



The Builder

NEWSLETTER OF THE INTERNATIONAL MODEL CAR BUILDERS' MUSEUM

COMMEMORATIVE EDITION

MARK S. GUSTAVSON

Welcome to a special commemorative edition of *The Builder*, the official (if infrequent) newsletter of the International Model Car Builders' Museum. This newsletter exists to welcome readers of the *Wall Street Journal* to the general purposes of the Museum, and acquaint visitors with the Museum's new website which was inaugurated in late December, 2019. A link to this newsletter will also be distributed to the hobby at large via email and on the new website.

The Museum was founded with a few critical goals: Preserve the memories and details of the great scale vehicle hobby, gather the artifacts and ephemera of the model car hobby, and promote and support contemporary contests and displays which encourage current builders. 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 gather the recollections of historic modelers and their epochal models, and to gather information and artifacts about services and supplies offered to hobbyists, and to focus on the stories of those individuals and builders who have expressed their craftsmanship and creativity by constructing scale miniature automobiles.

The Museum has five wall-mounted display cases filled with the models of famous and the obscure builders alike, and each is divided into topical displays: street rod, customs, replica stock, competition, and so forth. Larger glass cabinets present the products and the legendary models of the major kit manufacturers, like *Auto World*, together with a rich collection of assorted historical items from the history of the hobby. We have a large library with almost 3,700 vintage issues of historic and contemporary model car magazines and books, and we collect memorabilia from contests and displays from around the world. Recently, we added a major display

of original winning models from the famed Fisher Body Craftsman Guild.

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: if we can't acquire/restore the original model, highly-competent contemporary modelers faithfully clone (precisely replicate) the historic models for display in a chronological presentation in a specially-dedicated display case. This program is an essential "core" effort because there must be a way of acknowledging, and understanding, the history of the technological development of model car construction since the hobby first emerged in the mid-fifties.

Additionally, we have created the Scan the Past program which focuses on the goal of digitalizing the content of mainstream and little-known model car magazines and related publications that have chronicled the history of our hobby. Said another way, we are preserving the written history of our hobby while the original magazines are available to us (original issues are starting to deteriorate). The Museum's Scan the Past program focuses on scanning the burgeoning collection of magazines that we've been collecting since 1988.

Another Museum goal is to participate in current activities in the hobby. For years, the Museum has been the chief sponsor of the GSL International Scale

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Vehicle Championship and Convention (<http://www.gslchampionship.org>), which has, since 1979, sought out the best contemporary builders and provided them a venue in which craftsmanship would be rewarded. In a specially-dedicated display cabinet, we feature a good number of the models that have won the highly-prestigious GSL Best in Show award—the most prestigious in the model car universe—as well as documents and ephemera from the Championship.

Presently, Museum Trustees are engaged in a major effort—just started in late 2019—to inventory the enormous collection, and to create a searchable data base filled with documents and photos (and text to explain the item retrieved from the database, which will be uploaded to a new Wordpress-based website that is currently under development). The first elements of that new website can be seen at <https://www.themodelcarmuseum.org>, where selected articles from vintage issues of this newsletter can be enjoyed. This inventory project will take a long time since there are thousands of items to scan and inventory; consequently, we've developed a "triage" list to govern what gets recorded and scanned first.

Finally, the Museum announced in October of 2019 that we've opened a "Building Fund" effort to gather funds to build or acquire our own building. We need a permanent facility. Check out the PayPal section, appearing later in this newsletter, so you can make a tax-deductible (for US citizens) donation. Please help us preserve the history of the model car hobby into the future by making a generous donation. Thank you.

Please enjoy the articles below!

QUICK FACTS

MUSEUM STAFF

THE IRS

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.

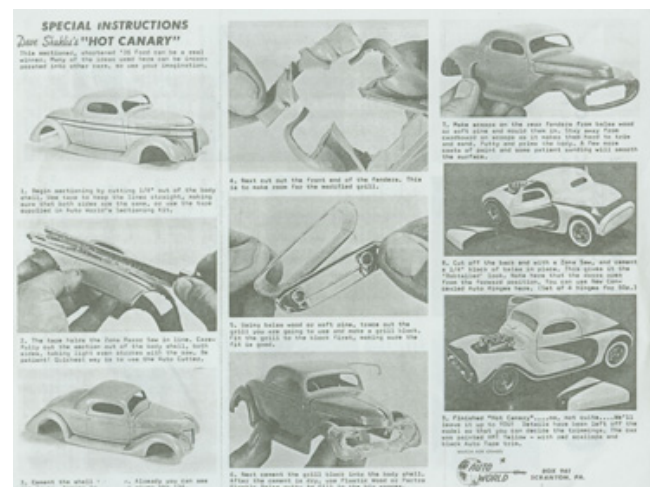
This added workload seriously impeded the work of the Museum, (as it does most small non-profits, who have neither the budget nor staff to easily address these new reporting requirements).



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.

SEARCHING FOR DAVE SHUKLIS'S SPECIAL CUSTOM INSTRUCTIONS

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 Shucklis, that were promoted in their catalogs and in the page of Custom Club News. Check out this very rare Hot Canary instruction sheet.

SPECIAL DISPLAYS

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 set up seven cases with displays from AMT, Revell, Monogram, 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 custom '61 Starliner built by Mark S. 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.



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.



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.



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.

ED SOLTIS, VINTAGE BUILDER AND CORRESPONDENT

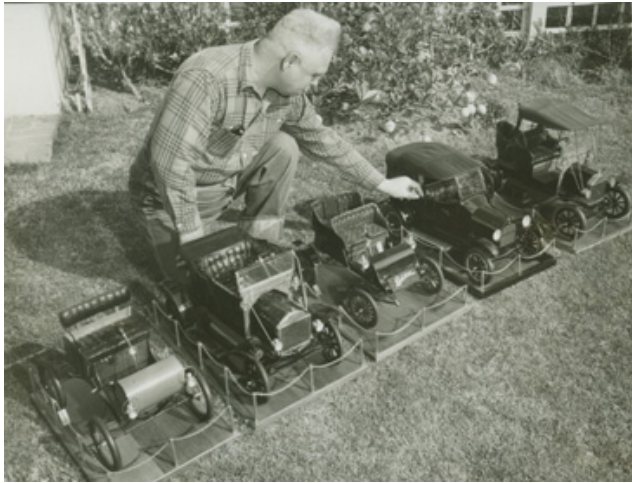
The "classified ads" section of early issues of *Car Model* and *Model Car Science* magazines contained invitations from Ed Soltis to correspond with him. Ed was a builder of wide interests from built up kits, slot cars and other related items. We recently acquired a few photos of this great, historic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

ARTHUR SALMON, HISTORIC MODELER

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."

QUARTER SCALE CHEVY ENGINE DONATION

MARK S. GUSTAVSON

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.



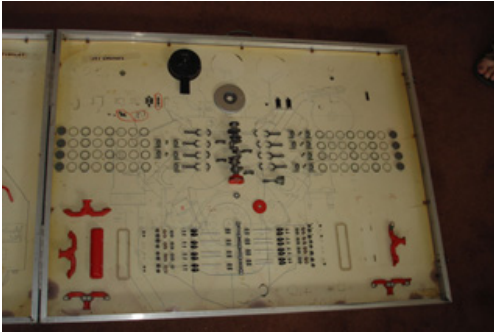
Here's the earliest pic e-mailed to the Museum, showing John (L) and Don excitedly displaying the vintage GM display board as well the many dozens of engine parts in the foreground.

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.

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.

JOHN ESTLOW: NATIONAL CHAMPION MODELER

MARK S. GUSTAVSON

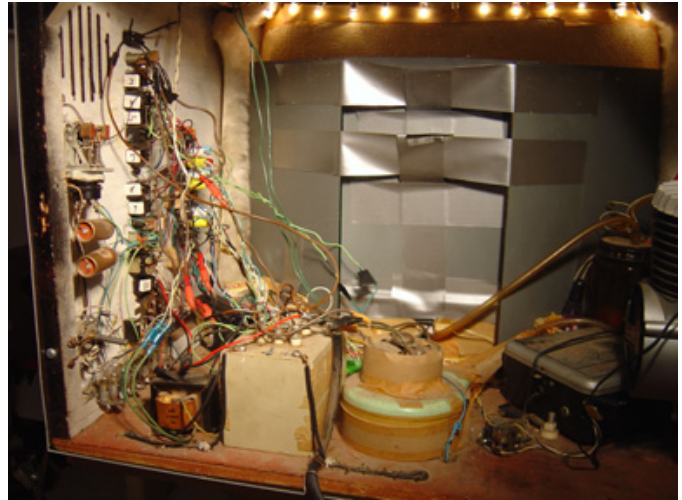
The history of the model car hobby is peppered with great builders who set new standards for technical achievement but who, so often, aren't well known. Whether because of sparse media coverage, or the lack of self-promotion, these builders didn't have a major "presence" in our hobby and, for that reason, 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 won 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!



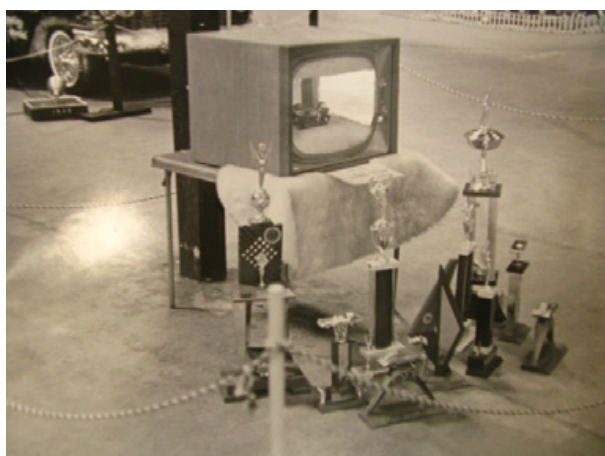
The Museum exhibits the "Merc in a TV" on a special stand with the trophies and an information card atop the case.



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!



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



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.



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 Volume 11 no. 1 of *The Builder* (available at the Web site).



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?



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. Sadly, John W. Estlow, Jr., recently passed away.

RICHARD MIKE JOHNSON'S "PEGASUS"

BOB WICK

In his forthcoming book on the Revell-Pactra and Revell-Testor contests (*To Design, Build and Win! The History and Myths of the Revell-Pactra 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-Pactra 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-Pactra 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-Pactra/Testor contest display cabinet. As the template for trophies used in the Revell-Pactra 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-Pactra 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.



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

"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.

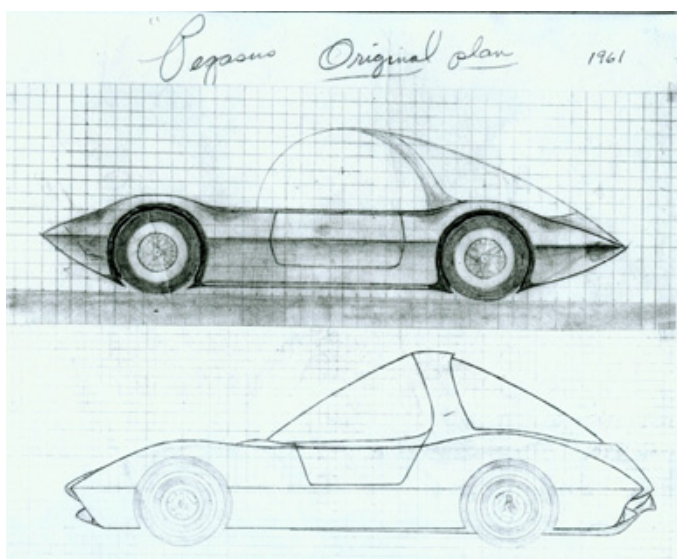
INTERIOR:
Tactical aircraft-type interior, hand-formed with center steering, individual instrument panels for driver and mechanic.
Complete aircraft-type lever control of all components, doors, hood, canopies, located on either side of the driver.
Custom couch-type bucket seats.
Interior is equipped 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 axles.
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/stripes, 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.

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.



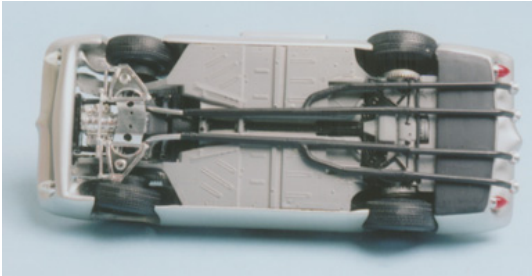
Another of the most rare and interesting items donated is Mike's 1962-era profile drawing of the model made as part of the model-planning process!



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



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



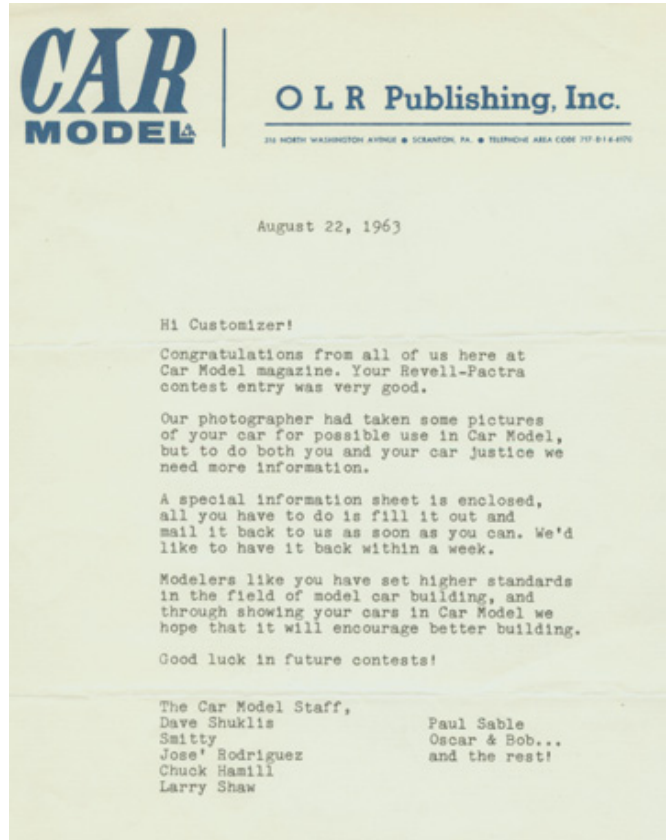
In an era when not every model featured a detailed undercarriage, the Pegasus did.



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



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



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.

RECENT ACQUISITIONS

PHIL GLADSTONE

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



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



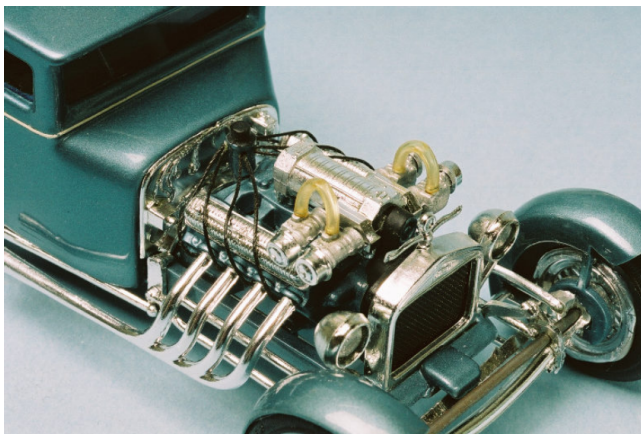
Trustees Alan Raab and Mark S. Gustavson have been buying vintage modeling magazines, regardless of their subject matter. Check out these issues of the Model Maker from the late Thirties!



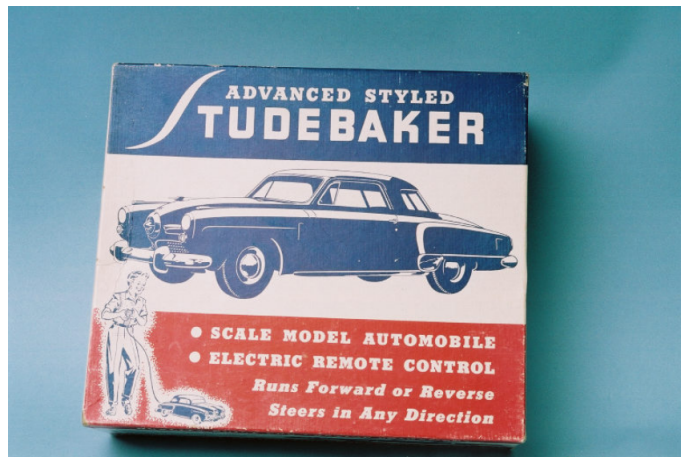
Check out the chemical interaction between the old Revell parts pack tires and Revell tires. Astonishing, eh? Museum researchers Rex Barden and Randy Vandrais will be doing research in the old magazines for any hint of this model. The Ebay vendor said this model was built by someone by the name of "L.J.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



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



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



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



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



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



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



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



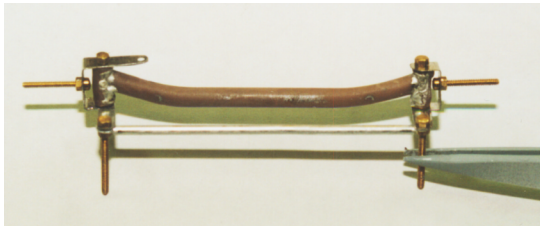
This photo of three unidentified factory modelers admiring styling study models was acquired through an Ebay auction. We don't think the models represent any vintage Ford or GM designs from the early Fifties. Can anyone identify the people or the styling studio?

CLONE THE PAST: THE MORGAN DRAGSTER

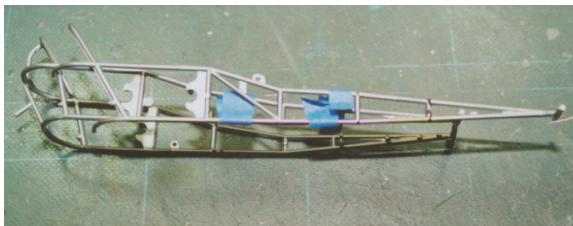
MIKE SWAN

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

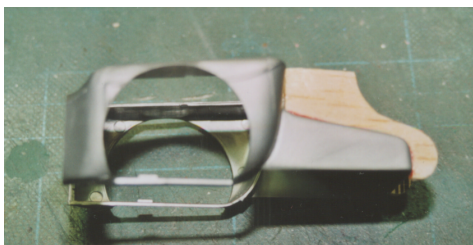
Unfortunately, Tim passed away in 2016.



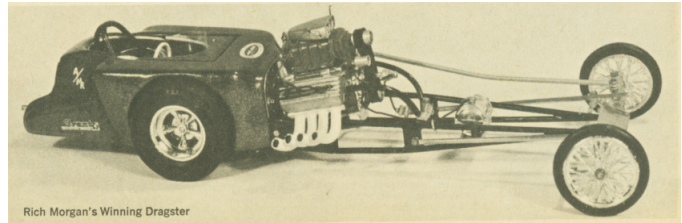
Tim has replicated the front axle/suspension set up in brass and copper. As you can see, the work is not only precise, but first rate in craftsmanship.



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



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



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

JIM KEELER’S DODGE FEVER MODELS, PART DEUX

JOHN DINO

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

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

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



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

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

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

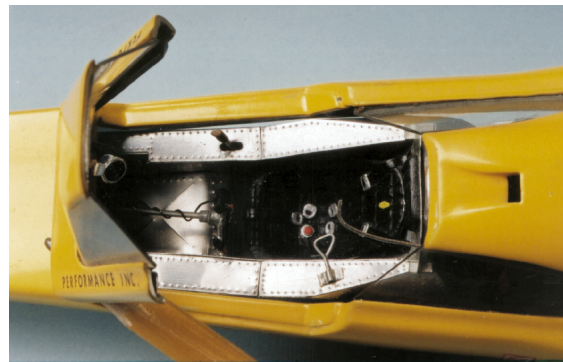
Jim admonished the modelers who were attempting to build this project along with him that this is where it would get expensive. The total cost of the kits for the engine build-up alone was \$10.00! (By the way, that's \$51.83 in today's money, but you'd never get eight kits for that now!)



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

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

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



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

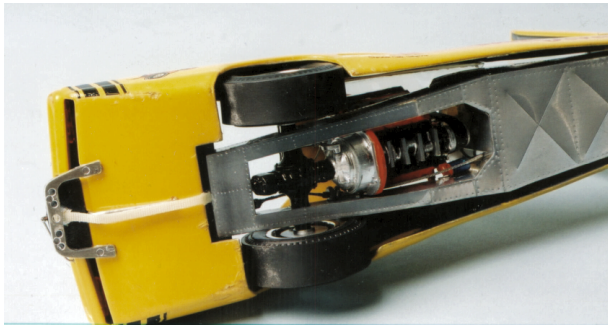
Modifications to the parts were extensive. The block was bored out for pistons, and the lifter bores were opened for pins, which simulated pushrods. The heads were drilled for "bolts" and "valves" (both made from straight pins). The crankshaft was fitted to a series of braces cemented into the bottom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

Wiring and plumbing were extensive, and groundbreaking, for their time. Jim used wires from grain-of-wheat bulbs to simulate rubber fuel hoses, and coated floral wire for spark plug wires. Braided fuel lines were simulated with model airplane control cable. Plastruct was shaped and used extensively for the fuel block, engine mounts, etc. While the pictures make the final assembly seem somewhat crude by today's standards, keep in mind that the rest of us were pulling thread through wax for spark plug wires at the time! This level

of detail was unheard of in 1/25th scale back then, and anyone who copied it must have knocked the judges' socks off at contests.

The final installment in the series, in October 1969, was almost anticlimactic after that engine build. The rear axle was fitted to the chassis after the addition of brake lines. The body (now Testor's Orange, as discussed in the previous article) was trimmed and hand-lettered. Final attachments between the engine and chassis were made, and the whole thing was brought together with a driver figure in the cockpit. Photos show that Jim had sanded down the front and rear tires to simulate use, another detail that, while a virtual requirement in a contest model today, was often overlooked on many models of that era. He must have been feared on the competitive circuit!

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



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



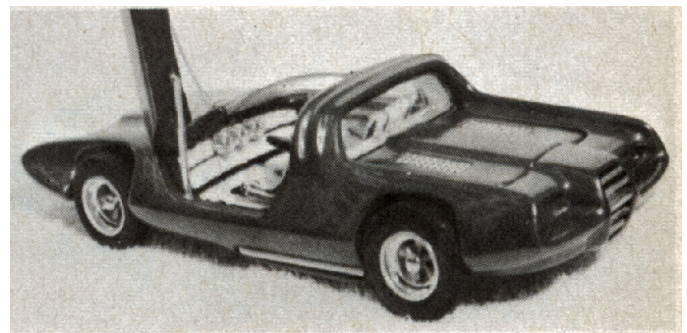
This look through the open back window shows the excellent mechanical detailing for which Jim is mostly known.

CHUCK JONES' CUSTOM

MARK S. GUSTAVSON

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

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



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

"Now, down to practical concerns. The body master appears to have been sculpted in clay. A simple mold was taken off this and the casting you have consists of layers

of two different materials. I can't say exactly what this stuff is (Bondo or casting resin, perhaps both) but the first layer was brushed into the mold to create the outer surface of the body. The succeeding layers (in a second material) were added later and reinforced with fiberglass cloth to make the piece more rigid and durable.

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

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

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



Chuck recreated the original body in clay and then pulled a model and filled it with resin and fiberglass cloth. We have plans to have this body

cast to duplicate the original model for our Clone the Past program. Are you interested in this project?

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

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

AUGIE HISCANO, RIP

PAUL ANAGNOSTOPOULOS

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

August Hiscano

—a personal tribute by Mark S. Gustavson

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

Seemingly coming out of nowhere, Augie entered the first Revell-Pacta national model car contest in 1962 and startled the model car world. His entry—a largely scratch built dirt track race car—was so phenomenal that the judges and contest sponsors created a special award just for him—"Just Plain Fantastic"—to reward his incredible craftsmanship. Determined to demonstrate his skill and win the contest, Augie returned for the second Revell-Pactra contest a year later with a scratch built, low-slung blue hot rod and shared the top spot with another builder. At this point, everyone knew Augie—he was feted in magazines and by the hobby.

After these back-to-back wins, Augie largely disappeared from the public modeling scene, content with

his great work. He worked for and managed Orange Blossom Hobbies in Miami for many decades where he continued to advocate machining work and expert craftsmanship. His name became legend but he was personally known largely to those who frequented the hobby shop.



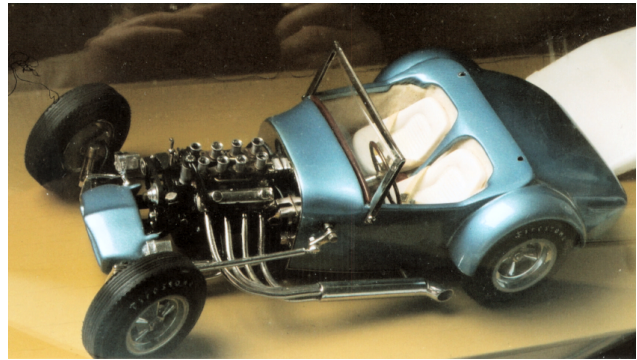
Augie was always anxious to teach all that he knew about scale building. He presented 5 consecutive seminars at the GSL Championship.

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

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

But, ultimately, Augie won’t be remembered for those incredible models. Instead, he’ll be recalled for his irrefragable enthusiasm for the hobby, his high-minded dedication to treating everyone with courtesy and geniality, and his unmistakable passion for machining matched to his open-handed willingness to teach and welcome and encourage and promote the hobby. Everyone knew that Augie was a craftsman with few equals, and everyone came to know that his dedication to teaching and fellowshiping may be his most enduring legacy.

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



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

Augie’s influence upon the hobby was measured, in part, by the outpouring of tribute and emotion when his passing was known. Hundreds of messages punctuated the several discussion boards as we added his name to the Museum’s In Memoriam list. Jim Hollywood Fernandez gathered those notes together and assembled a wonderful booklet filled with those reminiscences; a copy was sent to Carol (along with a card signed at GSL-XX). Another copy of Jim’s booklet is archived at the Museum.



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

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

PLEASE CONSIDER A DONATION

Would you please contribute to the Museum? We rely strictly upon the generosity of modelers; we have no funding from any governmental agency or corporation. You can conveniently contribute to great cause of preserving and archiving—and making available, worldwide—the many thousands of items of history presently in the collection. And your contribution will help us seek out additional items from the history of the hobby.

Remember, your contributions are tax deductible in the United States if you itemize on your taxes (but consult with you tax advisor). The Museum is a Section 501(c)(3) non-profit corporation. We will happily send you a contribution receipt for your CPA if you request it.

You can now contribute to the Museum via PayPal. Simply log in to your PayPal account, click on “Send & Request,” and use the Museum’s PayPal email address: buildersmuseum@ptd.net

HOW TO CONTACT US

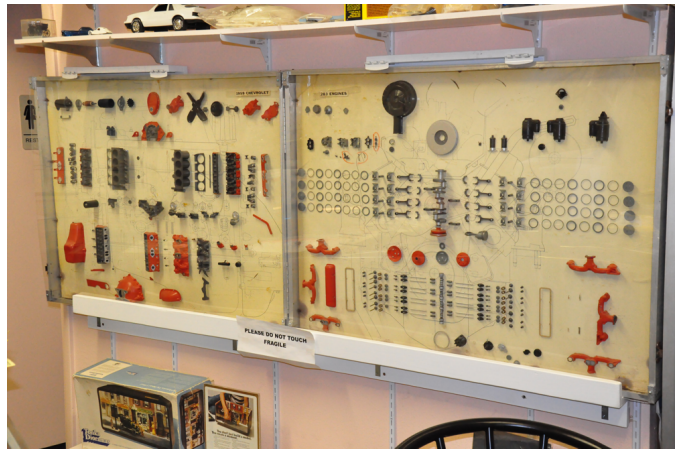
You can email us at msg@theModelCarMuseum.org

If you have materials for the Museum, send them to the address in the box at the end of this newsletter. 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, paul@windfall.com



Noted builder Bob Peeples, who passed several years ago, left the Museum his magnum opus: exquisite unfinished models of two specific Cobra roadsters, and a specific Cobra Daytona coupe. Out of deference to Bob, these models will never be finished.



This the original Revell presentation Board to General Motors where all 1/8 scale Chevy small block engine parts are displayed.



The back room hosts manufacturer-product displays, research file cabinets, the 1/8 scale Chevy engine display, and the Clone the Past display case.



The wall-mounted display case on the left exhibits vintage hot rod and contemporary street rod models from a wide variety of builders. A full range of vintage Revell Parts Paks are mounted on the wall.



This display case, located in the back room, hosts vintage kits and built models, and other ephemera from AMT.



This is the famed Oakland Roadster Show Diorama. Built in the early Nineties by renowned dioramist Ken Hamilton, the scale building hosts dozens of scale replicas of cars actually in the 1964 Oakland show from builders in Australia, Canada, Finland, and the United States.



Coming in the main door, the visitor is greeted on the right with tall display cases each focusing on a different subject matter in the hobby. The Estlow collection and "TV Merc" are found on the left hand wall.



The Museum has vintage Revell wood bucks (for the bodies and for individual parts) that were used for vintage Sixties kits. These parts are unique and of inestimable value.



This display cabinet, found in the back room, hosts the 15 models that are a part of the Clone the Past program. The models are exact reproductions and accurate to the time they were originally built.



With work here under way, the library hosts thousands of vintage model car magazines all contained in labelled boxes. Also, dozens of hard cover books and club newsletters are found there.

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