
GSL-XXVI International Scale Vehicle Championship

and Convention



**A Tradition
of Excellence**

www.GSLChampionship.org

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GSL-XXVI CHAMPIONSHIP HANDBOOK

International Model Car Builders' Museum

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WELCOME TO GSL-XXVI!

Welcome to the Twenty-Sixth presentation of the GSL International Scale Vehicle Championship and Convention. You are part of the most prestigious scale vehicle competition in the hobby!



The GSL Championship was created in 1979 to provide an encouraging, objective, and hospitable venue for sophisticated scale vehicle modelers (regardless of what style of model vehicles they build) to compete against other great builders where craftsmanship, technical innovation, and building skills would be recognized and rewarded.

As a response to other historic contests where certain building styles were favored and others discouraged by the judging preferences and selection of winners, and as a further reaction against competitions where personalities and public favor played significantly in the outcome, the GSL Championship was created to provide for a “safe harbor” for competitive builders interested in aggressive, quality building. The GSL Championship has been, since 1979, a forum where excellence, craftsmanship, good humor and friendship have been sponsored and encouraged.



Over the years, the widely-recognized judging impartiality and congenial atmosphere—hallmarks of the GSL Championship—have encouraged an ever-widening group of the best competitive scale vehicle builders to attend and be a part of the greatest scale vehicle competition ever created. As an outgrowth of that commitment to fairness, GSL competitors and attendees have developed close friendships, and regularly and enthusiastically share ideas and techniques with each other. Each builder's effort is respected, and everyone is challenged by the great models in the competition and on display.

The Championship has been held at eight different hotels and has hosted many hundreds of different competitors, who have collectively entered over 6,780 models since we got under way 38 years ago!

Concerning the future of the GSL Championship, checkout the special announcement that is found on the next page.

Please review the accompanying document that outlines the many events that will be presented at this GSL Championship.

Welcome to GSL-XXVI, and thank you for being a part of this great tradition.

—Mark S. Gustavson and the trustees and staff of GSL



THE FUTURE OF GSL

There have been discussions among GSL Trustees about how long the GSL International Championship will continue. Those of you who were around in the “old days” remember that GSL-XV, in 1994, was presented as the final Championship. After that, an unexpected outpouring of support for the continuation of GSL from competitors, attendees, sponsors, and staff led us to consider reviving the event. In response, we presented the GSL Reunion 1997, and then continued the Championship as an every-two-years, rather than annual, event.

It was a good decision. Following the revival of the Championship, the quality of the entries, the expansion of events and seminars, and the passionate and growing GSL family resulted in a much stronger Championship with more sophisticated and competitive models. In fact, never before the change to an every-other-year event had such great models and large audiences of competitors and attendees participated. The renewed GSL Championship also resulted in an enhanced range of events to include seminars, tours of the International Model Car Builders’ Museum, more days for each event (to include the Sunday morning Awards presentation) and other developments that have attracted hundreds of competitors and thousands of models to the Championship.

And so, in 2017, we are now at GSL-XXVI—thirty-eight years after the first very modest contest in 1979.

Starting in 2013, some serious discussions began among GSL senior management about the future of the Championship. We were becoming aware that the GSL Trustees are all growing older, and that reality has been sobering, particularly to many of those directly involved in all aspects of the Championship who are now in their mid-sixties. What effect will there be from changing commitments, other interests, and probable health issues that GSL management might experience?

In light of those considerations, we announced at GSL-XXV that the GSL International Scale Vehicle Championship and Convention will not extend beyond five more events, which would take us to GSL-XXX in 2025. It is possible (though highly unlikely) that GSL could conclude before that, depending upon the health and/or personal situations of the Trustees and GSL management. The 2025 date will allow competitors to start, or complete, entries they are planning to build for GSL competition.

That said, it is possible that a group of highly-motivated, second-generation enthusiasts may be able to carry forward the GSL Tradition, and we’ll strongly consider passing the GSL torch on to a team of such people. We are receptive to that possibility; discussions with potentially interested individuals are going on now. But for now, GSL-XXX is planned as the final GSL Championship.

We have great plans for this Championship for the future, including some surprises that might include a special ancillary competitive event in the future. You’re invited to participate with us for the remaining events.

—The Trustees of the GSL International Scale Vehicle Championship and Convention



CHAMPIONSHIP STAFF

We're pleased to give you this list of those who work to present the GSL Championship series. Please feel free to speak to any of these people (all will be wearing special GSL staff badges) if you have a question or you need help. Note the special assignments for each person.



Paul Anagnostopoulos*	Administration, registration, documents
Andy Barlow*	Photographing models at registration, PowerPoint presentation of winners at awards breakfast
Mike Barlow*	Registration, video, financial
Mark Benton	Website
Pat Bibeau	Photography team, goodwill ambassador
Paul Bringham*	Administration, Proctor
Randy Derr	Judge
Dick Engar	Statistics and analysis
Phil Gladstone*	Administration, seminar photography
Janet Gustavson	Administration
Mark S. Gustavson*	Administration, judge, financial, contracts
Dave Hadley*	Seminar videotaping
Tonya Hadley	Administration
Bill Helm*	Administration, Trade Show ombudsman
Scott Hess	Photography team
Renee Kallen	Registration
David King*	Photography team
Lynn Koberna	Media director, Facebook
Jameston Kroon*	Videotaping, administration
Nashaella Lyons*	Administration
Tyler Maughan	Seminar videotaping
George Porter	Proctor
Ace Rider	Proctor
Steve Roullier*	Photography team, publicity
Mike Smith	Judges' consultant emeritus
Tom Sprawls	Proctor
Town of Newburgh guys	Museum auction
Bob Wick*	Administration, judge, art, Class and Master awards

* GSL International Scale Vehicle Championship and Convention Board of Trustees. The GSL Championship depends upon the excellent and generous service of these individuals, some of whom have served for decades.

SPONSORS AND TRADE SHOW PARTICIPANTS

Sponsors

Aardvark Models	Little Motor Kar Company
Paul Anagnostopoulos	Vince LoBosco
Dale Angell	Nashaela Lyons
Anonymous donor	M3 Hobbies
Randy Austin	M+S Hobbies
Andy Barlow	Metroplex Car Modelers' Association
Mike Barlow	Mill City Replicas
Mark Benton/Identity Design	<i>Model Car Builder</i> magazine
Pat Bibeau	<i>Model Cars</i> magazine
Byron and Avonell Bowman	Moonlight Modelers Club of Phoenix
Tim Boyd, <i>Muscle Car Model Kits</i>	NNL East
Gordon Clark	Karen Neilsen
Andy Cohen	Phase Three Design & Publishing
Calvin and Nancy Crouch	Replicas and Miniatures Co. of Maryland
Randy Derr	Revell/Monogram
Dick Engar	Steve Roulier
Mike Felix	Round2
Tom Geiger	<i>Scale Auto</i> magazine
Phil Gladstone	Scale Finishes
John Greczula, Round2	Scale Motorsport
Mark S. and Janet Gustavson	Ed Sexton, Revell Monogram
Dave Hadley	ShotBox
Tonya Hadley	Scale Motorsport
Jim Haught	Staff of the GSL Championship
Bill Helm	Darryl and Donna Starbird
Help U Mail	Don Strong
Scott Hess	Superior Paint Supply, Inc.
Dale and Pat Horner	Town of Newburgh Model Car Club
<i>Hot Cars</i> magazine	Tri-State Scale Model Car Club
Gregg Hutchings	Trustees of the GSL Championship
Inked Wear	Utah Model Automotive Guild
International Model Car Builders' Museum	Matthew Wells
Renee Kallen	Bob Wick
David King	Windfall Software
<i>Kustom and Hot Rod Models</i> magazine	Len Woodruff



Please note: The list of GSL-XXVI sponsors is accurate at the time of printing. The final list of sponsors will appear in all publications and on the web site.

Trade Show Participants

We express our deepest appreciation to these companies and individuals who have displayed and promoted their product lines to the GSL audience.



Aardvark Models
Barker Family Models
Bob Shelton
Ignito 3D
The International Model Car Builders'
Museum
Jim Duran
Laski Scale Specialties
Little Motor Kar Company
M+S Hobbies
Michael Hill
Mission Models Premium Paint
Model Cars Magazine
Priest Brothers Models
Scale Motorsport
Scalefinishes.com
Shotbox

SEMINARS

As it has since 1996, the GSL Championship presents several informative seminars from some of the hobby's best builders. Please consult the separate GSL Schedule for a list of all GSL-XXVI events.

All seminars are held in the Wasatch Room and *require* a GSL badge.

Time	Event / Presenters	Sponsors
Thursday, April 27		
11:00 AM	Opening Session	International Model Car Builders' Museum
7:00 PM	<i>How I Worked with Monogram Models in the Sixties</i> / Darryl Starbird	Mark S. Gustavson
Friday, April 28		
9:00 AM	<i>The Predicta Project—A Car For All Scales</i> / Jim Fernandez, Mark S. Gustavson, Lynn Koberna, Steve Roullier, Bob Wick	Little Motor Kar Company
11:00 AM	<i>How I Built My Best of Show Model for GSL-XXV</i> / Mark D. Jones	Tim Boyd, <i>Muscle Car Model Kits</i>
1:30 PM	<i>3D Modeling and Sales</i> / Lynn Koberna, Jameston Kroon, Chris Sobak, Matt Wells	Scale Motorsport
3:30 PM	<i>Craftsmanship Techniques</i> / Paul Bringham, Vince LoBosco, Len Woodruff	Paul Anagnostopoulos
7:00 PM	<i>International Model Car Builders' Museum Update</i> / Phil Gladstone, Mark S. Gustavson, Tonya Hadley, Nashaela Lyons	Renee Kallen, Moonlight Modelers

Seminar descriptions and participant biographies follow.

How I worked with Monogram Models in the Sixties, by Darryl Starbird. Darryl will discuss his nearly decade-long direct involvement with Monogram Models starting in 1961. Darryl will share his insider perspective on Monogram and the circumstances under which he influenced a lot of company kits and sold to Monogram several of his most famous custom cars.



Darryl Starbird was presented the Sweepstakes and Top Custom Shop Achievement awards in 1959, at the NHRA National Custom Car show in Detroit, for the Le Perle, a candy-coated 1957 T-Bird that Darryl designed and built in his Star Kustom Shop. Very shortly thereafter, and in order to capitalize his breakout car, he built the famed Predicta from a wrecked '56 T-Bird in a scant 11 weeks. The car was the hit of the 1960 Oakland Roadster Show, where the first privately constructed bubble-topped car featured stick center steering (permitting operation from either front seat), push button controls, a TV, and much more. The Predicta was presented with the Sweepstakes award and was then featured on the cover of four national magazines. *Motor Life* magazine picked it as the Top Custom of 1960 and *Car Craft* presented a plaque for being in its Top Ten Roundup. During a seventeen week tour in fifteen states, the Predicta took home almost every possible award, copping the twelve foot trophy as an overall winner at Miami's International Motorama.

The Predicta led the way for fifteen more bubble-top cars such as Forcasta, Futurista, Cosma Ray, and Illusion. Each one gained national magazine covers giving Starbird the title the "Bubble Top King." Darryl went on to build more than 100 fabulous cars over the years with all kinds of body modifications and all made out of metal! His cars have been featured in every major national automotive magazine with over fifty covers to his credit.

Full-scale custom car building is not Darryl's only talent. In 1961, he became the designated "Custom Car Consultant" for Monogram Models, Inc. His role with the company led him to design custom parts for many kits (for instance, the '58 Thunderbird and '55 Chevrolet), as well as overseeing the issuance of kits of his cars: Predicta, Big T, Big Deuce, Orange Hauler, and Futurista. In all, the company presented fifteen models that benefitted from Darryl's brilliant styling insight; those kits collectively sold well over a million copies worldwide.

The Predicta Project—A Car For All Scales. Certifiably obsessed with Darryl Starbird's masterpiece custom from 1960, Mark S. Gustavson will present his project that includes a major book based on 30 years of research, the creation of three phantom kits (that Monogram might have offered in 1964), the creation of a corrected body shape for those kits, an all-brass 1/8 scale replica from Mark's shop, and a diorama. Mark will be joined by Jim Fernandez (a diorama of Starbird's original shop), Steve Roullier (who's handling vintage photo restoration), Lynn Koberna (in charge of 3D imaging for a correct body shape), and Bob Wick, who is preparing extensive engineering drawings of key Predicta systems.



Jim "Hollywood" Fernandez' first modeling attempts occurred from 1960 to 1965 when he melted model cars, blew them up with fire crackers, and dropped them off of the roof of the house. In 1966 he discovered girls and gave away all of his model car stuff to the local hobby store. In 1994 Jim was raising three teenagers. He thought about suicide, but instead bought a model car and built it. He felt much better. He's been building model cars and dioramas ever since. Jim is a proud member of the Moonlight Modelers Club, Phoenix, Arizona.

He has been a judge at several model car contests. In 2009 Jim presented a seminar on scratch-building at that year's GSL Championship. Jim was also a panel member for the Round Table discussion on Judging Scale Vehicle Contests at the 2009 GSL Championship and presented a seminar along with Don Strong on diorama construction at the 2011 GSL Championship.

In 1995 Jim won his first award: the Best of Class Novice award in the diorama class at the Copper State Contest. Since then has won many awards for his model cars and dioramas at contests around the country, including various GSL International Scale Vehicle Championships, where his work in the diorama category won multiple awards including Best of Class, Master Award, Modelers' Choice Award, and others.



Mark S. Gustavson got started building models cars with an AMT 1959 Thunderbird, when he had to use his uncle's 16-ounce framing hammer to beat the hubcaps into the rock-hard tires. He didn't win his first contest until he was 17, at a small drugstore contest in 1968. Since then, his modeling has been recognized with many regional and national accolades, including Best of Show at GSL-II, the Rich Pavolich Award, Best Automobile Design, and Paint Awards at contests around the United States.

Mark has written dozens of articles for *Scale Auto Enthusiast* since the first issue in 1979, where he presented his "Putty Thrower" column, as well as dozens of "how-to" and feature articles. His articles appeared in every issue of *Car Modeler* magazine except one. He's also written for *Custom Rodder*, *Model Car Journal*, *Scale Wheels*, *International Modeler*, and *Special Effects Modeler*.

Mark founded the GSL International Scale Vehicle Championship and Convention in 1979 and also founded the International Model Car Builders' Museum, which now has almost 10,000 items in its exhibits. Mark is currently working on the Lynx Project and the Predicta Project that may be his undoing! Mark is one of the GSL-XXVI judges.



Lynn Koberna specializes in surface modeling car bodies (Autodesk Fusion 360 (3D modeling application)) using canvas, sketching, T-splines, and push and pull to create organic shapes. Fusion 360 is unique because it offers three combined features (usually available only in standalone CAD packages): solid modeling, organic modeling, and tool path creation. Lynn is exploring Fusion 360's 3D printing possibilities.

As an industrial design student (BFA), Lynn participated in the Student GM Styling Program. Lynn worked as a technical illustrator, CAD designer in material handling, aerospace, civil / structural engineering industries. He enjoys volunteering as a trustee for both the GSL Scale Vehicle Championship and the International Model Car Builders' Museum. Lynn is the founder of a 3D modeling / 3D printing startup, Ignito3D.



Steve Roullier. "I built my first model at age five—most likely the AMT 1/32 '60 Thunderbird—and built until my late teens. After getting a college degree with a major in art, I got married, worked as a handyman at a film school, occasionally showed art, and wrenched on cars, primarily my '63 Ranchero.

After picking up the hobby again in the late 1980s, the highlights of my adult model building life have been: seeing my name and models in the pages of *Scale Auto* and *Model Cars*, meeting some of my heroes of the hobby, and receiving a 4th place trophy from GSL.

Answering an innocuous question on a message board led to my participation in The Lynx Project, GSL, and The Predicta Project, where I have handled research, graphics, photo editing, and parts mastering tasks."



Bob Wick's first model was a then-new AMT 1958 Ford Convertible, finished in bottled metallic paint applied with a too-narrow brush. After building models from 1958 through college, he left the hobby. A renewed interest in scale vehicle construction came in the early 1980s, and as part of that renewed interest he attended GSL-V in 1984. Since then he has attended every GSL Championship. Bob became a GSL board member in 1987, and a Museum Trustee in 1998.

Bob's involvement with GSL over the years has also included management, artwork and promotion, and he has been a judge since GSL-XII.

With Mark S. Gustavson, Bob co-authored several books and articles on scale vehicle construction and detailing, and has also created sketch pad and editorial art for model magazines. Additional involvements in the hobby include designing and creating the artwork for photoetched components for a variety of scale vehicles, and artwork for specific projects including the Lynx Project and Mark's Predicta Project. Bob is one of the GSL-XXVI judges.

How I Built My GSL-XXV Best of Show Model. Master builder Mark D. Jones will present a seminar on the techniques and materials he used to build his Best of Show winner in 2015. The seminar will discuss machining techniques, body fabrication, color choice, and detailing skills. If you want to learn how to build the ultimate model, attend this seminar!



Mark D. Jones. "I started building models at a young age thanks to my father who was already a very accomplished modeler and scratch-builder. He taught me to use an airbrush when I was six. While he modeled aircraft primarily, I was drawn to cars and preferred to build them, but would build almost anything if a car kit wasn't available.

"When I got into real cars as a teen my interest in modeling did not diminish, in fact in some ways it became more of a passion since I learned how real cars operated by working on them and subsequently rebuilding, restoring and painting them. Even though I didn't lose the interest, modeling as a hobby was secondary to real cars for many years. I still own the second real car I built, but now I actually spend far more time modeling than working on real cars.

"In addition to working as a mechanic and an auto painter over the years, I have worked in the model industry for a few decades, originally as a box art and catalog model builder and pattern-maker, then also as a decal artist using the trademarked name of Scale-Master Decals. I'm now keeping up with the times as a 3D artist making patterns for car bodies, wheels and other parts digitally, although the enjoyment of making those items the old school way is still rewarding. I have been married to my wife Jill for almost 25 years and she is very supportive of the hobby as well."

3D Modeling and Sales. This 3D seminar will move away from theories and concentrate on current equipment available on the market, how to use scanning techniques to create files that can be printed, and how 3D parts are commercially printed and marketed. Chris Sobak and Lynn Koberna will talk about the nuts and bolts of printing and the state of technology, and Matt Wells will explain how such parts can be commercially produced and sold in the marketplace.



Jameston Kroon has been the owner of Scalefinishes since 2008. He is also the operator of Fearlessmodeler.com. Jameston has 11 years with Transportation Security Administration and 1 year as an aircraft fueler at SLC international Airport.

Jameston can boast 30-plus years modeling experience building:

- Cars
- Semi trucks
- Military ground vehicles (1/35 scale)
- Civilian and military aircraft (1/72 scale)
- Railroad equipment (HO, and 1/25 scale)
- Modern Navy ships (1/350 scale)

Additionally, Jameston has twenty-plus years of 1:1 automotive experience with emphasis on paint and bodywork, interior work, and engines and suspensions.



Chris Sobak. Growing up in California, Chris's parents were in the pit crew of a top alcohol dragster in the mid-70s and 80s. He worked for years in a hobby store and grew to love building models. As a degreed mechanical designer, Chris used AutoCAD, Pro-Engineer and Solidworks designing tooling, test equipment and armored vehicle parts in the aerospace industry. Chris earned Best in Class and Third Place in Competition Drag Class for GSL-XXV 2015 with 3D printed parts. His current project is a 1/16 scale replica of Don Prudhumme's Army Vega Funny Car. He loves pro-street, customs, muscle cars, too. He removed the 3D printed parts from the awards from GSL because those two cars had no 3D parts that he had designed on them. And he just switched up the Aerospace and Military "just a tad."

Experience:: Basic Solidworks sketching modes, extruding, cutting, revolving, sweeping, assemblies, STL files, etc. Requirements for 3D printing. Testing STL files to see if 3D printable. Ordering parts. Finishing parts.



Matt Wells. "I was first introduced to model building by my father, way back in the early fifties when we built planes and boats out of the cardboard that came back when you sent you shirts out for cleaning. The Sixties brought injection molding when all the wonderful kits we dearly collect today were \$1.19 each! Model building got under my skin and I went to college to study industrial design. Graduating with a design degree in 1974, I went to work for Herman Miller as a staff designer for their very popular Action Office product line and also took on responsibilities covering Herman Miller Trade Show exhibits.

"In 1992 marriage moved me back to New England, settling in a small town in Connecticut. I worked for *Fine Woodworking* magazine from 1993 to 1996. Bored out of mind one day in 1996 I found myself in a Barnes and Noble Bookstore perusing the magazine section and there I saw a *Scale Auto* magazine. I bought a copy and was amazed at how my boyhood hobby had grown. The last model car kit I built was in 1981 so I thought I give it a try again.

"Hooked on building in 1996, I entered several local contests and enjoyed everything about the hobby except I could not find the details I needed to build the models I wanted to build. Upon entering more contests and winning awards people were curious about where I was getting my carbon fiber from and so I started selling sheets by "mail order" which led to opening Scale Motorsports in 1997. Our "BUILD SOMETHING!" motto has become world famous, with much bigger companies attempting to copy our theme. In 2006 we started using 3D printing for rapid prototyping all our three dimensional products."

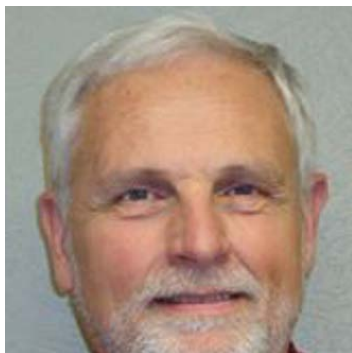


Craftsman Techniques. Three of the hobby's best modelers, Paul Bringhurst, Vince Lobosco, and Len Woodruff, will talk about how to best use techniques and supplies to create scale miniature vehicles, not just model cars. Their collective abilities are well known in the hobby.

Paul Bringhurst. "I have been building model cars since I was about seven years old. My dad built a model of a Revell Porsche 911 when I was five years old—needless to say, I was hooked from then on! Growing up, I enjoyed building models with friends and still do. I like to detail dash boards with a paint brush. I try to build my cars as clean as I can and spend a lot of time prepping my models before I start building them. I try to build the next one better than the last one. I've always enjoyed the hobby and I have learned a great deal from other model builders."



Vince LoBosco. "Like most of us, I have built models since I was a kid. Over the past 20 years I have built more seriously, building box art models for Ertl and Galaxie Limited, prototype builds for the Danbury Mint, advertising models for Scale Motorsport and custom builds for private clients through Boscos Garage. I have enjoyed this hobby for many years and have been fortunate enough to make many friends all over the country through this great hobby. My work has been featured in many model car magazines over the years and I have participated at GSL steadily since 2005."



Len Woodruff. "I am 68 Years old. I was born in Youngstown, Ohio. I retired in 2015. I am a long-time car enthusiast including Muscle Cars, Drag Cars and now Corvettes. I spent the mid-50s to early 60s in Detroit, MI. Best time to be there as a car lover. I moved several times with family ending in Dallas, TX in 1962. I've been here ever since.

"I started modeling in the late fifties with the Hubley metal kits. My first plastic kit was the 1958 AMT Edsel Pacer. Then a litany of kits after that. I got back into the hobby when Monogram released the Nascar kits in the early 80s and have continued modeling since then. I prefer resin kits over plastic but build of mix of each year. This will be my ninth trip in a row to GSL."

International Model Car Builders' Museum Update. Selected Museum Trustees will describe recent acquisitions, Museum programs include Clone the Past and efforts to acquire artifacts from the Revell-Pactra and Revell-Testor historic contests. A photo tour of the Museum will be presented, and the future of the Museum will be candidly discussed. New Museum Librarians Nashaela Lyons and Tonya Hadley will talk about their work in the Museum. New acquisitions will be displayed during the seminar. The Saturday tours will also be discussed.



Phil Gladstone was born in Michigan where he lived until his late 20s and moved to Utah in the fall of 1983.

"Automobiles are one of my greatest passions with race cars at the top. However, I'm not limited to those only but also enjoy all types of automobiles. I dabbled in flying full-size airplanes and even soloed. (Too expensive, though). I have a degree in automotive service and was a draftsman which has helped me in my building model cars. I started building scale model cars when I was seven. My first model was a '58 Corvette which my father helped me with. The body was made up of five of those pieces not including the bumpers. But I was hooked!

"Currently, I'm highly modifying (restyling) a 2006 Dodge Charger, including making it a two-door. The first GSL I attended was XIIX, where I met Mark Gustavson. I have

been directly involved with GSL and the Museum ever since.. GSL and the Museum are a real passion for me that I hope I never grow tired of.”



Tonya Hadley has supported scale modeling since she fell in love with David Hadley. In those 25 intervening years, she has mastered dusting models without needing auto body repair, and has become a connoisseur of adhesives, micro-paintbrushes, and sanding sticks. She can't be trusted *not* to buy another kit. At GSL-XXV, the Hadleys provided technical support and recorded convention seminars. They founded a local Junior Modeling Club to perpetuate the hobby. Tonya assisted Nashaela Lyons in whipping the International Model Car Builder's Museum library into shape. Tonya mothered two Eagle Scouts, has provided legal analysis for FamilySearch, and served as a Secretary for the Utah State Legislature.



Nashaela Lyons earned her Bachelor of Science (Sports Medicine) from Weber State University. As a manager at Smedley Financial Services, Nashaela has an enthusiastic personality that is evident in all that she does; she is responsive to client needs and an attention to detail makes her a valuable part of the team. Nashaela brings that dedication to the Museum, where she serves as one of the two librarians.

GENERAL RULES, MODEL CONSTRUCTION GUIDELINES, MODEL ELIGIBILITY & CLASSIFICATION, PRESENTATION

General Rules and Guidelines

The GSL Championship encourages the development and display of the greatest range of building skills and techniques in each competitor's scale model. Ideally, each scale model entered by a GSL Championship competitor will be of a complete vehicle that will demonstrate his or her mastery of a full range of craftsmanship, fabrication, construction, painting, and related building techniques and skills within the rules of each Class. For example, if a model of a complete vehicle and a model of a component of a vehicle (both entered in the Miscellaneous Class) are equivalently rendered, the model of the complete vehicle would prevail. Another example: If a model of a complete vehicle wins Best of Class (in any Class but Miscellaneous), and is competing against a model of a component that is the Best of Class winner in the Miscellaneous Class for a Best of Show or other top award, and if the two models are of equivalent quality and craftsmanship, the model of the complete vehicle would win. However, while there is a strong preference for scale models of complete vehicles exhibiting a full range of building skills, a sufficiently complex and exquisitely rendered scale automotive component, or auto-related subject (e.g., a diorama), will be eligible and compete equally for any award, including Best of Show. The style of a model is not a factor in judging or competitive success.



Entrants are reminded that the First Goal for competitors in the GSL Championship is the mastery of excellent basic craftsmanship. An expertly rendered "basic" model will prevail over a more aggressively detailed model that displays less skill, care, effort, and expertise in meeting basic craftsmanship objectives.

GSL entrants should carefully reconsider the common assumption that successful entries must display either a pristine factory/show car appearance or a heavily weathered appearance. Carefully crafted entries, in any GSL Championship Class, that display evidence of occasional or regular on or off-road use (e.g., light stone chipping, modest road debris, or fluid leaks) might present some unique challenges and competitive opportunities for entrants.



Generally, the GSL Championship does not permit any contestant to enter any model that features a pre-painted body, or pre-painted or preassembled components, whether the parts were painted and/or assembled by the kit manufacturer or by an aftermarket company. The exceptions to this prohibition are kit manufacturer pre-painted metal diecast and plastic kits that may be entered *only* in the Box Plus Class (This exception does not permit the contestant to have an aftermarket company or individual paint any model that is entered in the Box Plus Class). With the sole exception of the Box Plus Class, only the contestant may apply a finish to (paint, decals, foil, upholstery materials, etc.) or do the assembly of any part of his or her entry. You can use an aftermarket company for plating parts for all Classes except for Box Plus Class, which imposes some restrictions on plating.

Except for limitations specified in some GSL Championship Class definitions, each contestant may use any building techniques and construction materials, and may build in any scale or style. Each contestant should note that the rules for each

GSL Championship Class, as specified below, will be strictly observed by the GSL Judges, including required documentation in some Classes. Please be careful to avoid disqualification by not meeting applicable Class rules and requirements.

A combination of vehicles may be entered and judged in any GSL Championship Class as one entry if they are a logical combination (e.g., a car and trailer; a race team car, truck and trailer; a truck tractor and semitrailer, etc., may be entered as one entry). If there is any ambiguity concerning in which GSL Championship Class a model should compete, the GSL Judges will make a final determination, prior to the actual judging if possible, and will also make every effort to notify the builder of their decision.

Model Eligibility, Classification, and Presentation

To better understand the rules of the GSL International Scale Vehicle Championship and to make sure that your entry(ies) will meet the qualifications for competition, please carefully review these eligibility and classification rules:



1. Model Eligibility/Individual Craftsmanship. The GSL Championship rewards and encourages individual craftsmanship and creativity. GSL rewards individual effort, not partnership, committee or “contract” construction of entries (except as noted in the Box Plus Class regarding models pre-painted by the manufacturer). To be eligible for competition, each model must be constructed exclusively by the entrant. No one other than the builder/entrant may: (i) install any upholstery, materials or kits; (ii) apply any finish/paint job/graphics design work (aftermarket-painted kits are not permitted in competition under any circumstances, and manufacturer-painted kits are eligible only for Box Plus Class); (iii) install any component preassembled by anyone other than the builder/entrant (such as a prewired distributor), or iv) do any assembly tasks.

However, contestants may use any aftermarket/unassembled part(s) including: a) decals from any source (except where prohibited by specific Class rules), and b) parts or components specially-manufactured for that contestant, as long as such specially-made parts are not assembled, detailed or installed on any part or element of the entry by anyone other than the builder/entrant. Where two entries display equivalent basic craftsmanship and advanced building techniques, but where one entrant has individually constructed the parts (as opposed to using commercially-available parts or parts made by another source) on his or her entry, that model will be preferred by the judges to the equivalent model featuring commercially-available parts or parts specially-made by others.



2. Classification of Models. Though the greatest possible latitude is afforded each contestant in the placement of a model in a particular Class, the final determination of the appropriate placement of each model is reserved for the GSL Judges. The process of determining the classification occurs as follows: First, the GSL Championship registration personnel will assist the entrant in making an initial Class determination if there is any question about Class placement. Second, the GSL Judges will review all entries placed in each Class for appropriate placement before the Contest Hall closes at 4:30 p.m. Saturday. In the case of an incorrect or questionable placement of a model in a particular Class (where disqualification from that Class might occur; see point 3 below), the GSL Judges will attempt to notify the entrant (or the entrant’s representative) to discuss the problem(s) before judging starts on Saturday evening. Often, problems can be resolved by a clarification or simple reclassification of the model. If

the GSL Judges cannot locate the entrant (or the entrants representative) to discuss the issue, and if a simple reclassification will permit the model to remain in competition, the judges will reclassify it. To avoid Class disqualification (see section 3, below), it is essential for GSL Championship contestants to provide documentation where required by Class rules, and to observe all Class requirements. Whenever possible, the GSL Judges will move a model to another Class in order avoid disqualification.



3. Disqualification Rules. Any model entered in the GSL International Championship will be disqualified from competition in any Class (but not necessarily from the Championship) if:

(a) It is unfinished, defined as lacking a major component or components necessary to be eligible to compete in the Class in which the model is entered. The GSL Championship Judges recognize that the lack of any particular detailing element (e.g., the existence of a throttle linkage) does not necessarily characterize any model as “incomplete,” but the absence of a necessary element, such as an exhaust system in Factory Stock Class, or a missing interior, or missing glass, would disqualify that model from competition in that Class. In this case, the model will be disqualified from competition.

(b) Isn't a subject matter recognized by GSL (e.g, a model of an airplane) in which case the model will be disqualified for competition in any Class.

(c) The model does not qualify for the Class in which it is placed initially, whether because: a) of an inconsistent subject matter (e.g., a custom 1949 Ford entered in the Street Rod Class), or b) the contestant has not provided the documentation required by the rules of any particular Class (e.g., Replica Class entries), or c) because necessary equipment (as determined by Class rules) is not present on the model. As stated in Section 2, the GSL Judges will reclassify a model in these events to avoid disqualification if possible.

(d) The model has been previously awarded a Best in Class or any Master Award in any GSL Championship. In this case, the model will be disqualified from competition.

(e) The model has been “team-built.” This prohibition includes club-built dioramas, such as a drag strip or a street scene. These jointly built modeling projects, however, are welcome if placed in the “display only” area. (There is no entry fee for these display-only models). Each competing model must be *exclusively* constructed by the entrant as described in General Rules, Section A (above). For instance, if any basic assembly or craftsmanship tasks were performed by anyone other than the entrant, (e.g., prewired distributors, pre-painted bodies where prohibited, and so forth), that model will be disqualified from competition.



4. Restricted Access During GSL Championship Judging. No contestant, GSL Championship attendee, or other unauthorized person is permitted in the GSL Championship Contest Hall during judging. Only GSL Championship personnel and pre-authorized representatives of the hobby media are permitted in the Contest Hall. Additional administrative personnel may also be admitted at the discretion of the GSL Championship Judges. In addition, the GSL Judges may choose to clear the Contest Hall during certain portions of the judging process, and will notify the additional personnel when they can return to the Hall.

5. Entries. Once a model has been officially entered (defined as registering, paying the Registration Fee for an adult contestant, receiving a registration sheet and placing

the model in the Contest Hall), a model may not be withdrawn from competition and must remain in the Contest Hall until Sunday morning after the Awards Breakfast (except where special arrangements are made with GSL Officials). No work may be done to any entry (other than repairs) once it has been officially entered, and any repairs must be made in the Contest Hall at an official repair station, except with permission of a GSL Championship Official. Models may be generally retrieved from the Contest Hall on Sunday morning, just after the Awards Brunch, or earlier by special prior arrangement with a member of the GSL Championship Staff. All models must be placed in the Contest Hall by 3:00 PM Saturday. *Late entries will not be accepted.*



6. Research and Construction Documents/Display. If a contestant wishes to describe the features of the model and the work done, the material must fit in a standard-size, 9 × 12 3-ring binder or, preferably, a smaller size album and then placed on the “Research Table.” The contestant must fill out and place near their model the Model Details and Build Information form and place this folded sheet underneath or immediately adjacent to the entry. Where the Class rules require the presentation of research materials, the contestant should carefully and economically organize these materials and present the same on the Research Table to avoid taking up too much table space or posing the possibility of damaging another model. Entry forms for each model will be available at the registration table.

7. Displays, Including Dioramas. If any measurement of a diorama is larger than 18 inches in any dimension, or if the entry (not a diorama) will include a display base or similar presentation element more than 4 inches larger than the model(s) in any direction, regardless of scale (this size limit does not include your research materials), the contestant *must* write to GSL Championship Headquarters, no later than April 10, 2017, to make special arrangements for its display. Every effort will be made to accommodate the large diorama or model with a display base based upon the space available, but only if the contestant writes the GSL Championship Headquarters in advance.

8. General Standards of Good Conduct. The success of the GSL Championship depends on the personal integrity and good faith of every participant, contestant, GSL Championship staff and the GSL Judges. Everyone’s enjoyment of the GSL Championship is enhanced when all abide by the written rules and observe rules of common courtesy, and when no one tries to “bend the rules,” or take advantage of the rules by entering a model not built in accordance with the “letter” and “spirit” of the GSL Championship rules. Lobbying of the GSL Championship Judges is inappropriate and is strongly discouraged.

How JUDGING Is DONE



Judges for 2017: Randy Derr, Mark S. Gustavson, and Bob Wick.

The GSL Championship has a three-judge panel that, as a group, views and evaluates each entry in every Class. GSL judges are expressly prohibited from competing in any juried Class, and must consciously set aside personal preferences and preconceptions about every entry. The judging is conducted on Saturday night and into early Sunday morning, during which the Contest Hall is closed to the public. This ensures privacy and the unrestricted ability of the judges to exchange their views openly and candidly. In this setting, each judge discusses and debates their individual perspectives about the relative strengths and weaknesses of each entry with the other judges. Additionally, a non-judging professional auto mechanic is on hand to answer technical questions that might arise about how realistic, authentic and practical specific mechanical details are on each model. An overview of the GSL judging process for each model is described below. Please note that the following is presented only as a general description of how GSL judges proceed.

Initial determination, basic craftsmanship. Entries in each Class are first evaluated by the judges for basic craftsmanship, with the top models identified for further judging. This initial evaluation can mean that sometimes well-detailed models are rejected from further consideration because of poor craftsmanship or poor basic assembly techniques. The GSL judging philosophy places a premium on basic model-building competence and craftsmanship, upon which sophisticated details can be added. Each model is examined critically for the neatness of the build, for how the parts are assembled, and with what level of fit and finish. Removal or repair of all manufacturing evidences or flaws, including molding and parting lines, sink marks, ejection pin marks and copyright notices are expected. Evidence of adhesive residue, complete and appropriate finishes on all visible surfaces, clean and accurate assembly, and how the model “sits” are all considered. In essence, have fundamental craftsmanship issues been addressed by the builder before more aggressive steps were undertaken?



Detailing. The next item to be evaluated is how mechanical and other details are handled. Is the detailing convincing, authentic, and realistic, given the definition of the Class in which the model is entered? Said another way, a high-gloss custom paint finish isn't appropriate for a factory-stock Fifties Ford, any more than chrome reverse rims are appropriate on a factory-stock Model A. What about ergonomics—can someone sit on the front seat and operate the controls, and is there enough headroom if the model was scaled up to 1:1? Is there enough room for all the parts to work? For instance, can the front wheels rotate, turn, and clear the fenders, inner panels, and suspension components? Are the chassis, body, interior, drivetrain, and suspension all persuasively presented? The judges also check to see if the mechanical, hydraulic and electrical lines, brackets, hoses, fittings and clamps are used realistically and consistently within accepted 1:1 mechanical standards. The judges also look for subtle detailing like “blueing” on chrome headers, and signs of weathering, wear or

use where appropriate, and realistic details such as open grills and louvers. Are “glass surfaces” clean and polished where appropriate? Are factory overspray, assembly and code markings, and similar details present where appropriate to the Class? If relevant, are the parts used consistent with the time frame, era or theme that the model represents?

Scale accuracy and consistency. Are the sizes and scale of parts, major components, wiring and other elements in scale to the overall model? Are panel thicknesses realistic? Does everything “look right” on the model?

Working features. Any functional elements are evaluated for proper, realistic and accurate operation. For example, do the doors open inward or outward on the hinges from the fenders or cowl, as they do on a full-size vehicle? Has the builder successfully created particularly difficult or unusual working features?



Fit and finish. Do all body, chassis and other major components fit together properly? Do panels line up evenly with adjacent panels? Are there appropriate panel line gaps, whether or not those panels operate? Do bumpers, grilles, lights, trim and other details fit the bodywork as appropriate or do they sag, or fit unevenly side-to-side? Does the “glass” fit the opening authentically? Is it clean and polished, or realistically dirty if appropriate? Are the finishes in scale or are the metallic particles too large for a factory finish and look like custom metalflake paint? Are the colors and levels of gloss appropriate and/or accurate? (A vintage factory paint job would be not clear coated.) Do metal finishes persuade the viewer that they represent the kind of materials portrayed? If appropriate to the model, are weathering, wear, and “patina” realistically represented, or is such evidence of use overdone? Are subtle details (like cowl vents and gas door reveals) clear and visible, or obscured with heavy coats of paint? Is the paint too thick or thin? Does the painted surface reveal consistently-applied paint (e.g., the absence of “tiger stripes,” light and dark metallic splotches, or paint rubbed through to reveal the primer)? Is the paint heavily “orange-peeled,” or does it show scratches or other imperfections? If two-toned, are paint separation lines sharp, and show no presence of bleed-through? If used, are decals appropriate and well-applied.



Documentation. If required by the rules of that Class, is the documentation present and sufficient to inform the judges of the authenticity of the details portrayed on the entry? Regardless of whether the Class rules require documentation, is any research clearly presented, well-organized and easily accessible to the judges? If there are “in process” photos of the build, do these images and accompanying text adequately inform the judges of what the builder intended to accomplish, and reveal the steps taken to build his/her model? A portfolio assembled by the builder is of great value to that entrant because these materials will assist the judges when they are faced with a tough decision between two models. Such a documented narrative can also make the judges aware of the details and work undertaken on an entry that might not always be clear from simply viewing the model.

Additional judging considerations. The Best of Show Master Award is selected only from the Best of Class winners. When evaluating models for the other Master Awards, the GSL judges evaluate all models entered in the GSL Championship. In making the selections for the balance of the Master Awards, the judges evaluate only that relevant aspect of each entry (e.g., the finishes for Best Paint), and ignore all other aspects of the model. This is why a model that didn't win fourth through Best in

Class might, for instance, win the Dave Shuklis Award for most/best working features. Finally, the GSL Popular Choice award is selected only by ballot distributed to both competitors and registered attendees at the event.

The GSL judging standard depends upon knowledgeable and thoughtful judges who enjoy the confidence and support of those entering the event. Similarly, the judges have a serious and solemn responsibility to completely disregard any personal preference or bias for styles of vehicle, favorite Classes, and the “gotcha factor” a model may exhibit. Rather, GSL Judges work to discipline themselves to the standards that reward the amalgam between the excellence of the final model and the work and chances the builder undertook to create that model. All GSL judging decisions are unanimous and final.



CLASS DEFINITIONS

Judges for 2017: Randy Derr, Mark S. Gustavson, and Bob Wick.

GSL presents the following Classes for GSL-XXVI. This Class array and definitions have been under development since 1979. If you have any questions about the proper Class in which to place your entries, please talk with one of the designated GSL proctors, who will be pleased to assist you.



Box Plus. The intent of this Class is to encourage competitors to display their basic and advanced craftsmanship skills by constructing an entry using only parts from a single, specific edition of a model kit in the way that the kit manufacturer intended, along with limited additional construction materials and techniques. Each entry must be constructed as defined by that specific kit's instruction sheet; "box art" illustrations are not acceptable construction guidelines. Parts shown placed incorrectly on the instruction sheet may be installed in the correct location(s). No "parts-swapping" of any kind (even between different versions or issues of the same kit) is permitted, and no aftermarket parts or materials may be used except as noted in the next paragraph. No wiring or similar additions to the basic kit are permitted except when the materials are included in the kit and are used only as shown in the instruction sheet. Any adhesive may be used to assemble "snap kits."

Any "aftermarket" body putty or filler may be used: (i) to fill "sink" marks, seams or other manufacturing flaws (including the removal of kit manufacturer logos and copyright announcements), and (ii) to finish a body modification expressly intended by the kit manufacturer as shown on the instruction sheet (e.g., an old AMT Styline customizing kit). However, putty or filler may not be used to mold in parts or to create or correct shapes (including door/hood/trunk lines or any other details or shapes), unless specifically shown on the instruction sheet for that kit.



The competitor may not remove molded-on "chrome" trim, emblems, drip rails, or window trim. Additionally, bodies, panels, parts and components may not be modified, altered or reconfigured to "correct" design inaccuracies in the kit. For example: fender lines, hood contours, window frames and all other body shapes must be maintained as the shapes created by the kit manufacturer, regardless of their accuracy. However, material may be removed to enhance or achieve realistic detail in a particular part. For instance, a competitor may drill out exhaust pipes and carburetor venturies, and remove material to "open" a grille or enhance any detail present in the kit, but may not remove material where the effect of that removal is to: (i) change the basic shape of the part, or (ii) to change the part from one kind of item to another (changing a starter into an ignition coil, for instance), or (iii) introduce a shape not presented in the original kit. A competitor may customize any part of the kit part if such changes are expressly identified in the kit instructions and if the parts for those changes are included in that specific edition or issue of the kit.

Additionally, parts from other kits may be used if shown on the instruction sheet (vintage AMT Styline kit, for example).

Any adhesives, paints, decals and/or metal foil products may be used to assemble and detail the kit, but no three-dimensional structural parts or functional details (body, mechanical, electrical or hydraulic) may be created with paint, glue, putty, sprue and/or metal foil products. However, any painting or abrasive technique(s) may be used to create surface textures on any part. Color and painting guides shown on the instruction sheet

do not need to be followed. Manufacturer-painted kits (e.g., the ProFinish kits, and other pre-painted models) are permitted in this Class. Pre-painted bodies may be repainted, clear-coated, and/or polished, but only by the builder. Any decals from any source (any kit, aftermarket or self-produced) may be used.

The builder may remove any surface flaws (e.g., a parting line on a bumper) on any vacuum-metal plated kit part and have that part re-plated in the original finish only. However, a part not originally plated may not be plated. Additionally, the builder may strip and paint any plated part.

The correct instruction sheet (or a photocopy) for that specific issue of the model kit *must* be displayed with the model; otherwise the model will be disqualified from this Class and placed in the next most appropriate Class.



Commercial & Military, Light Duty. This Class is for models of any job-specific pickup, light van, public service, law enforcement or firefighting-related vehicle, bus, construction equipment, medical equipment, qualified military or similar vehicle, representing any vintage or era, with a gross vehicle weight of less than 10,000 lbs. Models entered in this Class must display commercial or official markings, where required by its use. “Full-track” military-only use vehicles (such as tanks) may not be entered in this (or any other) GSL Class.

Commercial & Military, Heavy Duty. This Class is for models of any job-specific truck, van, law-enforcement, firefighting, medical or emergency equipment, bus, construction equipment, qualified military or similar vehicle over 10,000 lb. minimum gross vehicle weight, representing any vintage or era, which are exclusively intended for commercial or official use. Models entered in this Class must display commercial or official markings, where required by its use. “Full-track” military-only use vehicles (e.g., tanks of any description) may not be entered in this (or any other) GSL Class.

Common Kit. The Common Kit for GSL-XXVI is the new Revell 1967 Camaro kit. The entrant may build their entry in any style suggested by the kit, or create a completely unique vehicle which must be based upon the kit parts. Entrants may also: (i) swap parts from any other kit(s); (ii) use any aftermarket parts (except for complete aftermarket resin bodies); and (iii) use any building materials, techniques or technologies without restriction. The intent of this Class is for each entrant to start with the same kit, then display their widest array of individual creativity, craftsmanship, building skills, and technical innovations.



Competition: Circle Track/Road Course. This Class is for any model of a vehicle, representing any vintage or era, used in road course, circle track, IROC, NASCAR, Can-Am, Trans-Am, etc., competition, and includes “monster trucks” configured for sanctioned competition. Vehicles must be constructed in accordance with applicable 1:1 competition rules of the sanctioning organization for the appropriate era or year(s).

Competition: Straight Line. This Class is for scale models of vehicles intended exclusively for one-eighth and one-quarter mile straight line acceleration competition and land speed record vehicles. Qualifying models may be of any vintage, style, or class, and must be built in accordance with the applicable 1:1 competition rules of a sanctioning organization (NHRA, UDRA, NDRA, etc.) for the vintage of the scale model depicted. Where the quality of two models is equivalent, preference will be given to models displaying information authenticating the technical details of the entry.

Concours Slot Car. This Class is for any model of any four-wheeled vehicle, representing any make or vintage automobile or truck, or an automobile or truck design created by the entrant, outfitted with functional slot car features that would permit the model to be “driven” on a typical slot car “road course” or dragstrip track. The slot car may be two or four-wheel drive; the choice of motor(s) used to power the entry will not be considered during judging.

The goal of this Class is for highly-detailed, slot car-based scale vehicles that exhibit authentic details for interior and exterior features, and mechanical detail, to the greatest degree possible. Entries will be judged on the quality of construction, and how closely the major and subtle elements of the entry approximate or match that of an authentic scale miniature of the subject matter. Additionally, the craftsmanship and quality of the slot car frame (including soldering and fabrication techniques and skill) and the running gear (power pickup, tires, wheels, and related functional components) will be evaluated. If there are two models vying for an award in this Class, where both are equally well-done from a functional standpoint, and one exhibits more convincing and authentic detailing, the more realistic model will receive the award. Documentation is encouraged but is not required.

Qualifying Concours Slot Car Class entries are required to meet, at a minimum, the following conditions:

1. Four rolling tires that touch the surface when placed on a slot car track;
2. Full body work including clear windshield and other windows as required by the vehicle design, appropriate exterior chrome trim/bumpers (when the style of the model calls for the same), and a minimum of two headlights and taillights for all scale vehicles other than those built for a 1:1 scale competition venue where no such lights are required by applicable rules;
3. Display a full interior composed of a dashboard, a steering wheel, at least one seat. The builder may also, but is not required to, include a human figure which, if included, must be placed in a seat.



Qualifying entries may use commercially available frames, wheels, tires, and electric motors, and a kit-based body, but are not required to do so. Caution: Out-of-the-box, commercially available or assembled slot cars, bare frames, or “thingie” slot cars will not be permitted to compete in this Class.

No group (or commissioned) assembly of components are permitted. Entrants may commission machined or photo etched parts as long as the entrant assembles the same.

Custom. This Class is for any model of a vehicle, of any vintage, description or style, where the primary modifications are aesthetic, and include changes in the shape of the body and other visual aspects of the scale vehicle, with the goal of creating a vehicle with a unique or personalized appearance. These modifications may range from minor (trim removal, custom paint) that create a “mild” custom, to extensive (chopping, reshaping body panels, sectioning, frenching, molding, etc.) that create a “full” or “radical” custom. Models entered in this Class may represent any era or style of customizing, including “lowriders.” Models do not necessarily have to display so-called “street legal” equipment to be eligible for this Class, but models in this Class must display basic ergonomic and functional designs that would enable the car to be driven if all street legal equipment were added.



Diorama. This Class is for displays or scenes containing vehicle(s) or subjects with an automobile, truck, motorcycle, or related theme as the principal focus. It is suggested that the competitor include a brief statement—the story of the diorama—if there are specific details that the competitor wishes the judges to consider, or if the “auto” theme is unclear. Entrants in this Class are reminded that they must assemble and finish all individual elements of the entry themselves. Please note that dioramas containing “full-track” military-only use vehicles (e.g., tanks of any description) may not be entered in this (or any other) GSL Class.

Factory Stock. This Class is for any model representing any typical, factory-built vehicle, including all foreign and exotic vehicles (excluding motorcycles and factory concept/dream cars for which there are other Classes) that is not a replica of a specific

vehicle. This Class also includes production vehicles that are performance or visually modified by a dealer or an aftermarket company or “tuner” (e.g., Yenko Camaro, AMG Mercedes, Saleen Mustang), camper conversions, motor homes, and so forth, and sold as completed vehicles through authorized factory dealerships or conversion resellers, but do not represent “one-off” modifications by the dealer or by an aftermarket company or individual. The competitor is strongly encouraged to provide the authenticating documentation (copies of dealer brochures, books, magazine articles, etc.) which were relied upon to create the subject vehicle, and which are sufficient to establish the accuracy of each element of the entry. In the case of two equivalently-executed models, the entry with the most comprehensive documentation, accurately reproduced in the model, will prevail.



Group 17. This Class is intended to revive and celebrate vintage kits and building styles, and to celebrate the way models were built in the “good old days,” by creating a low-key, fun, and challenging forum for creative and enthusiastic building.

For GSL-XXVI, the “Group 17” kit is the 1969 Chevy Corvair. Entries may be built from any original or reissue release of the Round 2/AMT kit, in any style, with the skills and craftsmanship you have today, but using only parts, materials and supplies (except current putties, adhesives and paints) available 35 years ago (1982 or earlier). Entrants may use the newly re-issued Round 2 Corvair engine kit (AMT PP010) if desired. There are just three additional limitations: no one-off machined or photo-etched parts not fabricated entirely by the entrant; no aftermarket products not available in 1982 or earlier; and no resin bodies or resin body parts (regardless of who made these resin parts). Bare Metal Foil may be used.

Fourth through First Place Awards are selected by popular vote and announced during the Awards Presentation on Sunday morning. No entry in this Class is eligible for any Master Award. A model entered here may not also be entered in another Class, but a builder may enter any number of 1969 Corvair models in this Class.



“If I Had Designed It”. Imagine that you are the styling chief for your favorite domestic or foreign vehicle manufacturer for any specific model year that you desire. Assume that you alone will make the final decisions about how that vehicle will appear when it goes into production. How might it have looked and what styling decisions would you have made that differed from the actual production vehicle? What design and mechanical features would your design have had? Models entered in this Class must generally resemble vehicles produced by the designated manufacturer during the selected year or era. The model cannot replicate any actual concept car. The model must also reflect the speculative styling, ergonomic, and production considerations and conditions that “might have been” made for the year of the vehicle modeled. Making *only* mechanical changes (e.g., swapping one engine for another, adding disc brakes and the like) does not satisfy the intent of this Class and will result in disqualification. Each competitor must present a brief written statement specifying the year and manufacturer of the vehicle represented, and explaining the styling changes and why those changes were made.

Junior. This Class is for modelers 16 years of age or younger, who build any style of scale vehicle, including motorcycles and dioramas. (If a Junior Class builder wishes to compete in an adult Class instead, he or she may do so, but the Junior competitor must then pay the Adult competitor registration fee.) Any scale model is permitted.

Motorcycle. This Class is for any model of any motorcycle of any vintage or era, in any scale, including a replica of a specific motorcycle, whether kit-based or scratch-built. Competition-type motorcycles must be constructed in accordance with the rules of the sanctioning bodies for the appropriate era or year(s). Military motorcycles also qualify for this Class. A replica of a specific motorcycle must be accompanied by sufficient documentation.

Replica. This Class is for any model built as a precise replication of a specific automobile, truck, factory “concept” or “dream car” of any vintage, or a specialty vehicle of any description, excluding motorcycles. The vehicle must actually exist, or have existed in three-dimensional form, at one time. The competitor must display, with the entry, the authenticating documentation, photographs, copies of brochures, magazine articles, etc. upon which he or she has relied to replicate the subject matter, and which is sufficient to establish the accuracy of each element of the entry. In the case of two equivalently-executed models, the entry with the most comprehensive documentation accurately reproduced in the model will prevail. A “styling studio” or other artist’s conceptual rendering, or a cartoon, will not be acceptable as a source for documentation. Any replica of a scene that would otherwise qualify for this Class must be entered in the Diorama Class.



Small Scale. This Class is for any model, of any description or any style (except dioramas) in 1/43 or smaller scale. (All models in scales larger than 1/43 shall be entered in another appropriate Class.) The builder of a 1/43 or smaller scale vehicle may choose to place the entry in any other appropriate Class if they wish.

Specialty. This Class is for all subjects reasonably related to the automotive focus of the Championship, but which do not fit in any other GSL Championship Class. These subjects include auto engines of any vintage, automobile components, models of “T-shirt monster/car depictions” and cartoon vehicles, drag boats when powered by “auto” engines adapted for marine use, futuristic/fantasy vehicles, and so forth. Each entry will be evaluated for a general automotive theme, in addition to the standard judging criteria.



Street Machine. This Class is for any scale model of any vehicle that is: (i) based upon a recognizable factory-production vehicle, manufactured from 1949 to date, that has been modified primarily for performance, or (ii) a “kit car” such as a Cobra replica or a VW-based dune buggy. Changes may include some, but not necessarily all, of the following: a modified power train, suspension, interior, some minor custom bodywork, and/or other elements. Models entered in this Class may represent any “era” or “style” of construction, from a street driver in daily use showing mild road rash, to an off-road-ready four-wheel-drive or SUV, to the altered wheelbase “pro-freak” cars of the late Sixties, to contemporary “pro-street” or “pro-touring” styles. However, each qualifying entry must be a scale model of a vehicle that: a) is capable of being street driven, and b) is street-legal with full exhaust, four wheel brakes, all lighting, four treaded tires, license plates, and so forth.



Street Rod. This Class is for any model of any vehicle manufactured through 1948 that features a modified power train, suspension, interior, and/or other elements, and may include modifications to the body configuration. Models entered in this Class may represent any era or style of construction, from a vintage “hot rod,” to a stock-bodied street or resto-rod style from the early Seventies, to contemporary “billet rods,” “retro rods,” or “rat-rods.” The entry must be a scale model of a vehicle that: (a) is capable of being street driven, and (b) is street-legal for its era with full exhaust system, brakes, all lighting, at least one license plate, and so forth.

The GSL Championship Presents the Following Awards

Privately Sponsored Awards. Since the earliest days of the Championship, individuals and groups have sponsored awards that reflect their perspective and goals. These awards are selected by members or representatives of those sponsoring groups. For GSL-XXVI, the following private awards will be presented:

- MCMA Klingon Cruiser Award. Presented to the most outrageously styled entry
- Ricky Couch Show Rod Award

- *Model Cars Magazine* “Best Use of Color as a Design Element”
- MCMA Bob Barnett Memorial Award. Presented to the custom model most in the traditional style of American custom cars before 1958
- Goodguys Rod and Custom Association, “Model D’Elegance”
- Ed Roth Memorial Award. Presented to the wildest car in the Roth tradition.
- The Moose Is Loose Award. Presented to the person who is the best ambassador for GSL at that year’s event
- The Augie. Presented for the best machining/metal work



Class Awards. First through Fourth Place Awards for the following Classes are selected by the three-panel GSL judging team. There is one exception to the juried awards: the first through fourth place winners in Group 17 are selected by popular-vote ballot (the Best in Class winner in Group 17 is not eligible for any Master Award).

- Box Plus
- Commercial & Military, Light Duty
- Commercial & Military, Heavy-Duty
- Common Kit (Revell 1967 Camaro)
- Competition: Circle Track/Road Course
- Competition: Straight Line
- Concours Slot Car
- Custom
- Diorama
- Factory Stock
- Group 17 (Round II 1969 Chevy Corvair)
- “If I Had Designed It”
- Junior (16 years and younger)
- Motorcycle
- Replica
- Small Scale
- Specialty
- Street Machine
- Street Rod

Master Awards. With the exception of “Modelers’ Choice” which is selected by popular vote, the balance of the Master Awards are selected only from the Best in Class winners in each Class by the three-panel GSL judging team (for 2017: Randy Derr, Mark S. Gustavson, Bob Wick)

- Modeler’s Choice
- Best Interior
- Best Detail
- Best Paint/Finish
- Dave Shuklis Memorial Engineering Award
- Gerald Wingrove Scratchbuilding Award
- Best of Show

THE MUSEUM



The International Model Car Builders' Museum was founded with a simple goal: Preserve the memories of this great hobby for all hobbyists—old and new—and promote and support contemporary contests and displays which encourage current builders. 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 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. We have a large library, display cabinets dedicated to the major kit manufacturers, and we collect memorabilia from contests and displays from around the world.



As part of the effort to chronicle and celebrate the history of our hobby, we have created the **Hot 150/Clone the Past** program that identifies the most influential models in the history of our hobby, and then either acquires/restores the original model, or replicates these models for chronological presentation in a special display case. 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 digitizing 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.

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. The Museum also sponsors awards at several contests and>NNLs across the United States.



Our great current project is to inventory and catalogue the thousands of items in the Museum, and then upload to a new website a searchable data base that will permit visitors located anywhere to look over the collection and learn about the remarkable array of items that we've collected over the last quarter century. In this way, the Museum's collection will literally become immortal.

We're always looking for volunteers who want to be actively involved in the Museum. Please contact us to find out what we need, or to assist in any way. You can email Mark S. Gustavson at msgsl@xmission.com for further information.

IN MEMORIAM

One duty we all have is to remember, recognize and pay tribute to those friends and associates who have left us. Please find below a list of all known scale vehicle builders who have passed since 1976. If you have a name to add to this list, contact Mark S. Gustavson.

Dean Maunder (1976)	Joe Cavorley (1996)	John Kester (2003)
Dave Shuklis (1977)	Bill Miller (1996)	Jerry Lotz (2003)
James Etter (1993)	Bob Gaudard (1997)	Jim Waters (2003)
Herb Jackson (1986)	Tom Augustyn (1997)	Jim Ricks (2003)
Harry Mattingly (1986)	Joy Townsend (1997)	Rick Lauer (2003)
Ted Calvin (1988)	John Slivoski (1997)	Randy Keifer (2003)
Mike Pope (1989)	Jose Rodriguez (1997)	Robert Horak (2003)
Miles Masa (1989)	Glen E. Buxton (1997)	Ray Denney (2004)
Hal Taylor (1990)	John Hanley (1998)	Joe Syszynski (2004)
Cassie Vandraiss (1990)	Dale Kartchner (1998)	Jim Summey (2004)
Ken Gipson (1991)	Ron Herte (1998)	Bill Dart (2004)
Unknown Modelers of Operation Desert Storm	Duke Tanaka (1998)	Luiz Fernando Calandriello (2004)
Jim Biderbost (1992)	Monty Tuck (1998)	Sam Chavez (2004)
George Grant (1992)	Jim Atkinson (1999)	Barney Oldham (2004)
Steve Unger (1992)	Dave Niemann (2000)	Phil Jensen (2004)
Steve Yoder (1992)	Richard Dunn (2000)	Roger Booth (2004)
Ken Conklin (1992)	Arthur Henriques 2000	Andy "Moose" Kallen (2004)
Mike Watgen, (1993)	Steve Wilcox, 2000	David Dickash (2004)
Al Watson (1993)	Jesse Cornett 2000	Robert Geiszler (2004)
Budd (The Kat) Anderson (1994)	Missy Arrington 2000	George Zurowski (2004)
Bob Barnett (1994)	John Salley 2000	Ed Fluck (2004)
Jack Mullens (1994)	Mike Dunn (2000)	Mark H. Boyd (2004)
Mike Stunzi (1994)	Sammy Cipolla (2000)	Bob Horak (2004)
Bill Kernaghan (1994)	Dave Dalton 2001	Jack Besser (2004)
Carlo Brianza (1995)	Joel Chevery 2001	Scott Ellison (2004)
Steve Layten (1995)	Harry Newton (2001)	R. Allen Starr, Jr. (2004)
Tom Showers (1995)	Bob Bray (2001)	Bob Butterly (2004)
Walter Glardon (1995)	Tom Lima (2001)	Ron Hall (2005)
Steven Jewett (1995)	Ed "Big Daddy" Roth (2001)	Russ Schlueter (2005)
Charles Nance (1995)	Bruce Treadwell (2001)	Tracy Rosselini (2005)
Ron Roebuck (1995)	Olaf Wahl (2001)	"Rocket" Bob Richard (2005)
Ed Soltis (1995)	Sam Miller (2001)	Tom Counce (2005)
Rick Reichardt (1995)	Rick Noble (2001)	Augie Hiscano (2005)
Manuel Olive Sans (1995)	The Modelers of 9-11 (2001)	Steve Allegra (2005)
Wolf Pechotsch (1995)	Francisco Pennino (2001)	Marcus Malray (2005)
Randy Cappello (1995)	Mike Hester (2002)	Tom Gannon (2005)
John Salemme (1995)	Tony DelVecchio (2002)	Jim Seaman (2005)
Bill Hargett (1995)	Bill Taylor (2002)	Joe Scheibel (2005)
Michael Conte (1996)	Everett Westphal (2002)	John Rittel (2005)
Tim McLaughlin (1996)	Glenn Roelofs (2002)	Mike Baltes (2005)
Don Hillyer (1996)	Greg Wood (2002)	Tom Steiner (2005)
Rick Bassett (1996)	Rick Somerlot (2002)	John Owens (2005)
John Reid (1996)	Perry Mitchell (2003)	Unknown Modelers Operation Iraqi Freedom (2006)
	Jerry Worel (2003)	

Joe Vasapollo (2006)	Richard Wise (2008)	Tony Pocius (2011)
Ron Bolton (2006)	Dave Deal (2008)	Al Sparling (2011)
Danny Thomas (2006)	Bob Paeth (2008)	John Nesbitt (2011)
Laeth Nearhing (2006)	Paul Allen Spoelhof (2008)	Randy Vandraiss (2011)
Harold Helwig (2006)	Les Rammel (2008)	Rockland Francis Russo (2012)
Jim Yeager (2006)	John Hubbard (2008)	Robert Plum (2012)
Steve Benkovics (2006)	William Michaelson (2008)	Fred Weissinger (2012)
Greg Burgess (2006)	Gary Garigo (2008)	Jason Scruggs (2012)
Randall Gering (2006)	Herbert Carl Baright (2008)	Daryl Porch (2012)
Steve Benkovics (2006)	John Cunningham (2009)	Chuck Granger (2012)
Curtis Hilton (2006)	John Estlow (2009)	Bill Lastovich (2012)
Ed Polley (2006)	Chris Loudon (2009)	Tim Leicht (2012)
Les Osborne (2006)	Lee Baker (2009)	Skip Samples (2012)
Tim Warcup (2006)	Rees Gwillim (2009)	Edgar Chip Fisher (2012)
Bob Urry (2006)	Carl W. Bodensstab, Jr. (2009)	Bill Eichhorn (2012)
Calvin Rippee (2006)	Joe Tenschert (2009)	Lou Kroack (2012)
Robert E. Leinbach (2006)	Russell F. Overheu (2009)	Gordon Delks (2013)
Bill Harrison (2007)	Tom Anderson (2009)	John Chapman (2013)
Al Superczynski (2007)	Steve Smith (2009)	Ray Parsons (2013)
Ricky Couch (2007)	Bud LeFevre (2009)	Glenn Vogler (2013)
Unknown Modelers of Virginia Tech (2007)	Mike Maze (2009)	Alan Szarek (2013)
Mike Leblanc (2007)	Tom O'Riley (2009)	Pat Howard (2013)
Earl Ma (2007)	Willie Bishop (2009)	Mike Madlinger (2013)
Ron Cash (2007)	Michael Scheck (2009)	Todd McWilliams (2013)
Norm Nelson (2007)	Patrick Barnes (2009)	Dennis Reinero (2013)
Dave Branson, Sr. (2007)	James Bush (2010)	Tony Hill (2014)
Garry Dowling (2007)	Ray Arrington (2010)	Roger Harney (2014)
"Uncle Bill" Aitchison (2007)	Paul Masten (2010)	Jack Davis (2014)
Ozzie Parker (2007)	Pat McLaughlin (2010)	Jim Hall (2014)
Gene Bakersfield (2007)	Dale Asper (2010)	Dan Rhein (2014)
Tex Ouderkerk (2007)	Larry Alexander (2010)	Bud Carlson (2014)
Bob Mantha (2007)	Edward Wright (2010)	Todd Koncsol (2014)
Ken Mosezar (2007)	John Deem (2010)	Joseph Scinta (2014)
Alex Mesch (2007)	Floyd Bryant (2010)	Carol Hiscano (2014)
Tom Mach (2007)	Herb Hoskins (2010)	Risto Pyhäranta (2014)
John Bowman (2007)	Winston Mitchell (2010)	Tom Creeger (2014)
Robert Cumberworth (2007)	Gary Long (2010)	Danny E. Hurst (2014)
Clyde Young (2007)	Ed Ryan (2010)	Ross Gibson (2014)
Artie Wheeler (2007)	Roger R Harris (2010)	Larry Miller (2015)
Andy Delgato (2007)	Martin Swire (2010)	Pat Crittenden (2015)
Tom Mach (2007)	David Kolar (2010)	Mike Acosta (2015)
Rick Hicks (2007)	Jerry Sims (2010)	Mike Phipps (2015)
Mike Harnyk (2007)	Michael (Doc) Deubel (2010)	Robert Harrell (2015)
Mark Holland (2007)	John Dryjanski (2010)	Dennis Barker (2015)
Dave Wischmeyer (2007)	Dave Brearley (2010)	Rufus Monroe "Mikey" King (2015)
Larry Porter (2007)	Kevin Argus (2010)	Walt Voeks (2015)
Mike Harnyk (2007)	Joan Mahaffey (2010)	Cecil Hays (2015)
Rick Wright (2008)	George Toteff (2011)	John V Agugliaro (2015)
Bob Babbitt (2008)	Robert Reder (2011)	Calvin Crouch (2016)
Pat Delvaux (2008)	Bernie Melanson (2011)	Dave Mikrut (2016)
Richard "Bart" Bartusek (2008)	Bob Peeples (2011)	Tim Pentecost (2016)
Dean Hootman (2008)	George Chappell (2011)	Bob Sontag (2016)
Donald Mann (2008)	Rhys Crosskill (2011)	Roger Chavez (2016)
Bruce Kraemer (2008)	Bob Pierce (2011)	John Scudder (2016)
Ricky Flice (2008)	Marty Sanderson (2011)	Mitch Capps (2016)
Richard LeGaye (2008)	Dennis Hayden (2011)	Richard Mike Johnson (2017)
Elden Titus (2008)	David Brackin (2011)	Harry Pristovnik (2017)
Dan Morgan (2008)	Ron Merkel (2011)	
	Gordon Fields (2011)	

CLOSING NOTES

Thank you for coming to the twenty-sixth GSL International Scale Vehicle Championship and Convention. Born just the “Utah Model Car Association Salt Lake City Championship,” that first contest in 1979 (which would become the “GSL Championship”) had just 14 contestants entering 38 models. Since that humble first event, the GSL Championship has hosted several thousand models from many hundreds of builders. What started out as a minor local event has blossomed into the greatest scale vehicle championship in our hobby, an event of genuine international and historic significance.

We are the guardians and the caretakers of our hobby, and our individual and collective efforts preserve the history of our hobby, and promote it for those who will follow us.

We’ve all become better builders as a result of GSL, and our skills and friendships have progressed to a point that could not have been imagined in 1979. This year, we will enjoy a range of great and informative seminars, will tour the International Model Car Builders’ Museum where we have gathered together the artifacts of this hobby, attend a Museum-benefit auction, and do the thousand other things that everyone does to present their work to the hobby and establish and re-establish great friendships.

Over the next few days, we will draw together to recognize and reward the best builders entered in this GSL Championship. We have also gathered together to pay tribute to all those whose work is memorialized in the Museum.

Thanks again for being at GSL-XXVI!



MISCELLANEOUS INFORMATION

Finances and Taxes

Please note that all net profits from the GSL Championship are donated to the International Model Car Builders' Museum. No person associated with the Championship or the Museum is compensated *in any way whatsoever*.

All direct donations to the Museum—in-kind or in dollars—are deductible to the donor since the Museum is qualified with the Internal Revenue Service as a Section 501(c)(3) educational institution based upon its existence as a tax-deductible Utah non-profit corporation. Monies spent at the Museum-Benefit Auction are not deductible, and registration fees paid to participate at GSL are also not deductible.

Legal Statements

The GSL International Scale Vehicle Championship and Convention is presented by International Model Car Builders' Museum and the Utah Miniature Automotive Guild, a Utah nonprofit corporation, whose members serve in many administrative roles as well as work ("hands on") at the Museum. The GSL International Championship extends its thanks to the Museum and the Guild.

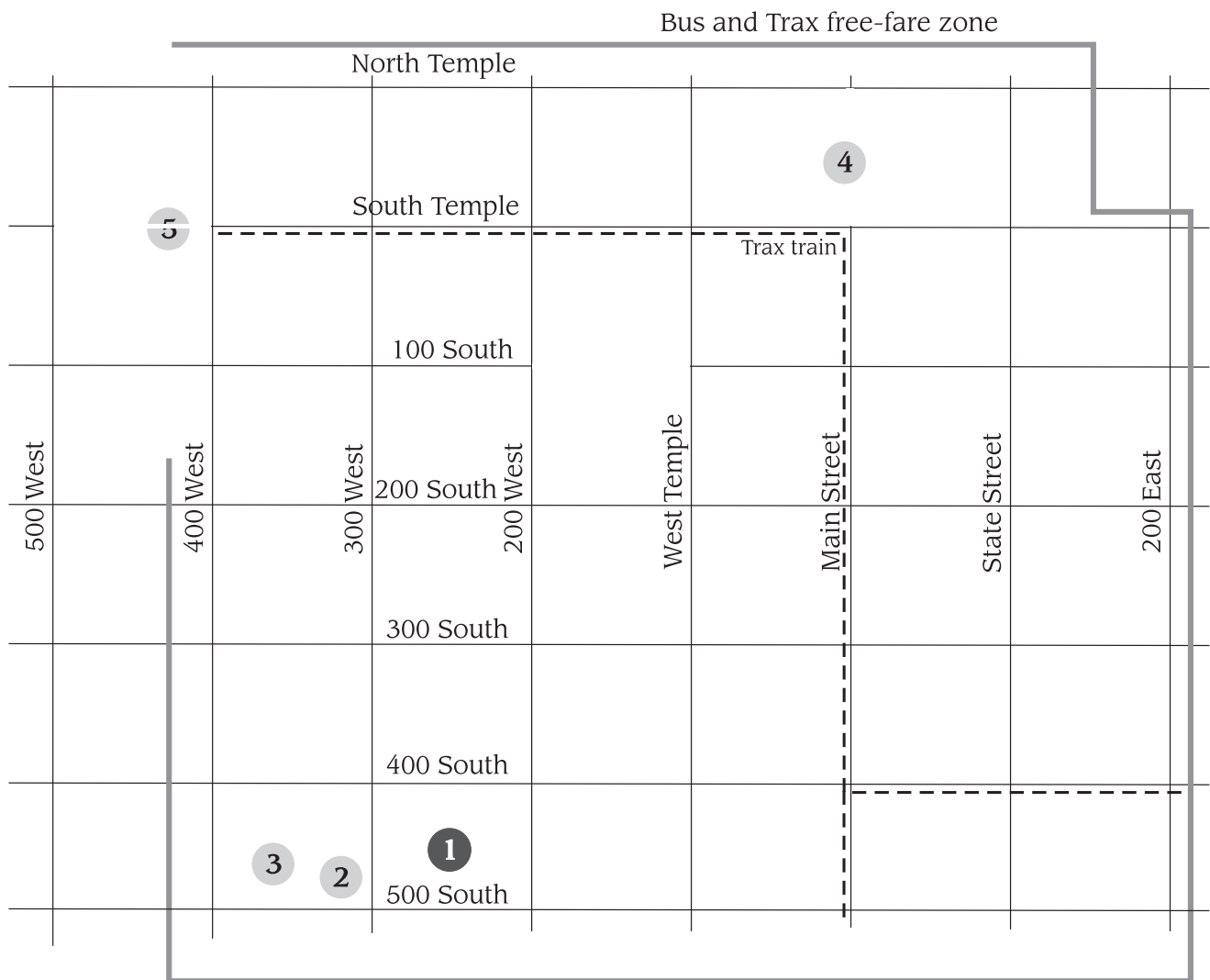
While every effort is made to protect the contestant's model(s), the entrant recognizes that accidents, criminal behavior or the negligence of any person, or acts of God, may result in harm to any model or person at GSL. Consequently, the contestant and all attendees, in consideration of the right to participate in this and any other GSL International Championship event, including all on and offsite associated activities including the tour of the International Model Car Builders' Museum, hereby release the Championship, the Museum, their founder, the Trustees and Boards of Directors, all publications (whether hard copy or electronic), photographers, the host hotel and any other person associated with the GSL International Scale Vehicle Championship and Convention, and the International Model Car Builders' Museum from any liability whatsoever in the event of the damage to or destruction of any model, or any injury of any kind to any person.

Photography Release

By placing a model into GSL Championship competition or on display, the builder/owner agrees that:

1. Their model(s) may be moved for photography by representatives of the GSL Championship and representatives of the hobby media approved by GSL; and
2. GSL, and any publication, may use the photographic image (however stored, reproduced and used) in any electronic or "hard copy" publication, magazine, book, and/or web pages without compensation to the builder/owner. No model may be removed from the Contest Hall during contest hours for photography.
3. Additionally, by placing any model into GSL Championship competition or display, the contestant/participant hereby consents to all GSL Championship Rules and guidelines included in all official GSL Championship publications (including the website), and gives permission to the GSL Championship to publicize his/her model(s), including photographically and electronically, in all media coverage and records of the event including any web page, without compensation.

Sheraton Hotel Area



- 1 Sheraton hotel, GSL convention location, parking on site
- 2 McDonald's
- 3 Denny's
- 4 Church of Jesus Christ of Latter-Day Saints, Temple Square, visitors center
- 5 Union Pacific Station, landmark



(not to scale)

Map to the Museum

536/538 West 9460 South
Sandy, Utah

This map is for those who provide their own transportation to the Museum. We strongly urge you to take the bus to the Museum so we can balance the number of visitors present at any given time.

