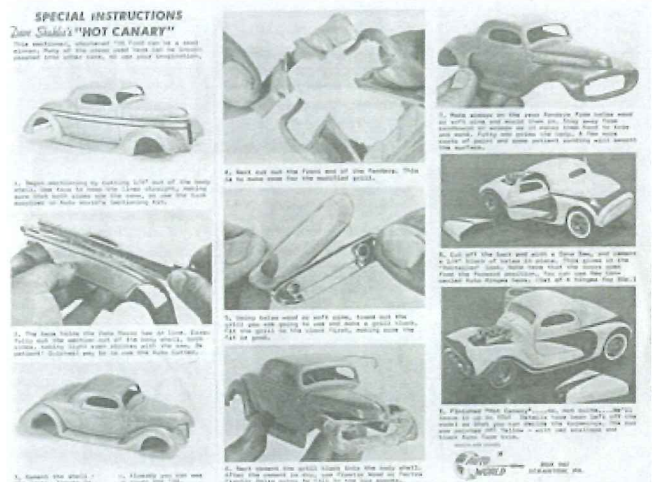
9. Finished "Hot Canary"....no, not quite...We'll leave it up to YOU! Details have been left off the model so that you can decide the trimmings. The car was painted AMT Yellow - with red scallops and black Auto Tape trim.

WATCH FOR OTHERS



The Hot Canary was a really interesting redesign of the AMT 1936 Ford coupe. This is a scan from an early Sixties Auto World catalog.

We’re still looking for the “instruction sheets” that Auto World published for the Dave Shuklis and “Smitty” custom model car projects. We’re looking for the one-page, illustrated sheet for all of the Auto World/Shuklis models such as the famous *Hot Canary* pictured below. Can you help us out even with just excellent photocopies?



Auto World printed and distributed customizing sheets for each of the custom model cars, mostly designed by Dave Shuklis, that were promoted in their catalogs and in the page of Custom Club News. Check out this very rare Hot Canary instruction sheet.

The model manufacturers and distributors are an important part of the history of our modeling hobby and deserve a place of distinction in the International Model Car Builders Museum. There are many items of interest that have been donated or purchased for the museum that we prominently display. Trustee Phil Gladstone has set up three the cases with displays from AMT, Revell and Auto World. Each of the display cases have historical documentation pulled for the archival files and kits made in the 60’s and 70’s. The AMT case contains models from long past which are considered rare, a display of each version of the lacquer paints they once sold, as well as a Styline display and a Styline Ranchero built as the stylized version indicated in the instruction sheet. In the Revell case we have included our collection of several 1/12 scale wood bucks used to create many Sixties-era models. The Auto World case displays a rich array of items such as an Auto-Cutter, scale working hinge kits, upholstery material, decals, the famous display base kit, trimming tape, and booklets that taught modeling techniques. This case also displays some of the trophies from their monthly model contests, along with a car built by Mark Gustavson that took first place in one of their contests in 1978. If we can find two more cases, we’ll complete our collection of items and artifacts from Monogram and MPC.



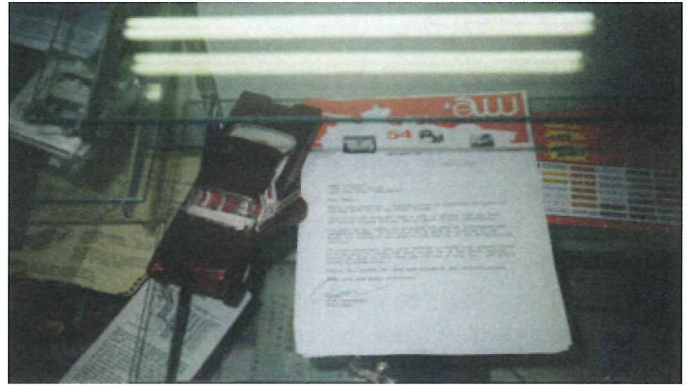
This cabinet exhibits rare AMT items including rare specialty parts kits, bottle paint, a selection of lacquer paint, Styline kits, a few build-ups, and other items.



The Revell cabinet also shows off a selection of kits, a large-scale resin Porsche body acquired from Dean Milano, Parts Paks, and other assorted bits from the early history of the company.



Of particular note is the Auto World cabinet, in which issues of vintage Custom Club News, lighting kits, display stands and other items are displayed.



For years, Auto World held a "model of the month" contest. We have a winner from one of these contests—from 1978—Mark S. Gustavson's full-custom '61 Starliner, along with the letter of announcement.

The "classified ads" section of early issues of *Car Model* and *Model Car Science* magazines contained invitations from Ed Soltis to correspond with him. Ed was a builder of wide interests from built up kits, slot cars and other related items. We recently acquired a few photos of this great, historic figure in our hobby



In this October 23, 1966, shot, Ed stands in front of a couple of trophies and a winning model in his great hobby room that was described in a short article in a Car Model article. Ed passed away a few years ago.

We have just acquired, through an eBay purchase, a small number of photos of the work of Arthur Salmons, of Hynes, California. Arthur, a virtually unknown builder in the 1940's and 1950's, was an early master of our hobby. He worked in 1/6 scale, and scratchbuilt all of the models he constructed. Does anyone know anything about Arthur?



In this image from March 18, 1940, this image shows, left to right: 1902 Oldsmobile, 1911 Ford, 1904 Cadillac, 1918 Chevrolet and 1911 Ford roadster.



This March 17, 1949 picture shows a 1911 Model T "Torpedo."

The Museum also gives tours to local groups, including this Boy Scout troop recently.



The younger generation typically can't believe what we have on display. Where possible, we try to hand each young visitor a kit and building supplies.

In the process of organizing the built model collection, we've misplaced the name tags for the following models. If you can identify the builders, please contact the Museum (see last page for contact info). We hope there's no offense to the builders of these models that we can't presently identify.





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. 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 considered for induction into the Hall of Fame by that Committee (no potential inductee has served on the Committee for that year).

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

- 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; 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. Hank Borger, Builder/Writer (appointed); Bob McLeod, Industry Insider (appointed)
- 2006. Bill Coulter, Builder/Writer; Don Holthaus, Industry Insider
- 2007. Ken Hamilton, Builder/Writer; Dave Vander Wal, Industry Insider
- 2008. Tom Carter, Industry Insider; Juha Airio, Builder/Writer
- 2009. Tom West, Industry Insider; Dave Cummins, Builder
- 2010. Norm Veber, Industry Insider; Tom Kirn, Builder

The nominating committee is presently considering a list of nominated names for both categories for 2011. Those inducted into the Hall of Fame will be announced in this newsletter a year from now.

GSL-XXIII PREVIEW

BILL HELM

The Twenty-Third GSL International Scale Vehicle Championship and Convention will be presented Thursday, April 28 through Sunday, May 1, 2011 at the Salt Lake Sheraton City Centre Hotel (the same excellent location where GSL-XXI and XXII were held). And, great news: Room prices have increased by just one dollar per night!

The Twenty-Third GSL Championship will be filled with the best competition from more than a hundred of the best builders in the hobby, as well as a wide variety of other activities. We will again present the traditional competitive Classes including the Common Kit Class (Revell's 1957 Chevy Black Widow) and Group 11 (any of the following Tom Daniel Monogram kits can be entered: *Bad Man*, *Bad Medicine*, *Beer Wagon*, *California Street Vette*, *Cherry Bomb*, *Dragon Wagon*, *Garbage Truck*, *Horn Toad*, *Paddy Wagon*, *Pie Wagon*, *Quicksilver/Street Fighter*, *Red Baron*, *Rommel's Rod*, *S'cool Bus*, *Tijuana Taxi* and *T-rantula*. Remember, these Daniel kits can be built in any style or with any modifications you wish to make). Go here to learn more about the Classes:

www.gslchampionship.org/Competition/competition.html
There will also be two days (and evenings!) of seminars,

a day of Museum tours, the Museum-benefit auction, the famed Trade Show, four days of renewed friendships and shared experiences, and the Breakfast and Awards Presentation on Sunday morning, May 1.

SCHEDULE

We will open the Championship and Convention on Thursday morning, April 28, 2011 with a general “welcome” session at 10:00 a.m. to hand out the Championship and Convention schedule, acquaint everyone with last-minute details and developments, and talk generally about the event. The Contest Hall will open for registration at 11:00 a.m. Thursday morning. Seminars will start at Noon, Thursday, and be presented through Friday evening, April 29, 2011. Our trade show will be presented Saturday morning, with a full afternoon of Museum tours, and the famous Museum-benefit auction handled that evening. Judging will occur on Saturday evening, starting at 5:30 p.m., and the traditional Awards Breakfast will be held on Sunday morning, May 1, 2011 at the host hotel.

SEMINARS AT GSL-XXIII

One of the central experiences in attending the GSL International Scale Vehicle Championship and Convention is the opportunity to attend, learn from, and participate in seminars presented by leading hobbyists and builders. Regularly, these seminars attract 50-plus people per session, and start on Thursday morning and go through Friday evening (and sometimes on Saturday morning). Remember: Admission to all of the seminars and other events and activities and, of course, open to all registered GSL competitors, is also included in the \$15 non-competitors registration fee.

We’re pleased to announce that we’ve already made arrangements for six seminars, with more to come.

- Two-time GSL Best of Show winner Randy Derr will present a seminar on how he built his GSL-XXII Best of Show and Best in Class winning model. It is a long-standing tradition, going back almost two decades, for Best of Show winners to return to the next Championship to “tell all” about they built their great models. This is one way in which GSL advances the building level in the hobby. Randy has presented seminars previously, and he’ll be both instructive and entertaining. Here’s Randy’s Best of Show model that was treated to a full feature article in *Model Cars* magazine.



Randy won Best of Show at GSL-XXII in 2009 with this great model. This was Randy’s second GSL Best of Show win!

- Winner of Best in Class for Competition-Drag, and winner of The Augie (named for Augie Hiscano, and presented to the model with the most and best use of machined parts), Steve Perry will present a seminar on mechanical detailing. Steve’s a newcomer to the GSL Tradition, and he really shook everyone up with his winning model of the *Freight Train* dragster. Steve’s enthusiastic about his seminar that will include a power-point presentation. Here’s a photo of his GSL-XXII winning model.



Steve’s Freight Train dragster was a stunning tour-de-force of advanced—and ultra-realistic, scratchbuilding.

- “The Wonders of the International Model Car Builders’ Museum” By Museum Trustees. The Museum’s collections and its programs to preserve the history of our hobby and promote its future will be featured in this Seminar. Please visit the Museum’s Web site to learn more about the Museum. www.themodelcarmuseum.org/
- Tom Daniel will be presenting a special seminar on his storied career designing kits and doing auto art. Tom’s work is also celebrated at GSL-XXIII with Group 11.



One of the models that can be built for the GSL-Group 11 class is Tom's PUMA Corvette, here expertly modeled out of the box by long time GSL competitor Len Woodruff.

- Noted dioramists Jim "Hollywood" Fernandez and Don Strong will present a seminar entitled "Diorama Construction: How to Research your Subject and Stick with the Plan." Don and Jim's work is legendary, and their seminar will be great.
- Dream Truck²—How to Create a Story and Venue For Your Model. By Mark S. Gustavson and Bob Wick. Originally built in the pages of *Car Modeler* magazine, the Dream Truck² (following a very dissatisfying outcome of the first version) was completely disassembled and subsequently redesigned and upgraded by Mark with many hundreds of fresh photoetched and machined parts. Still unfinished, the very substantial restyling and enhancement of DT² provided the ideal canvas on which to write a backstory that has added interest and character to this project and explains what the model is. Builder/designer Gustavson and consultant Wick will talk about how to "design" a venue for a model which can add excitement and dimension to the modeling experience. Each seminar attendee will receive a summary of the presentation.
- Display at GSL-XXIII: The Museum will present a special exhibit featuring its recent acquisition of the rare 1958-era Revell quarter-scale engine projects. Through the generosity of Don Hollensen and John Lunger, the Museum now has in the collection what amounts the entirety of all of the parts of this authentically detailed engine project. These parts were gathered by Lonnie Flanders, a legendary early Revell kit engineer. One of the engines will be on display at GSL and those visiting to the Museum on Saturday will be able to see the original General Motors presentation and the stunning parts.

GSL-XXII REVIEW

BILL HELM

The Twenty-Second GSL International Scale Vehicle Championship and Convention was another great

event, attended by long-time and new competitors, participants, and exhibitors from 16 states and Canada. Hundreds of models were on display and in competition, and the variety and creativity were, as usual, amazing and inspiring.

The GSL Championship was again held at the Salt Lake Sheraton City Centre hotel, and many modelers arrived early to be sure they could attend every activity, and enjoy GSL to the fullest. Competitors were lined up Thursday morning at 11:00 for early registration, and the Contest Hall tables began to fill quickly. People spent the day catching up with old friends, meeting new ones, attending the seminars held during that day, and participating in the Thursday-evening round-table discussion on judging scale vehicle contests. Friday included three more seminars, an overview presentation of the International Model Car Builders' Museum and its activities including the "Clone the Past," and "Scan the Past" programs (not to mention the donation of the famed Estlow collection) and more competitors and their entries arriving throughout the day.



Here are just a few of the many participants and competitors that attended GSL-XXII.

A special event-long exhibit in the Contest Hall featured the Best of Show winning models from the first twenty-one GSL Championships, and many of those builders were in attendance with their ground-breaking models. A special booklet featuring each of the Best of Show models was published and distributed as part of that exhibit, and each Best of Show winner was given a commemorative, blue denim shirt embroidered with the year they won. This 27-page, history-filled book includes photos of each winning model, a descriptive text, and analysis of the winning models over the years.

Additionally, the Museum published a major (147-page!) modeling book, *How to Build Championship Models: Construction Considerations for Building Championship-Caliber Models*, authored by Mark S. Gustavson, Robert

A. Wick, and Klaus Raddatz (www.xmission.com/~msgsl/GSL/docs/BoS%20Final%20book.pdf). The Museum extends its deepest appreciation to Paul Anagnostopoulos for laying out this book, and to Jeremiah Gladstone for perfecting the photos and producing the illustrations. This book was distributed by the Museum without charge. The Best of Show book, and the Championship Models book, are both freely downloadable from the “Library” section of the GSL home page: www.gslchampionship.org/Library/library.html



The Museum presented this special booklet on the GSL Best of Show models through 2009.



We were able to gather eight of the Best of Show winners at the last GSL. Each of the builders received a specially monogrammed shirt.

Of course, the competition was incredible as usual, with a wide array of truly well-crafted and groundbreaking models. Please go here to see a visual presentation of the Class and Master Award winners: www.gslchampionship.org/PastEvents/ResultsXXII/resultsxxii.html

THE LIBRARY IS EXPANDING RAPIDLY: IMPROVEMENTS AND CHANGES!

MARK BROWN, LIBRARIAN

Editor's Note: Trustee Mark Brown has organized our enormous collection of magazines into individual binders, with each issue protected in a special clear slip cover with "backer boards" that have been chemically treated to inhibit the further deterioration of these rare magazines. Mark has also organized our collection of hundreds of club newsletters, Scan the Past CDs, kit manufacturer catalogs and a hundred other items. Here's his report on recent activities.

Fellow Trustee Phil Gladstone and I are currently working on organizing the incredible quantity of GSL-related printed materials that Mark S. Gustavson has saved over the years, and other Championship items that have been donated over the years—most recently by Tom West. We have printed documents from all the years, all the artwork ranging from Ted Nagata's original GSL image, to the work of Russ Schwenkler, to the work of Bob Wick that's been used for at least 15 years. Phil and I are preparing sequential binders of memorabilia and ephemera, matched by adjacent binders filled with images of each year, along with magazine coverage and other publicity items. We hope to combine all of the items from major scrapbooks on the early years (assembled many years ago by Renee Kallen) into these binders, and eventually scan all GSL items for long-term preservation. When finished, this will be a major collection of historical items on the Championship.

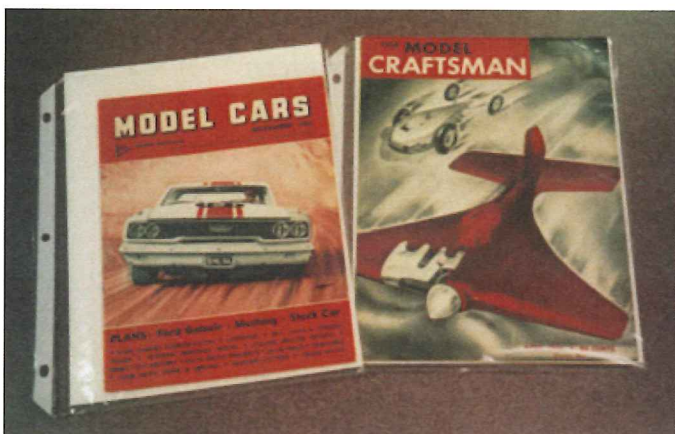


I have placed each magazine in special archival sleeves, with backer boards, to help chemically stabilize the magazines and protect them from getting bent. Each title is divided into years, and then placed in individual binders.

Also, the Museum has acquired, over the last few years from Trustees Alan Raab and Mark S. Gustavson (who have made purchases from eBay), wonderful back issues of *Model Maker*, *Model Cars*, and *The Model Maker*. These titles provide a look at a variety of modeling interests from years past: these magazines were United Kingdom publications from the 50's and 60's that included, boats, planes, trains, and automobiles. *The Model Maker* is from the early 1920's and 30's, and showcased models such as steam engines, trains, and boats. Those are great magazines to revisit modeling skills and details from that time period. These early editions are extremely fragile and may not last until they are scanned, so additional help is needed from scanners.



The magazine collection is extensive, and we've also gathering club newsletters (the small white binders on the right side of this image). Vintage VHS tapes (top of the bookcases) await conversion to CDs.

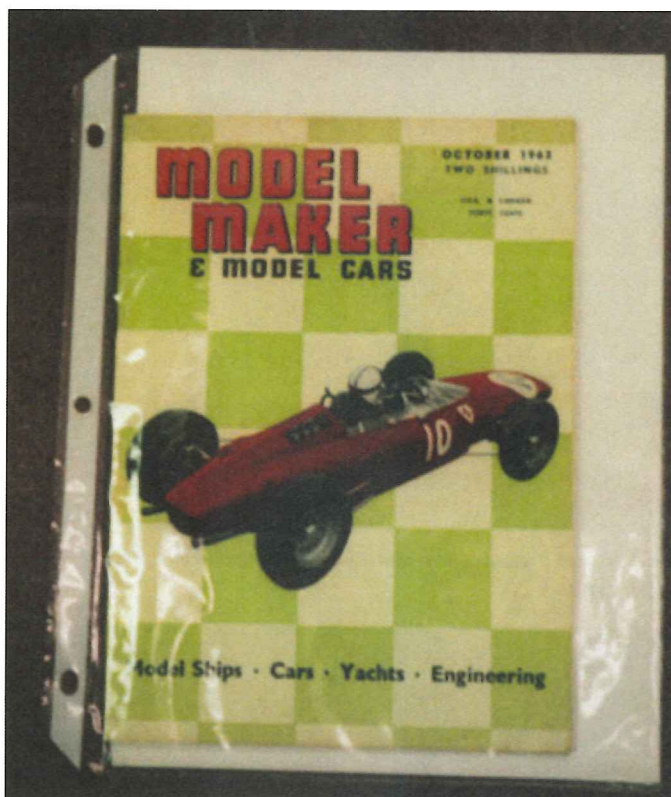


We are collecting these two titles, which reveal a great deal of interesting historical and building detail. These magazines are hard to find.

Model club newsletters have been moved from the small binders and combined into larger ones. These issues are really interesting since they provide an insight to modeling activity from all over the world. We want to keep a record of each club's activities. If your club

publishes a newsletter, e-mail it to me (including any back issues) for printing and archiving—here's my e-mail address: oakcab50@comcast.net. Printed issues are welcome, also.

I'm also working on assembling "Personality Profile" binders, each of which will be focused on historical figures in our hobby. Each of these binders will be in colors different from the magazines (tan covers), GSL items (burgundy covers), club newsletters (blue). I'll draw on items that Janet Gustavson has organized in our filing cabinets for these persons, initially: Bob Barnett, Don Emmons, John Estlow, Augie Hiscano, Jim Keeler, Bob Paeth, Ed Roth, and Gerald Wingrove.



Speaking of rare, this United Kingdom magazines (actually, two titles were combined) is wonderful to read and research.

Finally, if you have any of the following magazines you'd like to donate, or loan for scanning, please contact me or Mark S. Gustavson (contact info on last page).

Can you help by donating excellent copies of the following publications?

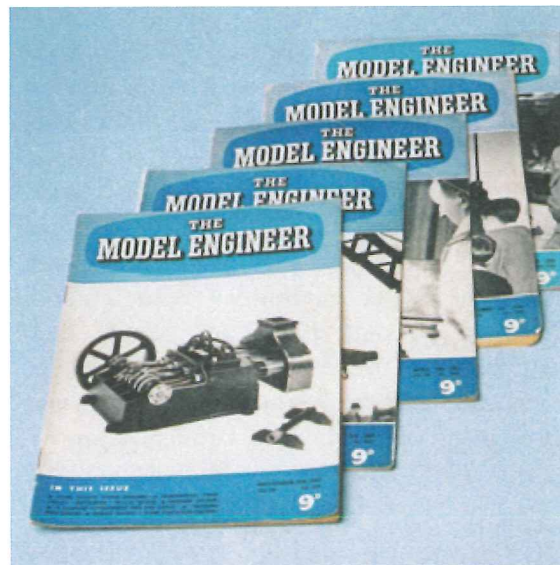
- *Auto World* catalogs (small issues)
 - 1959, 1st Edition (replace black and white copy)
 - 1960 $\frac{1}{2}$, 2nd Edition (replace black and white copy)
 - 1962, 5th Edition (replace black and white copy)
 - 1964, 7th Edition
- *Auto World* catalogs (large issues)

- 1965 $\frac{1}{2}$, 9th Edition
- 1966, 10th Edition (replace)
- 1966 $\frac{1}{2}$, 11th Edition
- (year unknown), 13th Edition
- 1967, 14th Edition
- 1968, 15th Edition
- 1969 $\frac{1}{2}$, 16th Edition (replace)
- 1970, 18th Edition
- 1971, 21st Edition
- 1972, 23rd Edition
- 1973, 24th Edition
- 1974, 26th Edition
- *Car Model*
 - 1965, March, April, November, December
 - 1969, September
 - 1973, March; May thru August (verify if published)
 - 1974, August thru end of publication (verify if July is last issue)
- *Exact Scale Quarterly*
 - any year, all issues
- *LAAM Bulletin*
 - 1951 thru 1954, all issues
 - 1955, February
 - 1959, all issues
 - 1960, all issues
- *International Modeler*
 - 1973, all issues
- *Meccano*
 - all except April 1968
- *Miniature Car Quarterly*
 - any year, all issues
- *Miniatures Truck News*
 - Volume 3, 4 to end of publication
- *Model Cars Illustrated*
 - 1964, April
- *Model Car Science*
 - 1963, all
 - 1965, June, July, August, September, October
 - 1969, February, March
 - 1970, April
- *Model Maker*
 - U.S. Publication started around early 1920s
- *Model Maker* (UK Publication)
 - 1951 through 1960

any year, all issues

- *Model Maker & Model Cars* (UK Publication)
 - 1961 through 1964
 - any year, all issues
- *Model Cars* (UK Publication)
 - 1964 through 1971, June
 - 1972, August thru December (end of publication?)
- *Model Car Racing*
 - any year, all issues
- *Toy Cars*
 - any year, all issues

Please contact the Museum if you would like to donate items or have any ideas to improve the Library. The fair market value of your generous donations is tax deductible (but, as always, talk with your tax advisor).



This title ranges back to the Thirties. Additionally, we have a full run of Car Model, a nearly complete number of Model Car Science and other magazines.

INCREDIBLE EXPERIENCE

TIM BOYD

Editor's Note: Tim Boyd was one of the earliest supporters of the Museum. In fact, Mark S. Gustavson first brought up his idea for a museum with Tim Boyd in 1988 (at GSL), following which Tim has expressed his unwavering support for the Museum. What follows is Tim's note about his experience of seeing the Museum for the first time since its public debut in 1991. Tim's article says he hoped to write a magazine article on the Museum: Model Cars magazine carries a great article by Tim in its December 2010 issue. Thanks Tim, and thanks Gregg, for supporting the Museum!

When I visited the Museum at GSL-XXII (2009), it had been nearly 20 years since I had last been there. I vaguely recall the early 1990's edition of the Museum being in a small building on a side street in the general vicinity of downtown Salt Lake City. It was clearly a "diamond in the rough" kind of effort, but noteworthy nonetheless.

During my 24-hour "whirlwind" trip out to GSL-XXII and back, I stopped by the Museum on the way back to the airport. I was stunned. Literally speechless! To see what Mark, the Trustees, and the team of volunteers had done to develop this idea over the ensuing years was just about unbelievable.

Here, in two large rooms, lies the entire history of our hobby. If you've participated in our hobby and read the magazines in any decade starting in the 1960's . . . you'll see many of the models you remember are now housed here. It literally took my breath away to be amongst such talent and achievement.

I took around 400 pictures during my brief visit this year, and with any luck maybe some of those will eventually see print in one of the model car magazines. But even if they do, they will be not substitute for the real thing.

Ever read those articles about "100 things you must do before you die"? Time to add another two, and to put it them at the front of your list. First, find a way to get to the International Model Car Builder's Museum and witness it first-hand. Second, try to find a way to send a financial contribution, no matter how small, to help defray the operating costs (mostly, paying the rent) and to assure the ongoing longevity of this undertaking.

HISTORIC DONATION BY TOM WEST

PHIL GLADSTONE & STEVE ROULLIER

Editor's Note: In the late Summer of 2007, famed kit designer Tom West called Mark S. Gustavson and offered to donate a "truck load" of historic items gathered during his days at Revell. These items were very historic and needed to be picked up quickly because Tom was planning a move and didn't want to cart along the many, many items. Mark called his good friend Steve Roullier, a Californian, who jumped in his vintage Rancho and drove some distance to Tom's house. He and Tom loaded hundreds of items into the bed of the Ford. Subsequently, Steve boxed the items and shipped them to the Museum. Steve prepared a narrative on his experience of visiting with Tom and picking up this remarkable collection of historic items.

"In October of 2007 I received an e-mail from Mark Gustavson: Would I be willing to pick up a load of items

that were being donated to the Model Car Museum? Based on my previous contact with Mark, I suspected right away that a mission of this sort, besides doing a good turn for the Museum, would likely be an interesting and rewarding adventure.

"I set up a meeting with Tom West and drove out to his house at the appointed time. Even as someone who has built model cars and devoured car and model related publications since the early Sixties, I'll confess that the name initially meant nothing to me. Unless we've been intimately connected to the industry of creating and marketing plastic models, it probably appears to most of us like even the most engineered of these creations spring full blown from some mysterious place, perhaps created by robots or elves. Model kits have just always been there in my life—you just go down to the hobby shop and buy them.



Steve literally filled the entire bed of his vintage Rancho with the items that Tom (pictured) donated to the Museum.

"Tom is a passionate but genuinely modest and discrete fellow, but as he described some of the items he was giving the Museum - mostly model catalogs going back as far as the sixties - I began to get the sense that this was a man who had been involved in the higher levels of the model car industry for quite some time. He seemed particularly proud of his role helping create the large scale Racing Scenes for Aurora in the early Seventies and he showed me several pages of promotional materials for this ambitious project.

"After packing up a load of boxes, including one printed with 'Revell—Venice California' (a piece of modeling history in its own right), I was getting ready to leave when a familiar looking shape on a shelf in the garage caught my eye. 'Is that what I think it is?', I asked him. He reached over and pulled it down. 'I guess the Museum should have this, too,' he said. I now clearly saw that it was the large scale wooden pattern for the *Attempt I* model kit body! Having recently built the Revell kit, I was in awe. As he talked a little about his days at Revell in the sixties, I began to fully understand that this was a man who had spent the better part of his life as an

insider in our hobby, someone who had been present at the creation of some of our plastic model icons.

“I placed the buck on the floor next to me (no way was I leaving it in the bed of my Ranchero with the rest of the boxes!) and drove home. I packed and shipped this precious cargo off to the Museum a couple of days later, but not before taking the time to carefully examine and photograph the Attempt I pattern. I figured it might be the only time I was likely to have such an item in my care—both the responsibility and the thrill were intense and I barely wanted to let it out of my sight.”



Probably the most significant item in the West donation is the 1/10 scale Attempt I wood buck created decades ago by skilled woodworkers.

It required two SUVs to transport the many large boxes from the commercial mail center to the Museum. When we opened the boxes, we were utterly amazed to see historic records of Revell corporate management notes from the Sixties, the wood buck for the *Attempt I* model, many dozens of model car catalogs, late Sixties Revell “man to the moon” educational materials for schools and 75 pieces of Radio Control car material. There were also over 100 pieces of toy, diecast, and train catalogs and related material. These materials will be researched for years to come.

Our greatest thanks to Tom for his generous contribution, and to Steve for driving the long distance to get these items and send them to the Museum.

In a future issue, we’ll carry a feature article on Tom’s great contributions to the hobby.



This Attempt I buck was built in two parts. The wood buck is in very good condition and will not be restored to its “new” condition—patina is good!



It took four guys to load the many boxes into two large SUVs to take them from Help-U-Mail to the Museum. Left to right: Scott Hjelm, Kevin Hjelm, Butch Hejlm, and Trustee Brian Dees handled the transportation chores. It has taken Trustees Mark Brown and Phil Gladstone nearly 18 months to inventory, categorize, and catalog all of the items.



Trustee Gladstone (L) and Trustee Dees admire the excellent workmanship of the wood buck. They’re standing in the new display room in Phase Two of the Museum.

MUSEUM SUPPORT OF MODEL CAR EVENTS EVERYWHERE

JIM "HOLLYWOOD" FERNANDEZ

Editors' Note: Through Jim's efforts, the Museum helps support model car contests and gatherings everywhere. Jim contacts event coordinators and offers Museum "winners' certificates."

The International Model Car Builder's Museum has been informally supporting model car events for more than a decade. Since 2007, however, the Museum has been much more aggressive in following model car events around the world and being involved in those events. This involvement helps to promote the International Model Car Builder's Museum and mission. Over the past year, we have sent Museum brochures and award certificates to most of the model car events (of which we're aware) throughout the world. So, in terms of getting the word out about the Museum, things are going well.

In the middle of 2009, we re-designed the information flyer that we send to all events, and we now have self-addressed post cards for people to mail back if they are interested in getting more information about the Museum and its programs. We send a supply of information flyers and post cards to each event. This advertising introduces the Museum to people who may not know it exists. And somehow, I'm sure, this knowledge has and will generate interest and funds for the Museum. There are currently several large model car events that have continued to generate monies for the Museum.

Also, we send two or three Museum award certificates to each model car event. These certificates are given out with the regular event awards and include an order form for the CD containing the "how-to" modeling handbook that Bob Wick and Mark S. Gustavson wrote in 2009. This book is also available online at www.gslchampionship.org/Library/library.html These gifts and advertising brochures introduce the Museum to people who attend the event.

The International Model Car Builder's Museum is a wonderful and very cool place. It's an amazing and magical trip through the history of model cars. Overall, advertising the Museum at model car events is going well.

These organizations have donated funds to the Museum in the past, for which we are very grateful: Automotive Model Builders of Greater Vancouver, Classic Plastic Model Club, Hoosier Model Car Association, KC Slammers, Kingston Scale Auto Model Car Club, Lake Michigan

Model Car Club, Metroplex Car Modeler's Association, Performance Modeling Club, NNL-West, and Tri-State Scale Model Car Club.

SCAN THE PAST

PHIL GLADSTONE

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; in fact, most of what are now considered historic magazines were printed on very poor quality 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.

Clearly, the loss of coverage of historic model car events and feature articles isn't acceptable, and the Museum decided several 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 typically requires two 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, Dave Cura, Dave Best and Dave King have been scanning dozens of magazines for the Museum. In fact, it's difficult at times to keep these great guys supplied with the vintage magazines from the magazine collections.

As of October 2010, dozens of magazines had been digitalized and the almost entire run of *Model Car Science* magazines have been saved, with *Car Model* coming along nicely. 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 email Mark S. Gustavson at mgs1@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



The CDs on which each magazine is scanned are stored on two shelves in the library, arranged by title and then chronologically.

SCAN THE PAST: SECURE THE FUTURE

DAVE BEST

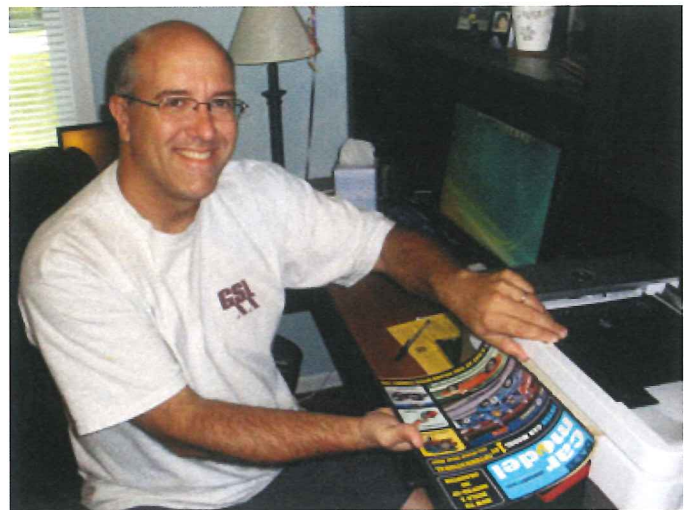
Standing there outside the contest hall at GSL XXII, I never knew it would be so easy to make a guy happy. I mean, gee whiz, all I did was offer to scan a few magazines for the museum's *Scan The Past* program and there he was, blubbering with appreciation. OK, so I embellished on the "blubbering" thing, but those eyes were mighty sincere in saying "thank you." Mark Gustavson may be a pit bull in the courtroom, but he's a big old softie when it comes to the Museum!

So, why *did* I offer to help out with this important project? I never really thought about it much until Mark asked me to write a little something for the newsletter. Well, it's simple really. Of course, it's about helping to preserve the history of the hobby we love so much. But, perhaps more importantly, it's about building a solid foundation of achievement and information for the up-and-coming youth. History provides a backdrop against which all future activity stands, so an appreciation for it can only enhance the experience. Who knows what the future will bring, but we do know that today's smaller community of modeling youth is swimming against the tide of video games, the Internet, and reality television when they choose to build something. Aside from actually going out and building models with the kids, this is another way we can encourage youth participation

and contribute to the future health of this hobby—by providing the backdrop of history.

Truth of the matter is, I don't know why more guys don't raise their hand to help out with this project. You don't need a doctorate in Computer Science to get involved—just a PC, scanner, and a willingness to help. The process itself is fairly straightforward, and we'll be happy to guide you through it. I usually just scan a couple of pages while I'm checking email, or waiting for paint to dry, so it's not like you have to sit there all day and do it.

And besides, the more folks we can get to help out, the quicker the day will come when it's all finished. That will be quite a day—we might even get MG to blubber a bit!



Here's me sitting at my scanner saving a magazine. I encourage everyone to help!

CLONE THE PAST

MARK J. BENTON

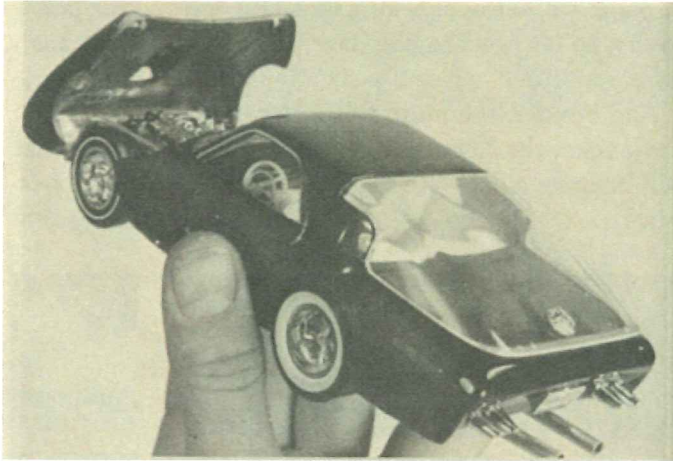
As part of our effort to educate the model car public about the history of our hobby, the Museum has identified the most influential models in the model car hobby through 1968, and has created a chart to identify those models, their builders, and the magazines in which those models appeared (after all, a model can't be influential if it was never covered in the hobby media or exposed to the public!) For more information on the "Clone the Past" program, visit here: www.themodelcarmuseum.org/Programs/Clone/clone.html

Our goal is either to acquire (by donation or purchase) or replicate (if a model is not otherwise available) the most influential models in the history of our hobby, and to display these models in a special display case so that

visitors can trace, chronologically, the technological and styling developments of model car builders.

Presently, the following cloned models are underway in shops across the United States.

- Smith & Bates' "Way Out GT," by Mark Budniewski.



This wild custom helped define the early years of our hobby.



Mark has a great start on this surprisingly difficult build.

- Don Emmons' replica of Bill Neumann's '32 Ford roadster, by Paul Mendoza.



Don built a great replica of Neumann's iconic roadster.



Paul discovered that building the replica is an involved process. Here's an early image of a seriously modified '32 Ford frame. Paul has a great start on this great model.

- Lonn Stern's "Astrodan," by Mike Good and Mark S. Gustavson.



Stern's model was first entered in Revell-Pactra I contest, where it was a regional winner. Then, it was rebuilt and repainted.

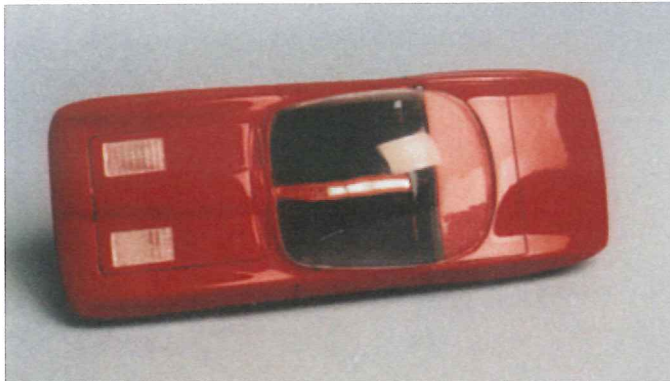


After its reconstruction, it was prominently featured in a two-page Car Model article.

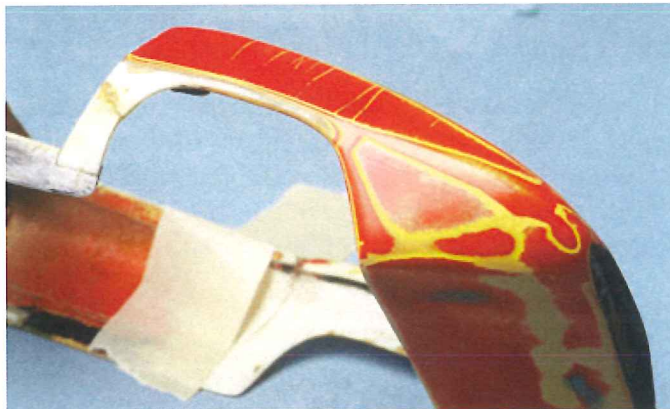


Mike Good beautifully sculpted the wild body, and Mark S. Gustavson laid down the candy green paint.

- Jim Keeler’s “MCS X-1” Corvette, restored by Mark S. Gustavson.



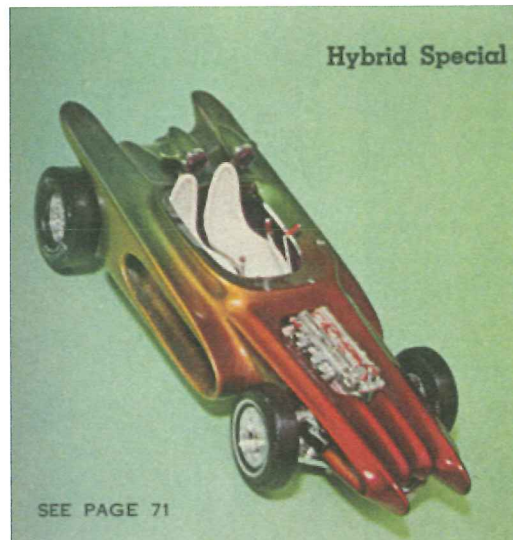
Jim wrote two articles in the early Model Car Science to build his wild, concept-car like ‘63 Corvette convertible.



When purchased from Jim, Mark S Gustavson had his work cut out—the model had been damaged since 1963, and had been painted at least three time. Check out the restoration article at www.themodelcarmuseum.org/Models/Keeler/MCSXI/mcsxi.html

- Chuck Jones’ mid-engine custom, by Chuck Jones and Alan Raab (See article by Alan Raab).
- Budd Anderson’s “car pickups,” by Carl Moore.

- Jack Herndon’s “Missile,” started by Bob Paeth (deceased); needs new builder to finish.



Jack’s wild, paint-fogged roadster was a show rod that appeared in a full feature article in Car Model magazine.

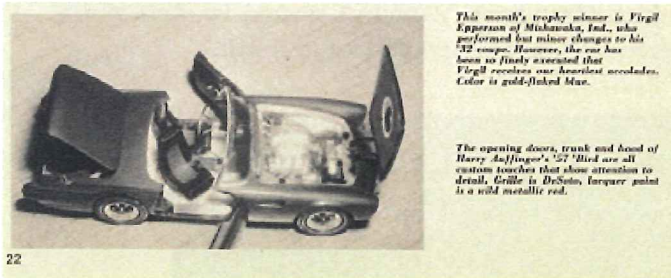


Because of his final illness, Bob Paeth was only able to rough in the body. We need a skilled builder to take over this project—but the body is rough.

- Harry Auffinger’s ‘57 Thunderbird, started by Rick Wright (deceased), now with Tim Burkhardt.



Harry’s Thunderbird was a really remarkable, and sophisticated, restyled ‘57 AMT Thunderbird. It was featured on the cover of Car Model magazine, as well as in several cameo features in the magazine.



This month's trophy winner is Firgil Epperson of Mishawaka, Ind., who performed but minor changes to his '32 coupe. However, the car has been so finely executed that Firgil receives our heartfelt accolades. Color is gold-flecked Mar.

The opening doors, trunk and hood of Harry Saffinger's '57 Bird are all custom touches that show attention to detail. grille is DeSoto, bumper paint is a wild metallic red.

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Check out the opened doors and trunk, and Bertone-esque side-of-front fender vents. Tim has ably picked up on Rick's start on this epochal model.

- Dave Shuklis' "Fordillac," by Tim Burkhardt.



The opening doors reveal a fully detailed interior. The careful use of fur is one of those touches that win points at custom contests.

Though not as well known as other models he built, Dave's '59 Ford was a tour de force, and combined the '59 Ford with the '57 Ford. It's a wild and utterly realistic design.



Tim has done a great job with this project. Here's the combo interior/frame all ready to go.

- Doug Dempsey's "The Great One," by Bill Barrett.



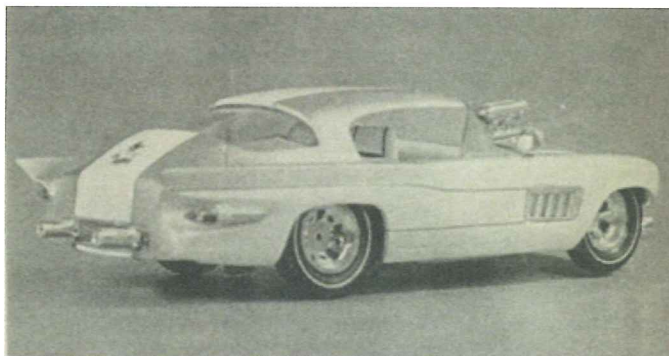
Bill Barrett convinced the Museum of the great quality of Dempsey's GTO drag car. It should be finished soon.

- Jerry Kropp's "Playboy," by Mark S. Gustavson (body work/paint), and Tim Burkhardt (interior, chassis).



A '57 Thunderbird from an AMT kit went through a total transformation to become the radical Playboy. Its builder, Jerry Kropp, has been a customizer for years.

Distinguished by its utterly weird stylized and protruding Hemi motor, the Playboy was one of the first feature models in the small-size Car Model magazine. With Gordon Clark's supplied parts, this model is now underway.



Can you think of any rear quarter panels on a '57 Bird could be less attractive? Still, this is a great example of early Sixties "Cool."

- Charles' Bryant's Sting Ray, by Dave Best (see the article elsewhere by Dave Best on this model).

In our next issue, we'll survey the many models either cloned, restored, or acquired for the Hot 150 program.

Our thanks once again to all of the dedicated builders who have made these significant contributions to the Museum's "Clone the Past" project.

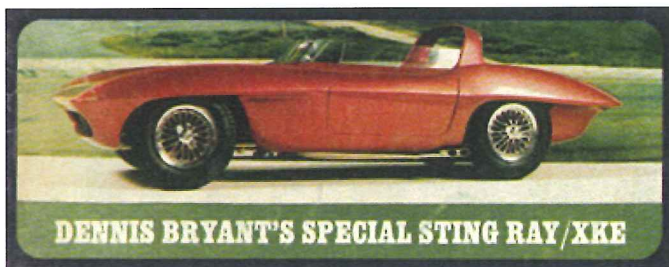
CLONING THE PAST: BRYANT'S STINGRAY XK-E

DAVE BEST

Editor's Note: Dave is a recent volunteer for the Museum's Scan the Past program. He's also taken on the recreation of one of the most beautiful and technically-advanced models from the first era in our hobby—Dennis Bryant's concept car-like Sting-Ray XKE. Here are Dave's words on how he signed up for this significant cloning project.

Mark Gustavson will tell you he's not much of a salesman, but one of two things is for sure. Either he's lying and knows it, or I'm a gullible son of a gun. After I agreed to help with the "Scan The Past" program, he went for broke and asked if I would consider taking on a model project for the Museum's "Clone The Past" program. "Go ahead. Pick one out. It'll be fun . . .," he says. Well, I took the bait and now I'm working on cloning Dennis Bryant's StingRay that appeared in the January '65 issue of *Car Model* magazine.

Dennis Bryant's StingRay XK-E was an interesting piece based on a '63 Corvette roadster that featured custom bodywork, a Jaguar XK-E engine and other components, right-hand drive, and a tube chassis. Other features included hinged doors and hood, and a functional front and rear suspension with rack and pinion steering! Oh my goodness—what have I gotten myself into?!



One of the most beautiful and sophisticated models from the Sixties was Dennis Bryant's restyled Corvette. It was widely heralded in the vintage magazines, and scored well in the Revell-Pactra I contest.

After trying to find Mr. Bryant to see if he still had the model, I realized I wasn't going to get off the hook that easy. Using an AMT '63 Corvette kit, I've started on the bodywork only recently, but hope to share progress with everyone going forward. So far, this project looks like it's going to be a heck of a ride.

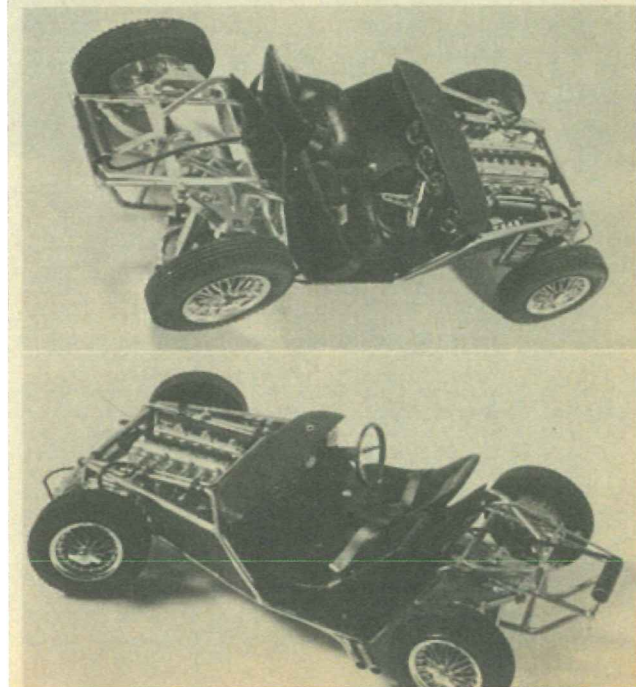
So once again, I'm asking myself why I agreed to do this. Well, it's about giving something back to the hobby, and once again, helping to bridge those gaps between the past, present, and future. But I must admit to a bit of selfish motivation here as well. Quite frankly, I enjoy a challenge, and it will be more than just a little cool to see something that I built, actually IN the Museum.

Among the many challenges with a CTP project, one of the most intriguing (or frustrating, depending on your attitude) is the lack of reference material. For example, the *Car Model* magazine article has a few decent shots of the front and side of the car but virtually nothing that shows the back of the car. In this case, I'm taking the approach that this simply gives me the green light to use a bit of artistic license to fill in any undocumented features. Unless of course, we have someone out there

who has some recollection of this particular model, in which case I would love to hear from you!

Bryant's model had a tremendous level of detail, with intricate scratchbuilt, working features, including a brass frame, functional rack and pinion steering, working A-arms and shocks, opening doors, hood, and trunk, and a removable body. This brings us to another CTP challenge—deciding how closely the clone should match the original. Taking into account that this model will be sitting in a display case some day, clearly marked as a clone and not the original piece, and the fact that I'd like to actually finish the model in a reasonable amount of time, Mark and I agreed that the clone need not have all of the same scratchbuilt working features.

With the body removed, handmade frame and suspension comes into view. Front and rear shocks are actually working models. Gleaming engine strengthens the impression. Handmade frame was fabricated from brass rod; channel, bar stock and tubing of brass were used also. Steering works too.



The Car Model magazine featured showed quite a bit of detail, but totally omitted any view of the taillights!

With all of this in mind, I finally just dove in. Truth be told, I'm a notoriously slow builder (ok, fess up—show of hands . . . c'mon I know I'm not the only one . . .), and this project is proving to be no exception. So far, all the work has revolved around the body mods which, at first glance, do not appear to be too extensive. But of course, like most projects, this one is proving to be more involved than I first anticipated.

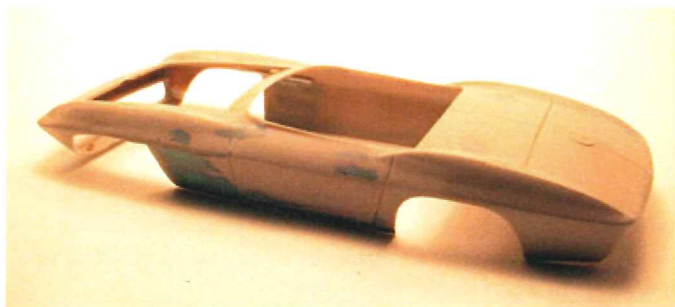
First the easy stuff—I cut off the windshield frame . . . OK, so far, so good . . . and then . . . I couldn't decide where to go next. After staring at it and the photos for a while, I finally figured it was best to just start from the front and work my way back. I filled in the scribed lines

for the headlights, and ground down the hood bulge that extends on to the nose of the car. I also ground down the bulge on the cowl, eliminated the windshield wipers, and filled the cowl grilles. Rather than messing around with the kit hood, the plan is to make a new hood from a piece of plastic or brass sheet since it's almost perfectly flat. That much I can tell from the photos in the magazine.

Next, I started working on the front fenders by making a horizontal cut just under the character beltline, almost all the way back to the front edge of the doors. Then I bent them in towards the center of the car to create the characteristic reveal behind the front wheels. Lots of super glue kept these in place, and I filled the fender vents with scrap plastic and putty. More grinding followed with removal of all the Corvette emblems, door handles, etc, and then a light application of filler to smooth things out. I also filled the trim and lower door lines with putty, as Bryant's model had doors that were a little shorter in height.

The pictures show that progress is being made, albeit slowly to be sure. I welcome your comments and suggestions for making this project a success. In the meantime, I will keep plugging away at this, and I hope to provide updates periodically.

So what do you say? You know you love a challenge too! Come and drink the Kool-Aid, and sign up for a "Clone The Past" project! There are plenty of pieces left to choose from. C'mon, raise your hand—you'll be glad you did! Now who's the salesman?!



Dave has progressed beyond this somewhat dated image of the early stage of revising the Corvette body. This will be a great addition to our Hot 150 cabinet!

CLONE THE PAST PROJECT: CHUCK JONES' REMARKABLE MODEL

ALAN RAAB

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

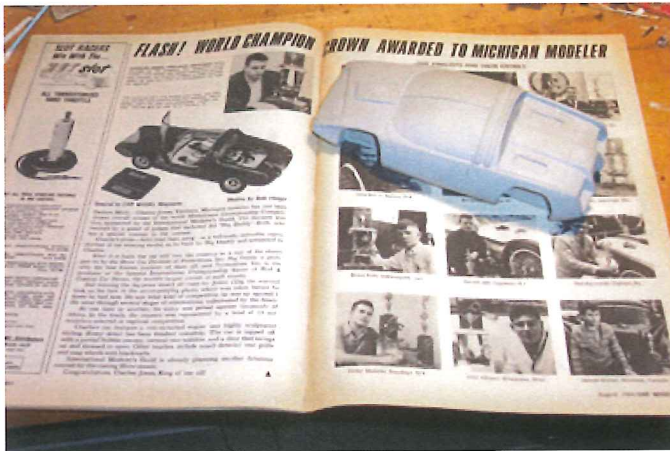
historians and Museum visitors can appreciate how the leading edge of our hobby has developed since the early Fifties. One of the most influential models in the history of our hobby is Chuck Jones' wild, thoughtful, bubble top coupe that won the International Modelers' Guild in 1963. If you haven't done 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 downloadable file on the Museum's Web site: www.xmission.com/~msgsl/nmcbm/builder/Builder-10-1-lores.pdf As explained in that story, that model no longer exists (it seems 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 initial calls and letters between Chuck and Mark, Chuck told the Museum his story and agreed to create a master for his historic model so that we could clone the same. Chuck sent that fiberglass shell to Mark, who then sent it to Museum consultant Mike Good for his review, and then to Trustee Alan Raab to build the final model. Here is Al's accounting of this project:

When I expressed an interest in this project, Mark shipped it to me and then I jumped on the phone with Chuck. I then made a list of the necessary parts and modifications to the rough castings required to accurately clone the original model. It turns out that Chuck started with a '61 Pontiac that was obviously heavily modified to build the innovative model that won that contest. When I get a corrected body resin cast and fit to the chassis and other parts, I'll send it to Chuck, who wants to paint the clone of his famed model, after which the rest of the assembly will be handled by yours truly.



Chuck cheerfully participated in GSL-XXII and spoke with Al about the cloning project.

The Revell Parks Pack Buick nailhead engine and Revell Corvette Part Pack chassis have been assembled and are now ready for test-fitting to the resin body. A quick-change rear axle also has to be adapted to the chassis. I'll also have to fabricate a transaxle for this project.



Car Model magazine presented a summary article on the whole contest, and featured a picture of Jones worrying while the judges were making their decision.

You may recall that Chuck fashioned a clay model of his prize-winning model from memory since the original model was lost by Ed Roth. I made a resin copy of the fiberglass body that Chuck made from his recreated clay model of his vintage model. Comparing the resin body with original photos as well as the assembled chassis and moto revealed to me a few changes to make everything fit together. Due to the historical significance of Chuck's fiberglass replica, the necessary changes (mostly, to stretch the body a bit) will be made to the resin body. In fact, I'll need to length the rear quarterpanels and the front fenders just a bit. The interior space also needs some modification to accommodate the bubble top which was a modified AMT Silhouette trailer piece.



The Museum supplied Alan Raab with the Revell Parts Pack Buick engine and the '57 Corvette frame.



Here is the relative relationship of the parts. This will be a great model when finished!

LATE BREAKING NEWS!

GREAT ARTICLE ON THE MUSEUM

MUSEUM STAFF

In its December, 2010, issue, *Model Cars* magazine presented a 6-page article, written by Museum benefactor Tim Boyd, on the models in the Museum. Tim visited the Museum in 2009, during his visit to the Twenty-Second GSL International Scale Vehicle Championship and Convention, and was able to view and enjoy the hundreds upon hundreds of vintage and contemporary models that are on display. This feature article is the largest and most extensive to date and gives evidence of the strong support that the Museum enjoys from *Model Cars* magazine. Our many thanks to Tim not only for his feature article but also for his very public endorsement of the Museum. And our special thanks are extended to *Model Cars* editor Greg Hutchings and art director Harry Pristovnik for their unstinting support of the Museum!

ADOPT THE MUSEUM FOR A MONTH!

The largest problem that we have is paying the rent for the Museum space. We presently pay \$800 for about 2,100 square feet. Can you help us pay the rent so that the Trustees can work on key Museum projects like Clone the Past, Scan the Past, model restoration, securing historic models for the display, and other key efforts?

The giving levels are as follows:

Supporter. \$65–149

Friend. \$150–249

Adopter. \$250–499

Benefactor. \$500 or more

The Museum expresses its profound appreciation to all those individuals and associations who contribute. The names of all contributors will be acknowledged in future issues of this newsletter, and on the Museum's Web site unless, of course, you wish your name to be kept anonymous.

Thank you for your help!

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

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