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# **GSL-XXV International Scale Vehicle Championship and Convention**



[www.GSLChampionship.org](http://www.GSLChampionship.org)

**SALT LAKE CITY, UTAH • APRIL 30 - MAY 3, 2015**

**Celebrating 25 Events  
of Excellence**

**1979 - 2015**

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## **ANNIVERSARY CHAMPIONSHIP HANDBOOK**

International Model Car Builders' Museum

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# WELCOME TO GSL-XXV!

Welcome to the Twenty-Fifth 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 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 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 very 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 6,200 models since we got under way 36 years ago!

Concerning the future of the GSL Championship, checkout the two special announcements that are found in the immediately following pages.

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

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

—Mark S. Gustavson and the 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 stronger Championship with more sophisticated competitive models. In fact, never before had such great models and large audiences of competitors and attendees ever 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 thousands of models to the competition.

And so, in 2015, we are now at GSL-XXV—thirty-six years after the first very modest contest in 1979.

Starting in 2013, some serious discussions began among the senior management at GSL about the future of the Championship. We were becoming aware that we are all growing older, and that reality has been a bit 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 announce 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 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 on the GSL Tradition, and we’ll consider passing the GSL torch on to a team of such people. We are receptive to that possibility, and will have discussions with potentially-interested individuals and groups in the next few years. But for now, GSL-XXX is planned as the final GSL Championship.

We have great plans for this Championship for the next decade, including some surprises that might include a special ancillary competitive event in the future. Until then, check out the following text for a new Class that will debut at GSL-XXVI. You’re invited to participate with us for the remaining events.

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

## CONCOURS SLOT CAR CLASS

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 to compete at GSL. 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 must meet, at a minimum, the following requirements:

- Four rolling tires that touch the surface when placed on a slot car track;
- 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;
- 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 full human figure which, if included, must be placed in a seat; and
- Demonstrate that the entry can accelerate and decelerate on a sample track (12 V DC powered) that will be provided by the Championship for this purpose. A model that cannot accelerate and decelerate on this short track under its own power will be disqualified from this Class and placed in the next-most-appropriate Class, or may be withdrawn from competition by the builder.

Qualifying entries may use commercially-available frame, wheel, tires, and electric motors, and a kit-based body, but are not required to do so. Caution: Out-of-the-box, commercially-available/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 photoetched parts as long as the entrant assembles the same.

*Please note:* These draft rules may be revised in response to questions from competitors for clarification. The final text of the rules for this new GSL Class will be published on the GSL-XXVI website in late Summer of 2015.

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## 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
Dale Angell	Video filming, creation of event film
Andy Barlow	Photographing models at registration, PowerPoint presentation of winners at awards breakfast
Mike Barlow	Registration, video, financial
Mark Benton	Web site
Don Berry	Seminar administration
Pat Bibeau	Photography team, goodwill ambassador
Paul Bringhurst	Administration
Randy Derr	Judge
Dick Engar	Statistics and analysis
JJ Gladstone	Documents
Phil Gladstone	Administration, seminar photography, liaison for Fisher Craftsman Guild display
Janet Gustavson	Administration
Mark S. Gustavson	Administration, judge, financial, contracts
Dave Hadley	Seminar videos
Bill Helm	Administration, trade show ombudsman
Scott Hess	Photography team
Renee Kallen	Registration
David King	Photography team
George Layton	Proctor: model entries
Nashacla Lyons	Administration
Steve Roullier	Photography team, publicity
Mike Smith	Judges' consultant emeritus
Town of Newburgh guys	Museum auction
Bob Wick	Administration, judge, art, class and master awards

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# SPONSORS AND TRADE SHOW PARTICIPANTS

## *Sponsors*

Aardvark Models	David King
Paul Anagnostopoulos	<i>Kustom and Hot Rod Models</i> magazine
Dale Angell	George Layton
anonymous donor	Little Motor Kar Company
Randy Austin	Vince LoBosco
Andy Barlow	Jim McKinney
Mike Barlow	M3 Hobbies
Damon Bell	M+S Hobbies
Kirk Bell	Metroplex Car Modelers' Association
Mark Benton	Mike Graf Publications International
Pat Bibeau	Mill City Replicas
Byron and Avonell Bowman	<i>Model Car Builder</i> magazine
Tim Boyd	<i>Model Cars Magazine</i>
Calnaga Castings	Moonlight Modelers Club of Phoenix
Gordon Clark	Greg Nichols
Andy Cohen	NNL East
Calvin and Nancy Crouch	Steve Perry
Randy Derr	Phase Three Design & Publishing
Jim Devine	Les Priest
Dick Engar	Publications International
Mike Felix	Ram Radio Controlled Models, Inc.
Fisher Body Craftsman's Guild	Replicas and Miniatures Co. of Maryland
Tom Geiger	Revell/Monogram
Jeremiah Gladstone	Steve Roulier
Phil Gladstone	Round 2
Don Graham	<i>Scale Auto</i> magazine
Gary Grassman	Scale Finishes
John Greczula	Scale Motorsport
Mark S. and Janet Gustavson	Ed Sexton
Dave Hadley	SoCal Car Culture
Jim Haught	Roy Sorenson
Bill Helm	Scale Motorsport
Help U Mail	Don Strong
Don Henriksen	Superior Paint Supply, Inc.
Scott Hess	Steve Roullier
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
Icon Automotive Miniatures	Utah Model Automotive Guild
Inked Wear	Matthew Wells
International Model Car Builders' Museum	Bob Wick
Invent-A-Part, Inc.	Windfall Software
Renee Kallen	Len Woodruff

Please note: The list of GSL-XXV 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  
Fisher Body Craftsman's Guild  
Icon Automotive Miniatures  
Laski Scale Specialties  
Little Motor Kar Company  
M3 Hobbies

Mill City Replicas  
*Model Car Builder* Magazine  
M+S Hobbies  
Round 2  
Scale Finishes  
Scale Motorsport

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# SEMINARS

As it has since 1996, the GSL Championship presents several informative seminars from a few of the hobby's best builders. Please consult the separate GSL Schedule for a list of all GSL-XXV events including the times and dates of the seminars.

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

<b>Time</b>	<b>Event / Presenters</b>	<b>Sponsors</b>
<b>Thursday, April 30</b>		
11:00 AM	Opening Session	International Model Car Builders' Museum
7:00 PM	How I Built My Best of Show Model for GSL-XXIV (2013) / Greg Nichols	Town of Newburgh Model Car Club
<b>Friday, May 1</b>		
9:00 AM	The Fictional but Realistic Formula for Contest Model Cars / Steve Perry	Tim Boyd, Mark S. Gustavson
10:30 AM	Machining Techniques for Model Cars / Randy Derr, Mark D. Jones	Paul Anagnostopoulos
1:00 PM	3D Printing: Techniques for Scale Model Builders / Chas Cochran, Andy Cohen, Don Henriksen, Lynn Koberna	Scale Motorsport/Matthew Wells
4:00 PM	International Model Car Builders' Museum Update / Phil Gladstone, Mark S. Gustavson, Bob Wick, Museum Trustees	Renee Kallen, Moonlight Modelers Club of Phoenix
7:00 PM	Fisher Body Craftsman's Guild / John Jacobus	International Model Car Builders' Museum
<b>Saturday, May 2</b>		
2:00 PM	Resin Casting and Molding / Robert Burns	The Little Motor Kar Company



***How I Built My Best of Show Model for GSL-XXIV (2013).*** Greg Nichols will present a seminar on the techniques and materials he used to build his Best of Show winner in 2013. This seminar will prove to be very informative due to the skill shown on many previous models built by Greg that have won contest awards in the past.

Always looking for a new challenge, **Greg Nichols** has become an expert hobby machinist and now scratchbuilds most of his contest models from metal. He's a long time member of The Town of Newburg Model Car Club, and won over twenty-five Master Awards, including 10 Best In Show awards, from competitions around the country. He's a two-time GSL Class winner, has presented seminars five times at GSL, and served as a judge at GSL in 2007. Greg won the Best of Show award at GSL-XXIV for his *Backdraft* roadster.

***The Fictional but Realistic Formula for Contest Model Cars.*** Steve Perry will present an approach to building contest model cars that yields very realistic entries without being actual replicas. This approach will be illustrated using two examples, Steve's "Top Cat" Cougar super stocker and the "Bad Cracker" nostalgia funny car, both of which are GSL class winners. Methods will be presented for how the overall vehicle architectures were achieved, along with technical detailing. Steve will also present criteria or judging guidelines that help objectively define the attributes of contest-winning models.



**Steve Perry** is a native of Southern California and has been a car modeler for over four decades. The longest he has gone without building a model is four years which coincided, at the time, with other interests in motorcycles, full scale cars, career, etc. Otherwise, he has built consistently and has endeavored to progressively improve his modeling skills with a focus on technical detail and scale fidelity. A mid-career move brought him to the greater Detroit area where he now works as an engineering supervisor for one of the Big Three auto makers. Steve's modeling activities include resin-casting, writing model car articles, and active participation in two model car clubs, the Downriver Model Car Club and the DAAM club (Detroit Area Auto Modelers). His unbuilt model collection is sadly limited by basement space to a meager 300 kits. Though his activities in the model car hobby have broadened, he still considers himself first and foremost, a model car builder, and he's won several top awards at GSL!

***Machining Techniques for Model Cars.*** This seminar is aimed at builders who want to understand how machining is done and includes tips and tricks that will be useful to builders already doing machine work. A hobby lathe will be on hand and a demo will be done on setup and operation.



**Randy Derr** began building models in the 1960s at the age of seven, due to an intense interest in all things automotive, and as a way to realize his automotive dreams in a tangible way. He has continued building throughout his entire life, specializing in racing car replicas, with extensive use of scratch-built parts. Randy's 34-year professional career as an automotive chassis engineer has certainly complemented his model building hobby, as he is knowledgeable of the technical details behind the vehicle hardware. He strives to learn a new technique or method with all of his model projects, as he feels a person needs to be challenged continuously to improve one's skills. Randy's various scale creations have won numerous contests over the years, and he is one of only two individuals to have won the GSL International Model Car Contest Best of Show Award three times. Randy is also one of the GSL-XXV judges.

**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 worked 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, then also as a decal artist using the trademarked name of Scale-Master Decals.

I have been married to my wife Jill for almost 23 years and she is very supportive of the hobby as well.

**3D Printing: Techniques for Scale Model Builders.** This seminar will demonstrate how to use home-based 3D printing machines that can be used for creating parts as well as tools. The presenters will also show 3D parts that are used as bucks for brass work. They will discuss the programming that must be done to make the printers work.

**Chas Cochran** started building models 10 years ago. He likes pro-touring cars to show how the younger people are building today's real cars that run on the street and at autocross events and are seen at the Goodguys shows. He focuses on the working parts and detail that show Detroit Speed Engineering and Ridetech parts done in scale. The best part of modeling is meeting and talking to other modelers at shows around the country.

**Dr. Andy Cohen** has over 28 years working for Fortune 100 companies as a Systems Engineer, Engineering Manager, and Project Manager. At these companies, Andy employed versions of additive manufacturing for developing detailed prototypes. Andy is currently the owner of both the Sebastopol, California, Radioshack and Sonoma County 3DPrinting.com. These businesses provide 3D printing services as well as retail sales of 3D printers, 3D printing supplies, training, and support. Andy is also the Producer and Cohost of the *3D Printing Today* podcast, currently the only ongoing 3D printing podcast.

**Don Henriksen** is sharing what he has learned about 3D printers, plus a little demo using his personal 3D printer.

I'm 63 so I grew up in the plastic model-rich '60s and '70s. Like most boys of that era, I spent most of my weekly "allowance" on plastic model cars. It seems like every week there were 20 or 30 new releases from AMT, Revel, Monogram, etc. I'm sure that's not true but it seems like it. As time went on I got tired of the "glue" specials falling apart, so I began to split my modeling money between models and tools to build them. At some point I began to hang around with Dale Angell, which meant I was introduced to the UMCA model people. These relationships were a huge boon to me and my skills got much better. I began to use machine tools to build model components, which again made a huge improvement in the final product. I was torn between 1/8 scale model cars, wooden model boats, and my first love—model trains. My interest in models waned for a while but eventually returned. When it came back I turned to what Mark G. would call the "dark side." Model trains? Horrors! My primary interest now is building an On3 model layout in a spare bedroom and building brass model engines. I have a basement full of unfinished model cars so who knows when the bug will strike again?

**Lynn Koberna** began plastic car modeling in the Sixties and won 1st Place Custom with a burgundy AMT '63 Ford convertible in a drug store model car contest. He loved the car model magazines *Model Car Science* and *Car Modeler* and drew "Rat Finks" on everything.





He was inspired by the Fisher Body Craftsman's Guild (from *Boy's Life* ads). In college he participated in the GM Student Styling Program and earned a BFA Industrial Design from BYU. Most of his career has been in technical illustration and CAD design. In the Nineties Lynn discovered The International Model Car Builders Museum and GSL, and has volunteered ever since. He enjoys '40s, '50s and '60s mild customs. Recently he has researched 3D printing and its potential use in scale vehicle modeling.

***International Model Car Builders' Museum Update.*** Museum Trustees will present the latest developments at the Museum including updates on the Clone the Past and Scan the Past programs. Attendees will enjoy a brief photo tour and talk about plans to secure the future of the Museum. We'll also talk about the incredible library, make the 2014 and 2015 Hall of Fame awards presentations, open the Time Capsule (and place new items in it), and learn about the inventory project that will lead to a searchable database on the new website. The Tri-State Scale Model Car Club will make its extraordinarily generous annual donation, too. There will be a lot to discuss and enjoy!



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

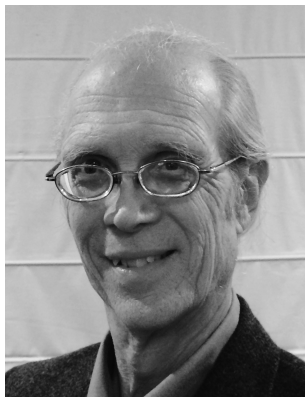
Automobiles are one of my greatest passions with race cars at the top. However I'm not limited to those only but also enjoy all types of automobiles. I dabbled in flying full size airplanes and even soloed. (Too expensive though). I have a degree in automotive service and was a draftsman which has helped 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. It was simple with probably only 20 parts. The body was made up of five of those pieces not including the bumpers. But I was hooked!

My model building subjects are eclectic. I build formula one, antique cars, sports cars from every era, muscle cars, and occasionally a modern car or two. Plus all types of aircraft, sailing ships, spacecraft, sci fi, and motorcycles. I find the diversity keeps me going.

Currently I'm highly modifying (re-styling) 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. Currently the manufacturer displays are my responsibility along with the general running of the museum with the other trustees. GSL and the museum are a real passion for me that I hope I never grow tired of.



**Mark S. Gustavson** got started building model 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 at the 1995 IPMS Nationals, numerous Best Engine awards, and numerous 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 a twenty-year modeling project that may be his undoing! Mark is one of the GSL-XXV judges.



**Bob Wick's** first model was a then-new AMT 1958 Ford Convertible, finished in bottled metallic silver 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 sketchpad 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 1957 Ford Victoria Project, the focus of a series of articles currently appearing in *Model Cars* magazine. Bob is one of the GSL-XXV judges.

**Fisher Body Craftsman's Guild.** John Jacobus of Silver Spring, Maryland, will present a seminar on the famed Fisher Body Craftsman's Guild (1930–1968), sponsored by General Motors Corporation, in which college scholarships were awarded to those who designed and built the “best and most original” 1/12 scale model automobiles. Called the Fisher Body Design Contest among friends, the historic industrial arts program was a corporate public relations gambit, a talent search, and a recruiting tool.

The seminar will include a discussion of period-vintage photo CD images which convey the spirit, meaning, and history of the Guild and include the 1/18 scale miniature model Napoleonic Coach era and the 1/12 scale model car era. The emphasis will be on the models and the people who made them.

A number of Guildsmen will be present in the audience to briefly share some of their Guild experiences and describe what the program meant to them. There will also be a display of 17–20 exquisite Guild models at the seminar as well as in the display hall.



**John Jacobus** is a Fisher Body Guildsman who grew up in Baltimore, Maryland, and participated in the Guild model car competition from 1961 to 1966 and achieved state award level recognition. He has been studying the Fisher Body Craftsman's Guild since 1984 when he worked as a volunteer at the Smithsonian Institution to collect, preserve and display a representative sample of Guild models. The 10 model cars and a Napoleonic Coach were on display at the “Hall of Transportation,” Museum of American History, from 1991 to 2000. Automobile Quarterly published an article about the Guild that he wrote in 1987. Jacobus continued to collect memorabilia by contacting Guildsmen and was able to enhance his collection online.

Retiring in 2000 with a vast collection and large body of contacts, Jacobus was able to write two McFarland books about the Guild competition: *The Fisher Body Craftsman's Guild: An Illustrated History* (2005) and *Inside the Fisher Body Craftsman's Guild: Contestants Recall the Great General Motors Talent Search* (2012). The research necessary to write these books helped with the organization of several successful Fisher-Guild Reunions in 2004, 2008 and 2013.

In 2014, John and Jeanie Jacobus donated a series of *Fisher Body Craftsman's Guild Memorabilia* books, volumes 1–8, to the International Model Car Builder's Museum library and archives.

**Resin Casting and Molding.** This seminar discusses advanced techniques to get better results in mold making and resin casting. From adding color tint to resin to designing better molds, we will talk about what techniques work and why. We will also talk about money saving techniques and will take your questions to solve your problems.



**Robert Burns** is a 37-year-old model builder from San Diego. He's been making molds and casting for 10 years, and used his skills to gain employment in the 3D printing and rapid prototyping industry. He also specializes in difficult molds, saving money, and problem solving. Robert has written for *Model Cars Magazine*, *Scale Auto*, and has participated in the Custom Clinic Photo Contest for many years.

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# 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 isn't 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.



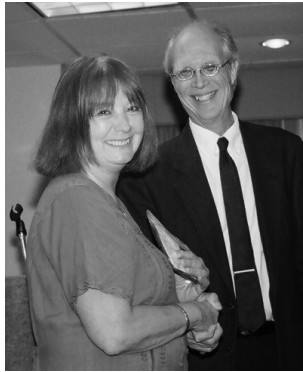
**3. Disqualification Rules.** Any model entered in the GSL International Championship will be disqualified from competition in any Class (but not necessarily from the Championship) if:

- (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 preauthorized 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 each 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, 2013, 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.

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# HOW JUDGING IS DONE



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 (without silvering)?



**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.



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## CLASS DEFINITIONS

GSL presents the following Classes for GSL-XXV. 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 George Layton (GSL Best of Show, 1983), who will be pleased to assist you. Please enjoy the photos of the Best of Class winners from GSL-XXIII.

**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-XXV is the new Monogram/Revell “Slingster” kit or the original Monogram Sizzler dragster kit. The entrant may build their entry in any style suggested in either 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 accor-



dance with applicable 1:1 competition rules of the sanctioning organization for the appropriate era or year(s).

**Competition: Drag.** This Class is for scale models of vehicles intended exclusively for one-eighth and one-quarter mile straight line acceleration competition. 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.

**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 15.** 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-XXV, the Group 15 kit is any release of the Round 2/AMT 1956 Ford Victoria kit. 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 (1980 or earlier). There are just three additional limitations: no one-off machined or photoetched parts not fabricated entirely by the entrant; no aftermarket products not available in 1980 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 1956 Ford Victoria models in this Class.

**“If I Had Styled 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 or 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.)

**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. Also note that the Junior Class encompasses all scales.) 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.

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# 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.

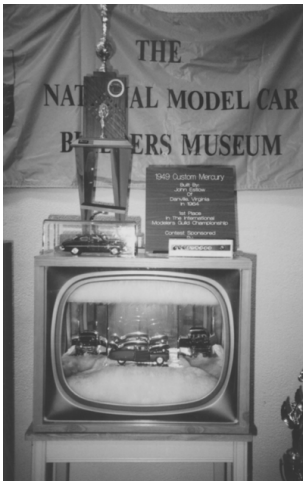
As part of the effort to chronicle and celebrate the history of our hobby, we have created the **Hot 150/Clone the Past** program that identifies the most influential models in the history of our hobby, and then either acquires/restores the original model, or replicates these models for chronological 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](mailto:msgsl@xmission.com) for further information.



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

John Rittel (2005)  
 Mike Baltes (2005)  
 Tom Steiner (2005)  
 John Owens (2005)  
 Unknown Modelers Operation  
     Iraqi Freedom (2006)  
 Joe Vasapollo (2006)  
 Ron Bolton 2006  
 Danny Thomas (2006)  
 Laeth Nearhing (2006)  
 Harold Helwig (2006)  
 Jim Yeager (2006)  
 Steve Benkovics (2006)  
 Greg Burgess (2006)  
 Randall Gering (2006)  
 Steve Benkovics (2006)  
 Curtis Hilton (2006)  
 Ed Polley (2006)  
 Les Osborne (2006)  
 Tim Warcup (2006)  
 Bob Urry (2006)  
 Calvin Rippee (2006)  
 Robert E. Leinbach (2006)  
 Bill Harrison (2007)  
 Al Superczynski (2007)  
 Ricky Couch (2007)  
 Unknown Modelers of Virginia  
     Tech (2007)  
 Mike Leblanc (2007)  
 Earl Ma (2007)  
 Ron Cash (2007)  
 Norm Nelson (2007)  
 Dave Branson, Sr. (2007)  
 Garry Dowling (2007)  
 “Uncle Bill” Aitchison (2007)  
 Ozzie Parker (2007)  
 Gene Bakersfield (2007)  
 Tex Ouderkirk (2007)  
 Bob Mantha (2007)  
 Ken Mosezar (2007)  
 Alex Mesch (2007)  
 Tom Mach (2007)  
 John Bowman (2007)  
 Robert Cumberworth (2007)  
 Clyde Young (2007)  
 Artie Wheeler (2007)  
 Andy Delgato (2007)  
 Tom Mach (2007)  
 Rick Hicks (2007)  
 Mike Harmyk (2007)  
 Mark Holland (2007)  
 Dave Wischmeyer (2007)  
 Larry Porter (2007)  
 Mike Harmyk (2007)  
 Rick Wright (2008)  
 Bob Babbitt (2008)  
 Pat Delvaux (2008)

Richard “Bart” Bartusek (2008)  
 Dean Hootman (2008)  
 Donald Mann (2008)  
 Bruce Kraemer (2008)  
 Ricky Flice (2008)  
 Richard LeGaye (2008)  
 Elden Titus (2008)  
 Dan Morgan (2008)  
 Richard Wise (2008)  
 Dave Deal (2008)  
 Bob Paeth (2008)  
 Paul Allen Spoelhof (2008)  
 Les Rammel (2008)  
 John Hubbard (2008)  
 William Michaelson (2008)  
 Gary Garigo (2008)  
 Herbert Carl Baright (2008)  
 John Cunningham (2009)  
 John Estlow (2009)  
 Chris Louden (2009)  
 Lee Baker (2009)  
 Rees Gwillim (2009)  
 Carl W. Bodensstab, Jr. (2009)  
 Joe Tenschert (2009)  
 Russell F. Overheu (2009)  
 Tom Anderson (2009)  
 Steve Smith (2009)  
 Bud LeFevre (2009)  
 Mike Maze (2009)  
 Tom O’Riley (2009)  
 Willie Bishop (2009)  
 Michael Scheck (2009)  
 Patrick Barnes (2009)  
 James Bush (2010)  
 Ray Arrington (2010)  
 Paul Masten (2010)  
 Pat McLaughlin (2010)  
 Dale Asper (2010)  
 Larry Alexander (2010)  
 Edward Wright (2010)  
 John Deem (2010)  
 Floyd Bryant (2010)  
 Herb Hoskins (2010)  
 Winston Mitchell (2010)  
 Gary Long (2010)  
 Ed Ryan (2010)  
 Roger R Harris (2010)  
 Martin Swire (2010)  
 David Kolar (2010)  
 Jerry Sims (2010)  
 Michael (Doc) Deubel (2010)  
 John Dryjanski (2010)  
 Dave Brearley (2010)  
 Kevin Argus (2010)  
 Joan Mahaffey (2010)  
 George Toteff (2011)  
 Robert Reder(2011)

Bernie Melanson (2011)  
 Bob Peeples (2011)  
 George Chappell (2011)  
 Rhys Crosskill (2011)  
 Bob Pierce (2011)  
 Marty Sanderson (2011)  
 Dennis Hayden (2011)  
 David Brackin (2011)  
 Ron Merkel (2011)  
 Gordon Fields (2011)  
 Tony Pocius (2011)  
 Al Sparling (2011)  
 John Nesbitt (2011)  
 Randy Vandraiss (2011)  
 Rockland Francis Russo (2012)  
 Robert Plum (2012)  
 Fred Weissinger (2012)  
 Jason Scruggs (2012)  
 Daryl Porch (2012)  
 Chuck Granger (2012)  
 Bill Lastovich (2012)  
 Tim Leicht (2012)  
 Skip Samples (2012)  
 Edgar Chip Fisher (2012)  
 Bill Eichhorn (2012)  
 Lou Kroack (2012)  
 Gordon Delks (2013)  
 John Chapman (2013)  
 Ray Parsons (2013)  
 Glenn Vogler (2013)  
 Alan Szarek (2013)  
 Pat Howard (2013)  
 Mike Madlinger (2013)  
 Todd McWilliams (2013)  
 Dennis Reiner (2013)  
 Tony Hill (2014)  
 Roger Harney (2014)  
 Jack Davis (2014)  
 Jim Hall (2014)  
 Dan Rhein (2014)  
 Bud Carlson (2014)  
 Todd Koncsol (2014)  
 Joseph Scinta (2014)  
 Carol Hiscano (2014)  
 Risto Pyhäranta (2014)  
 Tom Creeger (2014)  
 Danny E. Hurst (2014)  
 Ross Gibson (2014)  
 Larry Miller (2015)  
 Pat Crittenden (2015)  
 Mike Acosta (2015)  
 Mike Phipps (2015)

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## CLOSING NOTES

Thank you for coming to the twenty-fifth GSL International Scale Vehicle Championship and Convention. Born just the “Utah Model Car Association Salt Lake City Championship,” that first contest (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 more than 642 different 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-XXV!



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# 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.

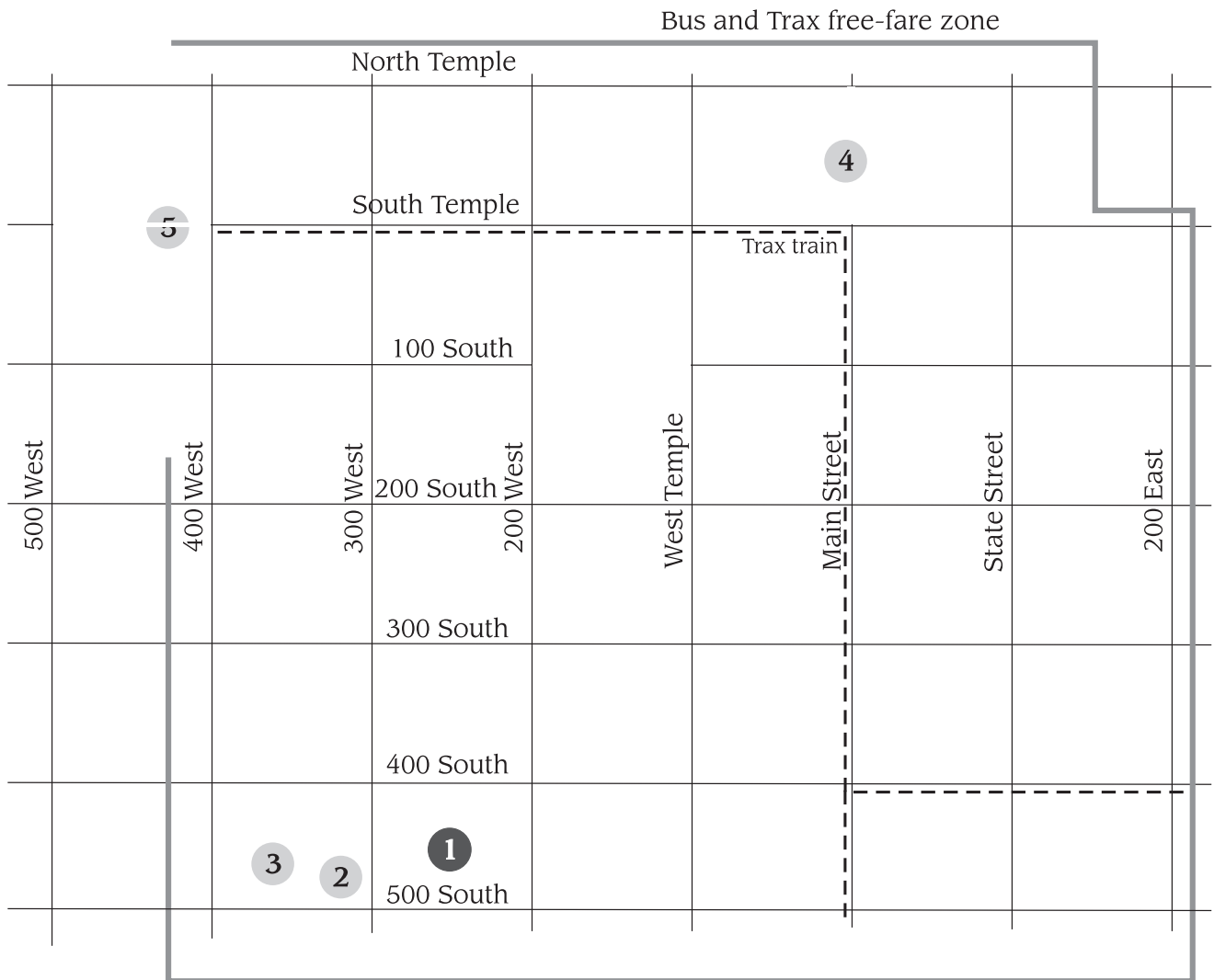
## *Photography Release*

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 each 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.

