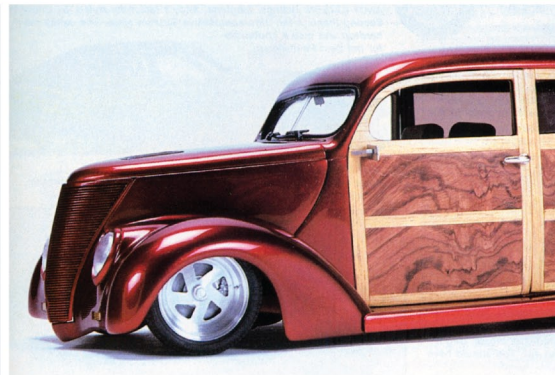
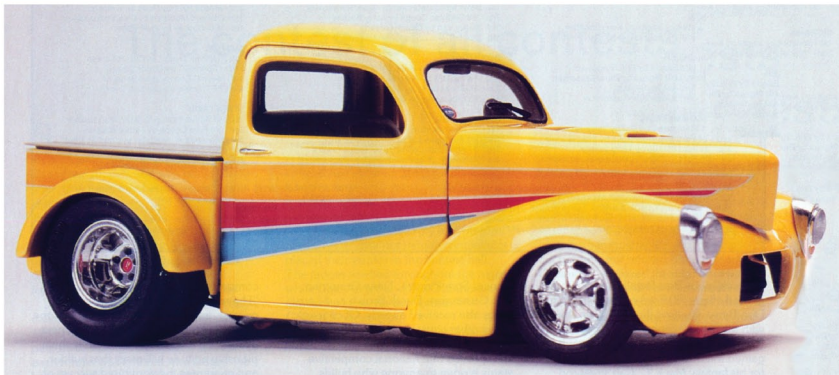


BEST-OF-SHOW
 A SPECIAL EXHIBIT OF THE FIRST TWENTY-ONE
 GSL BEST-OF-SHOW WINNERS

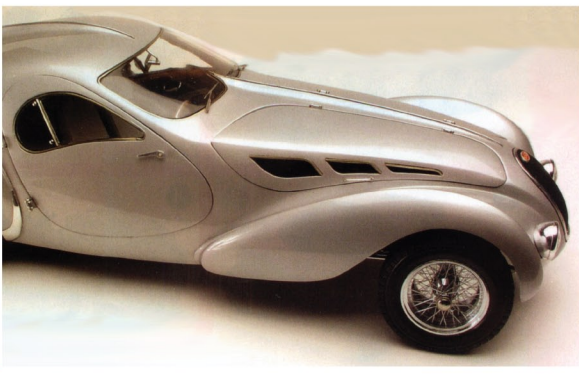
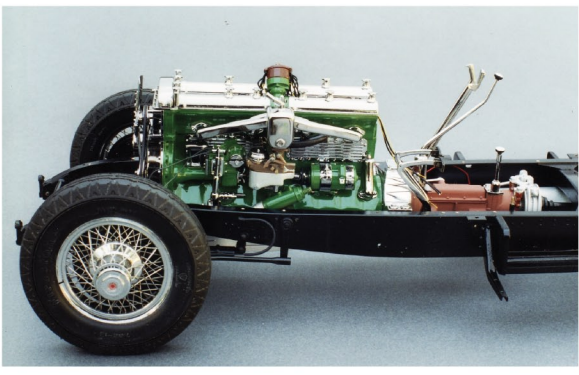
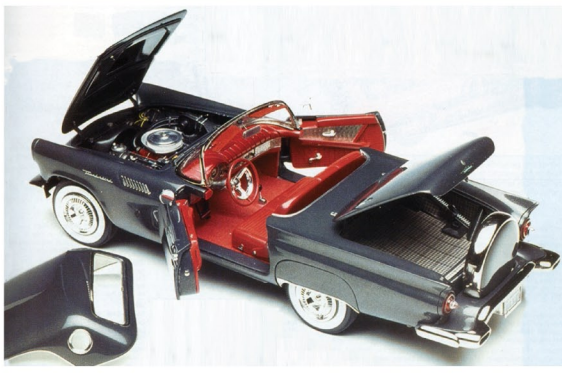
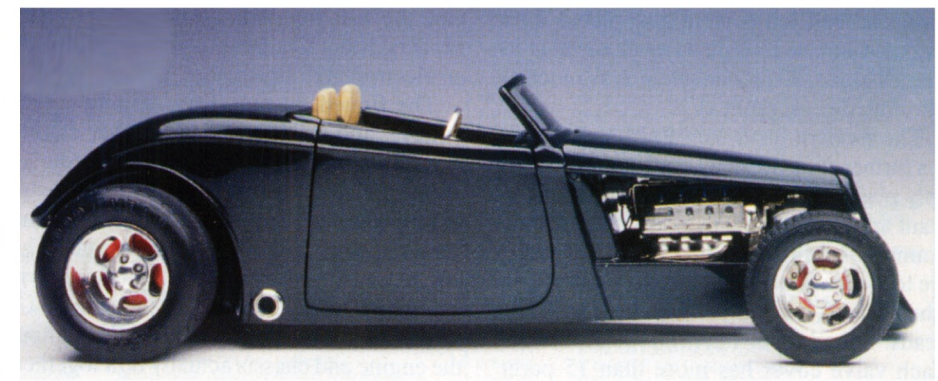
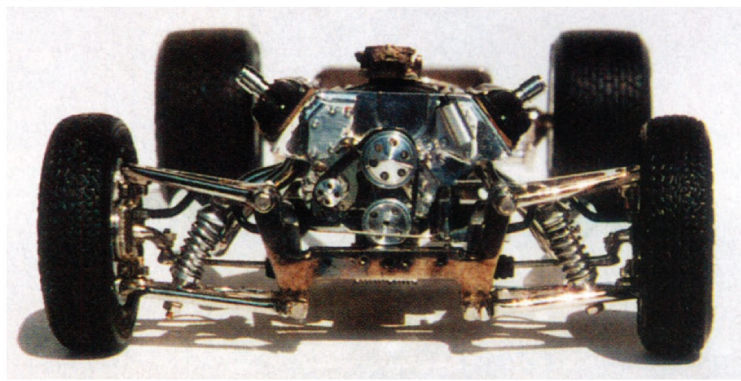
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 at GSL-XXII - April 30 - May 3, 2009 - Salt Lake City, Utah



**GSL-XXII INTERNATIONAL
 SCALE VEHICLE CHAMPIONSHIP
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APRIL 30
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 2009

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Presented by:

***The International Model Car
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for the

***GSL International Scale Vehicle
Championship and Convention***

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Phase Three Design

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A free download of this book, plus the original articles (all in PDF) on the models featured here that appeared in both *Scale Auto* and *Model Cars* magazines, are available on the websites of the International Model Car Builders' Museum and the GSL Championship.

www.TheModelCarMuseum.org

www.GSLChampionship.org

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BEST-OF-SHOW

A SPECIAL EXHIBIT
OF THE
FIRST TWENTY-ONE
GSL
BEST-OF-SHOW WINNERS

INTRODUCTION

The GSL International Scale Vehicle Championship and Convention had its genesis in the idea that high-quality automotive modeling should be presented in a setting befitting the excellence of the models entered there. Each Best of Show winner not only exhibits mastery of basic craftsmanship, but also shows a commitment to risk-taking and the highest levels of the builder's modeling skills and creativity. Each model is the finest representation of the art of scale vehicle modeling in the Championship it won. Since the first GSL event in 1979, a series of twenty-one great models have won the coveted designation. Each Best-of-Show model also claimed other major awards in the Championship in which they were entered. Those additional awards are listed here as part of the description of each model.

The list of winners and their models reveal a number of interesting facts and firsts:

- Two factory stock models, two customs, seven street rods, three competition models, four replicas, one motorcycle, a street machine, and one design study have won Best-of-Show.
- There have been two builders with multiple Best-of-Show wins.
- Both of the two customs were the designs of their builders, and both were painted red. These models were separated by a twenty-two year interval.
- The first "large scale" winner appeared in the third Championship.
- The sole design-study "phantom" model picked up on styling cues from the Classics era in French coach building.
- One of the three competition models was open-wheeled, and the other two were built for road course or circle track racing.
- The replica models have been diverse: a land speed racer, a vintage Barris custom truck, a vintage Thunderbird, and the George Whittell car.
- Real chrome plating first appeared on the GSL-IV Best-of-Show model.
- Street rod models are the subject most represented with seven models, all of which featured contemporary chassis design and driveline appointments.
- Only one model has incorporated real-use weathering in its finishes.
- Only one Best-of-Show model has not enjoyed a feature in any model car magazine.
- Three Ford "woodies" have won the top award, two of which were street rods.
- Six of the Best-of-Show models have been in scales larger than 1/24-1/25.
- Eighteen builders have won the Best-of-Show Awards through GSL-XXI.
- It was not until the seventh Championship that the first Street Rod took Best-of-Show, after which six of the next fourteen winning models were Street Rods. No Street Rod model has won Best-of-Show since 1999.
- Three of the last five Best-of-Show winners are built in scales larger than 1/24-1/25.
- There was an eleven-year hiatus between the first and next "large scale" winning model.
- Only one builder has claimed the Best-of-Show award two consecutive times.
- There has been only one non-strictly automotive winner – a motorcycle.
- Machined parts have appeared on fourteen of the twenty-one winning models to date.
- Only three Best-of-Show models have been totally scratchbuilt, one of which was in a scale larger than 1/24-1/25.
- No street rod Best-of-Show model was in a scale other than 1/24-1/25.
- Only six of the Best-of-Show models were voted Modeler's Choice.
- No Best-of-Show model has been awarded more than three Master Awards, and only two models have received that many Master Awards.
- No Best-of-Show model was built strictly out-of-the-box or using only kit-supplied parts.
- One Best-of-Show model appeared in two feature articles in Scale Auto and was on the cover twice.
- Two of the Best-of-Show-winning builders have passed away.
- Ten of the Best-of-Show models have been donated to the International Model Car Builders' Museum, with three additional models presently on loan.

This book presents a visual history of these twenty-one great models, accompanied by a short description of what made each of these scale automotive miniatures a pioneering effort by its builder. By viewing the special Best-of-Show exhibit at GSL-XXII, and reading this book, the great progress made in Best-of-Show winning entries can be fully appreciated.

The GSL International Scale Vehicle Championship and Convention will continue its tradition of recognizing scale vehicle modeling excellence, and honoring the builders willing to take chances and make the effort to create these miniature masterpieces of automotive art.

~ *International Model Car Builders' Museum*

BEST-OF-SHOW

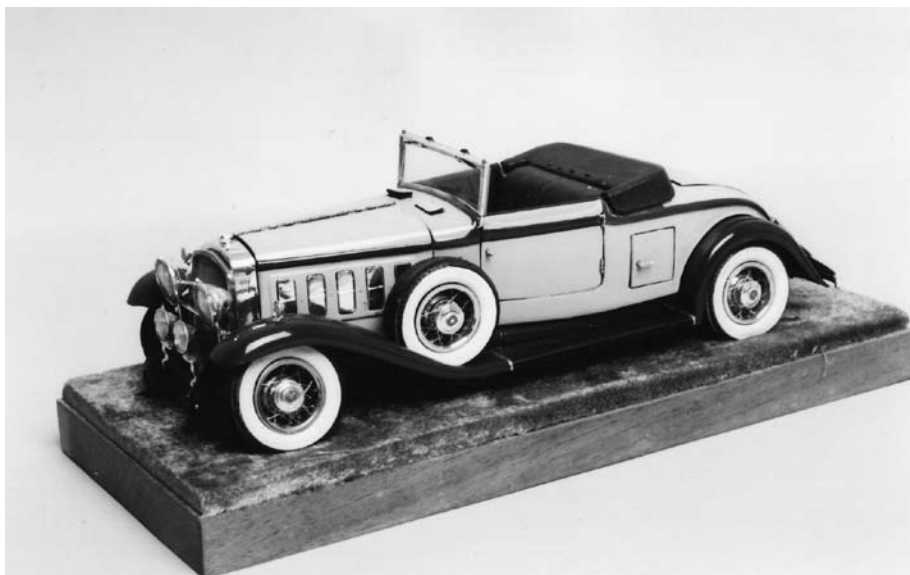
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GSL-I 1979

David Baird 1932 Cadillac

*Also won:
Best Cadillac Master Award*

David Baird's 1932 Cadillac features a kit body skinned in printer plate aluminum sheet, with handlaced wire wheels using stainless steel wires and machined rims, mounted on cast tires sporting whitewalls. Genuine leather seating surfaces are also featured, and nickle-plated brass parts abound. Full mechanical and hydraulic plumbing are also present on this model, which was built in an era when modeling Classic-era American cars was rare indeed.



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GSL-II 1981

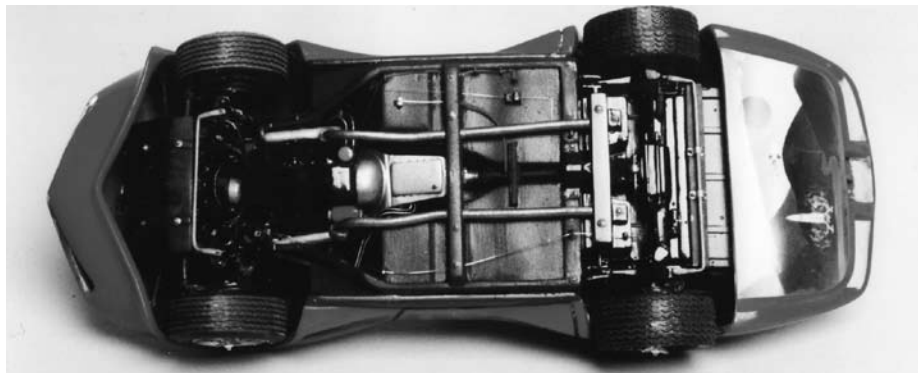
Mark S. Gustavson

1978 Corvette

Also won:

*Best in Modified Class,
Best Engine and Chassis Master Award,
Best Interior Master Award,
Best Overall Detail Master Award, and
Popular Choice*

Mark S. Gustavson's Corvette exhibits substantial bodywork, including placing a '64 Corvette roof onto a widened and highly-restyled 1978 Corvette body. A scratchbuilt port-fuel injected Chevy V-10 engine was fabricated to power this radical custom. Turnable front wheels connected to the steering wheel compliment the working the front and rear suspensions. This is the first GSL Best of Show entry to use photoetched parts. Typical of the era in which this model was built, a series of three airbrushed murals feature a science-fiction story.



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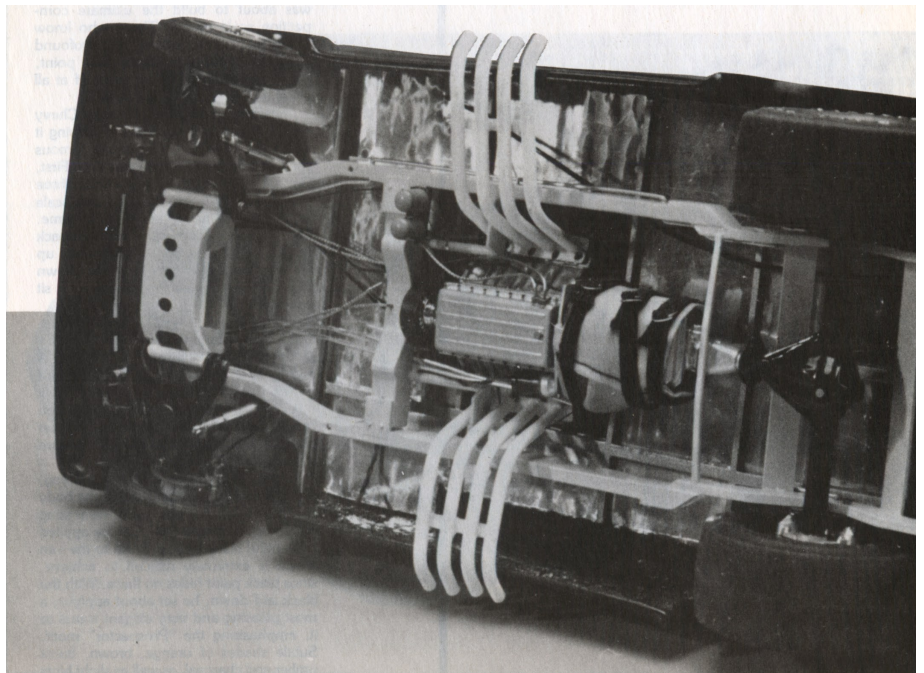
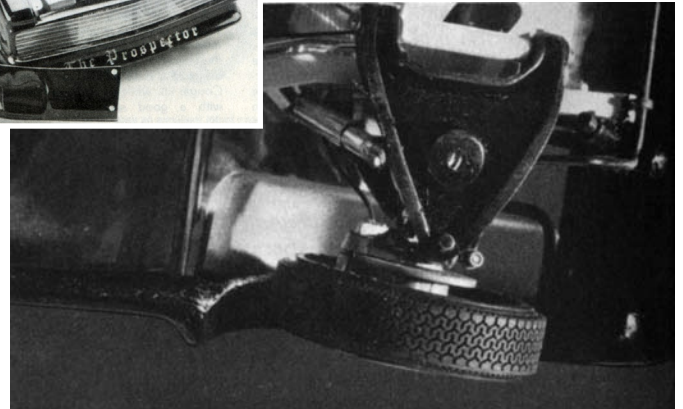
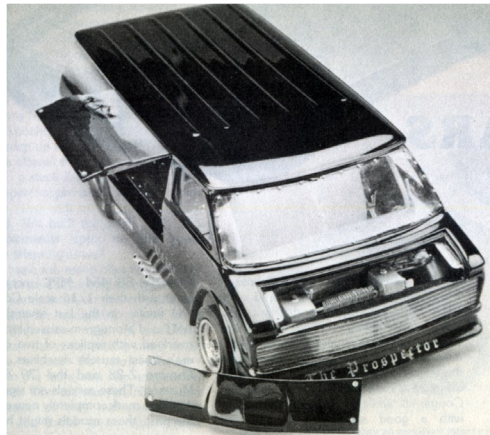
GSL-III 1982

George Layton Chevy Drag Van

Also won:

*Best in Competition Class,
Best Detail Master Award*

George Layton's "Prospector" Chevy drag van features a radically modified body with molded panels and a chopped top. A fully-detailed 417 Donovan engine was placed amidships, and the front suspension operates with ball joints, tie rod ends, and wheels turned through a scale steering box. This is the second and final Best of Show entry to exhibit murals, on this model stretching in one continuous image from one side, around the back, then to the other side. A hand-stitched drag chute is placed at the rear, and the side door hinges upward to reveal the full mechanical and plumbing details.



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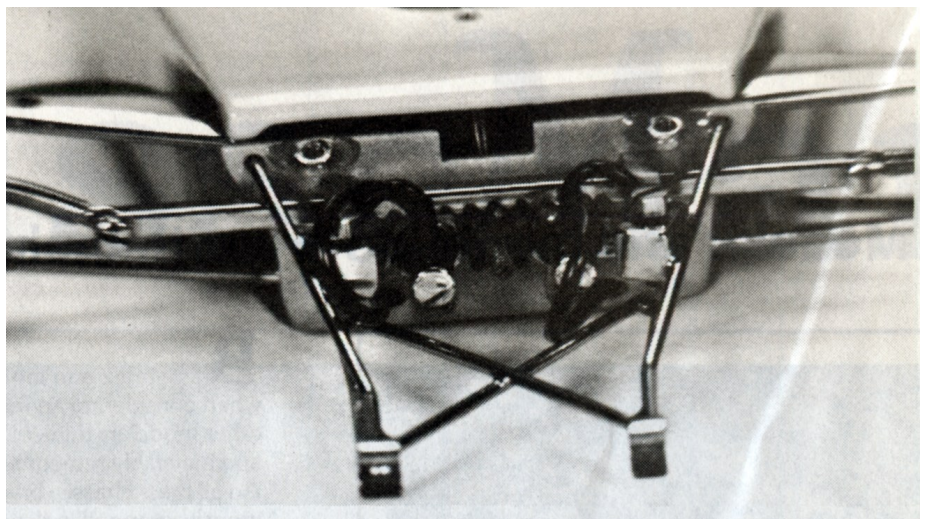
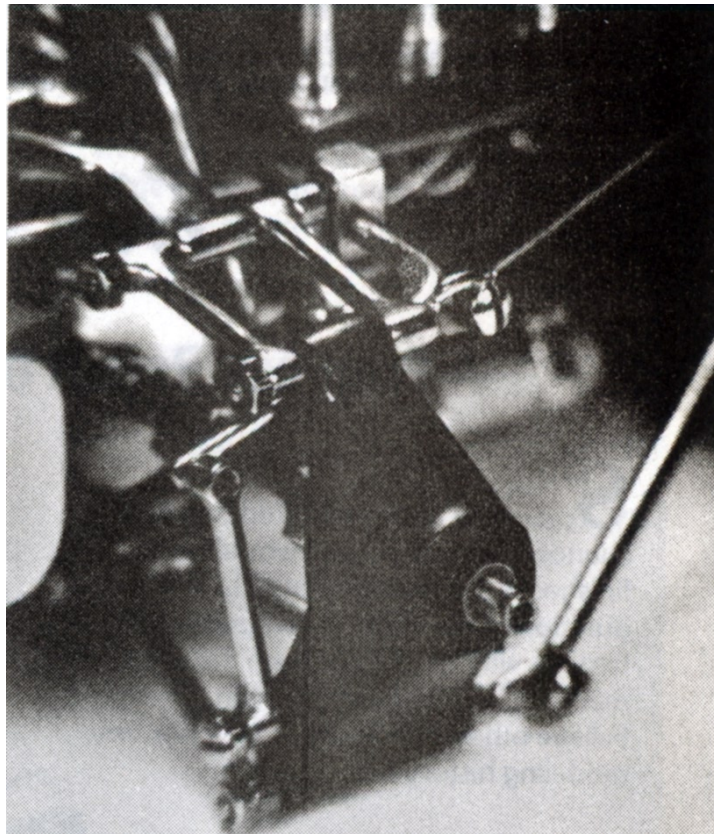
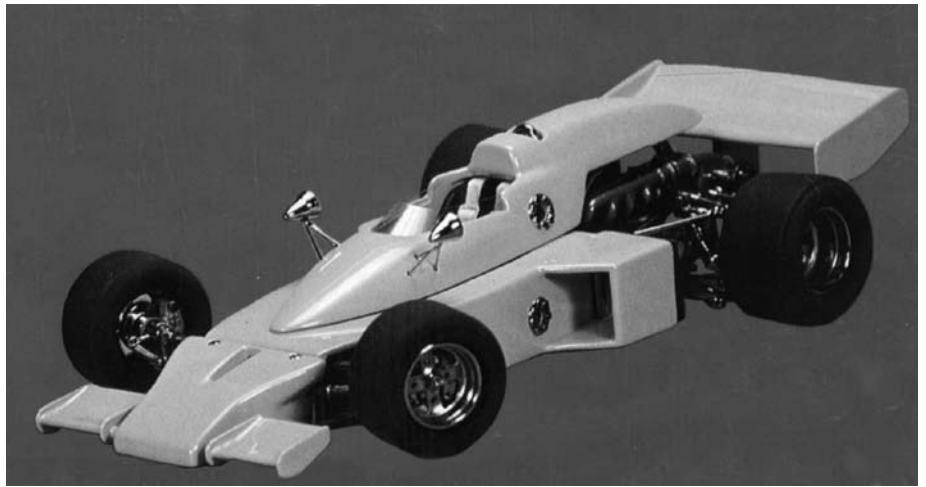
GSL-IV 1983

David Berry
1975 McLaren

Also won:

*Best Engineering Master Award,
Modeler's Choice*

Dave Berry's 1975 McLaren Indy Car model was the first Best of Show winner to be completely scratchbuilt. The entire frame, and the hundreds of detail parts, were machined and fabricated from brass, with many finished in genuine chrome plating. The brakes, suspension and steering gear all bolt together, and a tiny spring holds the gas filler door closed. A scale-authentic steering box actuates the front wheels when the steering wheel is turned, and all four machined ball joints operate. The model is finished in the correct McLaren orange lacquer.



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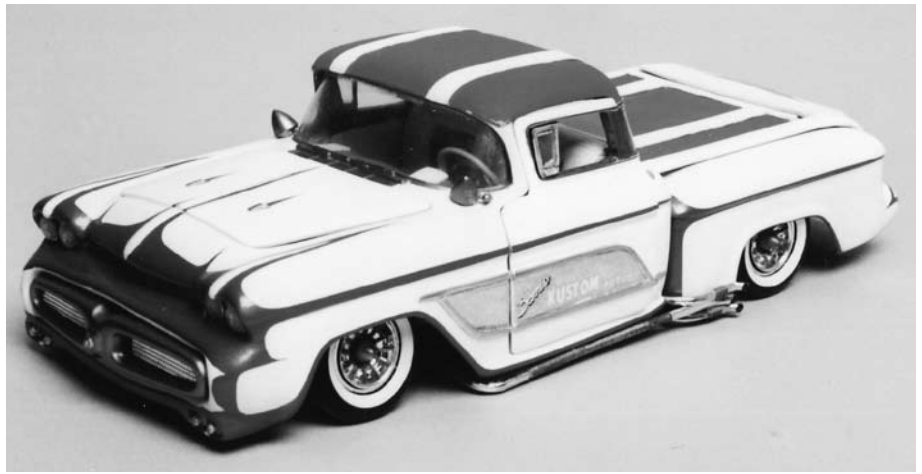
GSL-V 1984

Bob Barnett Kopper Kart

Also won:

*Best in Custom Class,
Best Nostalgia Master Award*

Starting with a Revell '55 Chevy, Bob modified the doors and front fenders to match the real truck, and scratchbuilt the bed. Like the full-scale vehicle, the scallops, pin stripes and the "name" on the tailgate were all applied in lacquer (no decals were used on the model). A detailed Chevy inline six was added, with scratchbuilt wheels, grille work, and a dashboard with full instrumentation completing the model.



**"Bob's
passion for
replica
customs
is evident
in this
precise
rendition."**



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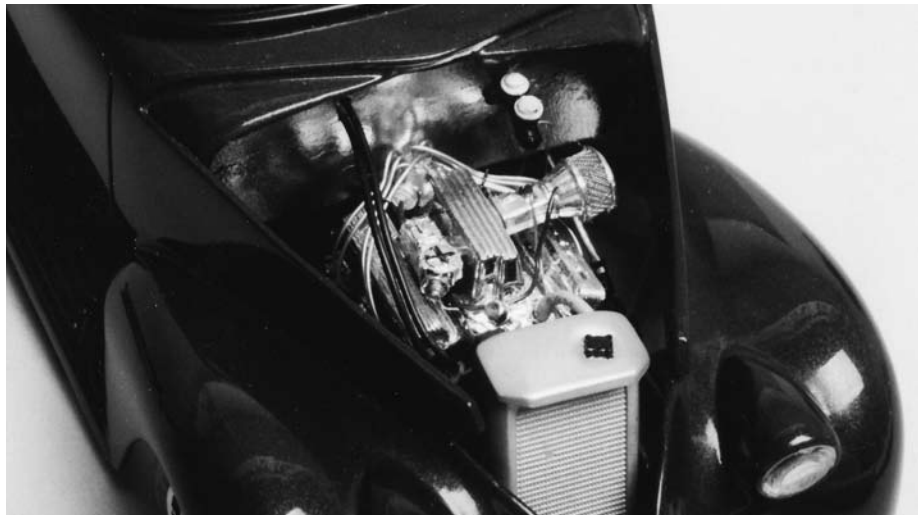
GSL-VI 1985

Rick Somerlot 1939 Chevrolet

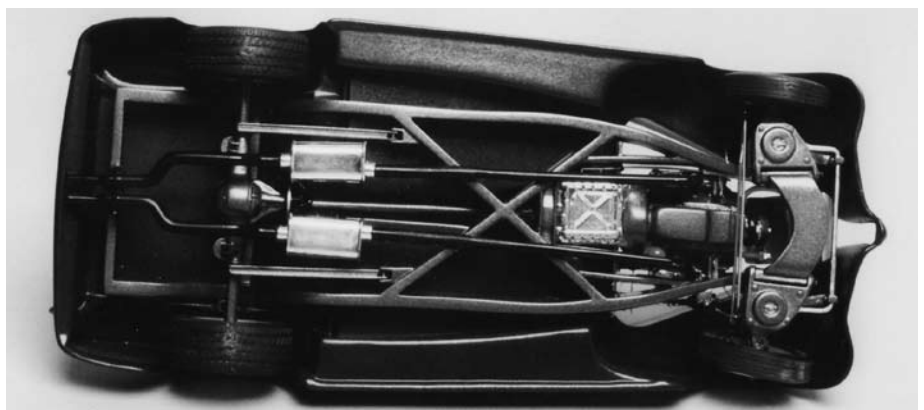
Also won:

*Best in Street Rod Class,
Best Detail Master Award,
Modeler's Choice*

Rick Somerlot always wanted to merge Corvette styling details with vintage Chevy design elements, and this is the result. The highly-modified body features extensive molding and reshaping, a '56 Vette/'85 Vette combo dashboard and seats, and a '57 Vette windshield frame. The subtle paint job compliments the use of late model Corvette wheels and driveline components. The fully-detailed '63 Vette fuel injected motor features many fabricated parts.



**“The model is
the result
of merging
Corvette style
with
vintage Chevy
design elements.”**



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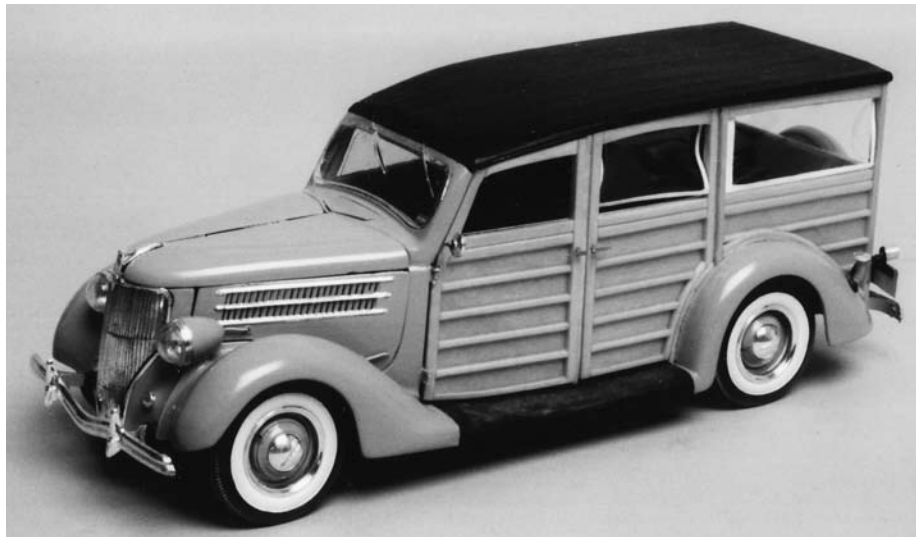
GSL-VII 1986

Jairus Watson 1936 Ford Woody

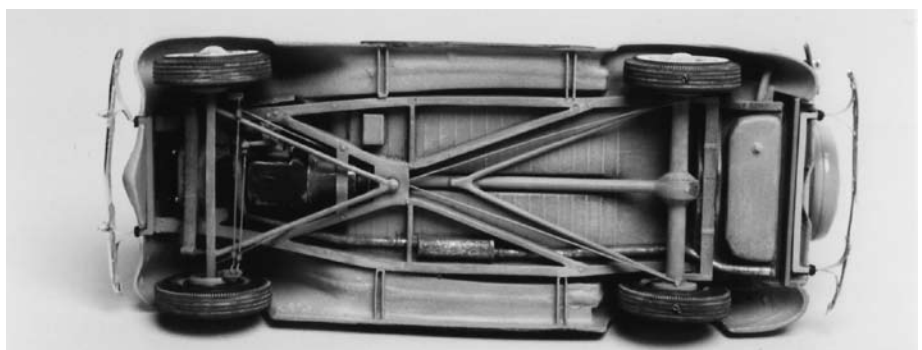
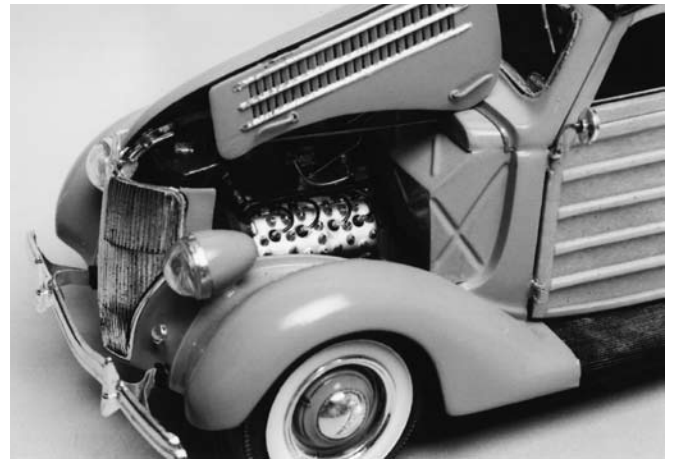
Also won:

*Best Replica Master Award,
Best Interior Master Award*

Jairus Watson's 1936 Ford woody wagon was the second replica stock model to win Best of Show, and features fully scratchbuilt wood work. Not content with building a pristine show car-level model, Jairus lightly weathered the undercarriage and the engine compartment where full-on factory detailing appears. The kit hood is double-hinged, and all four doors and the tailgate open. The scratchbuilt seats are covered in dyed leather to match the look of a 1:1 car.



“This is the only GSL Best-of-Show winner to exhibit weathering.”



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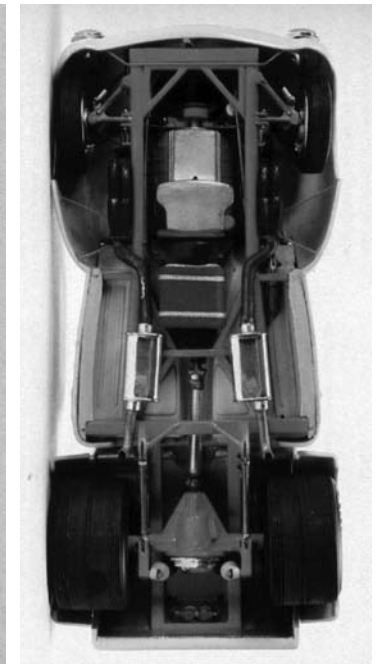
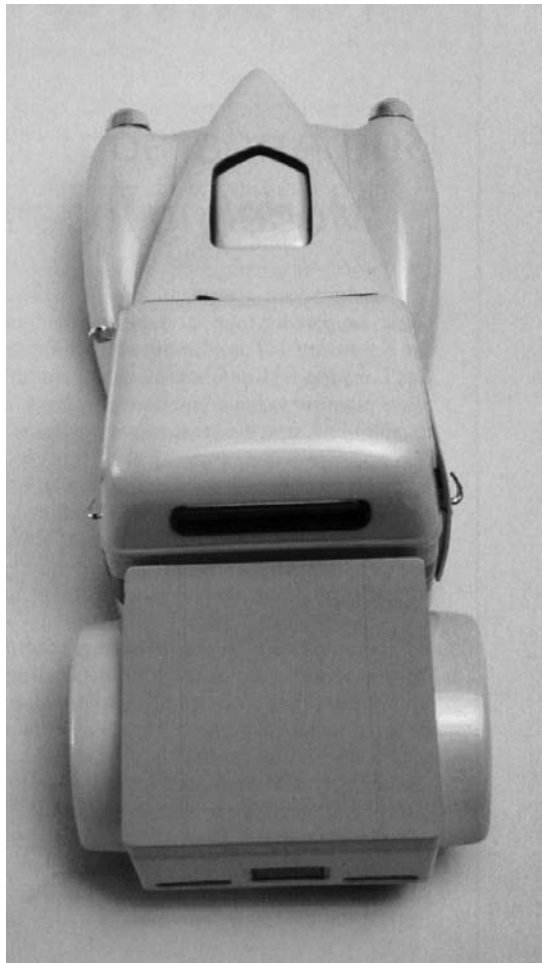
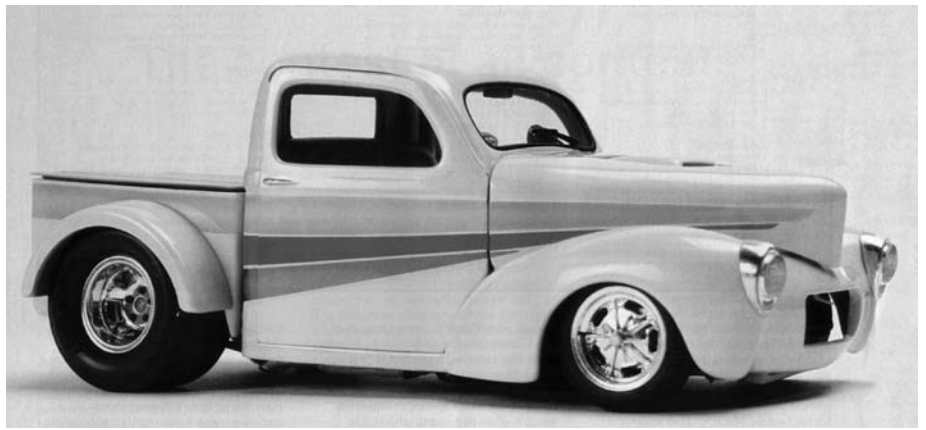
GSL-VIII 1987

John MacGowan 1941 Willys

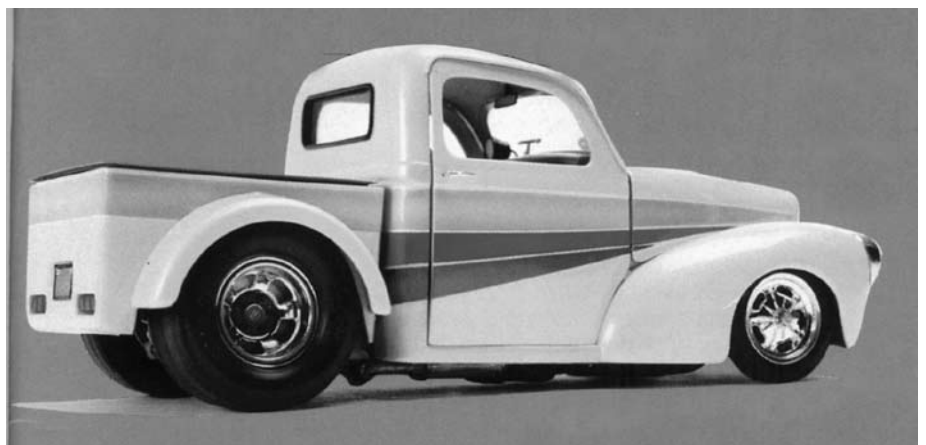
Also won:

*Best in Street Rod Class,
Best Paint Master Award*

John MacGowan's first Best of Show model struck out into new territory with an unusual subject. Starting with the Revell '41 Willys kit, John scratchbuilt a frame with machined operational components, converted the coupe body to a pickup, and fabricated the aluminum bed. Lots of mechanical detailing and machined parts were lavished on the big-block Chevy, and the driveline is complete with full wiring and plumbing. Fabric-covered seats sit to the rear of fully-detailed dash with Euro operational controls, and vivid graphics covered the modified body and hood.



“This model struck out into new territory with an unusual subject.”



BEST-OF-SHOW

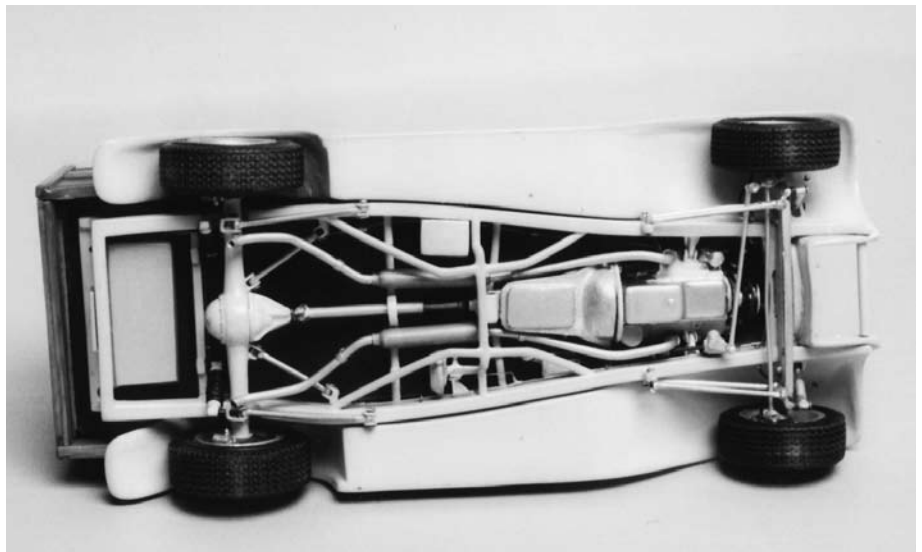
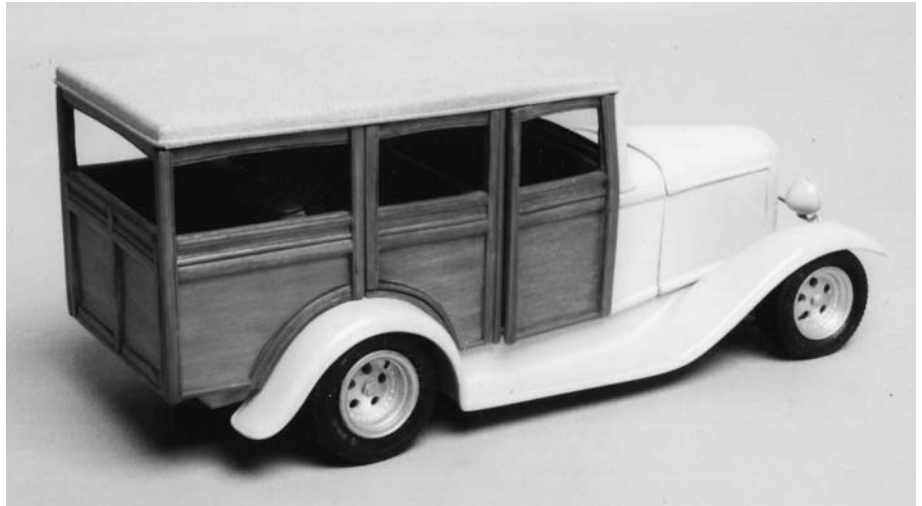
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GSL-IX 1988

Fred Grumke 1932 Ford Woody

*Also won:
Best in Street Rod Class*

Fred Grumke's 1932 Ford woody wagon was the second woody to win Best of Show. Built around contemporary street rod details, Fred started with a 1932 Vicky body, to which he added four scratchbuilt and operational doors featuring 134 panel rivets. He then installed a Weber-carbureted Corvette engine, fabricated suspension components and a slew of other operational details to bring this exceptional model to life. The interior features scratchbuilt seats, and the front seat moves forward and backward. Other interior details include the scratchbuilt dash insert, steering wheel, and steering column. This winner is a subtle, yet sophisticated, street rod.



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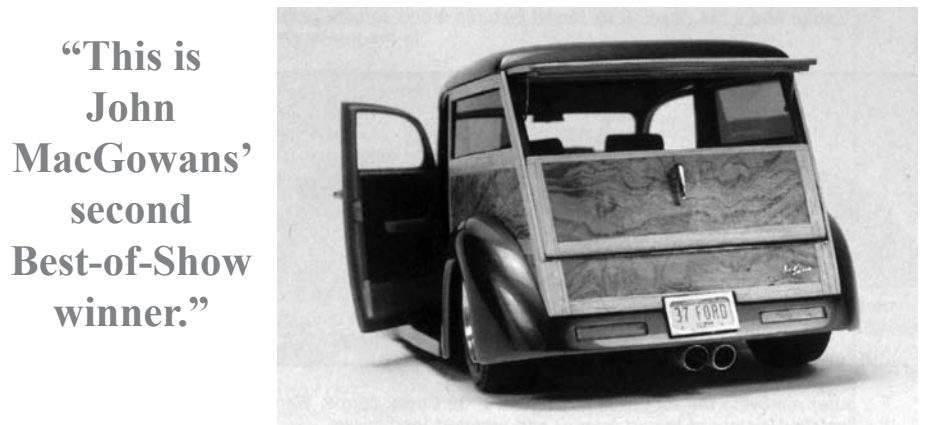
GSL-X 1989

John MacGowan 1937 Ford Woody

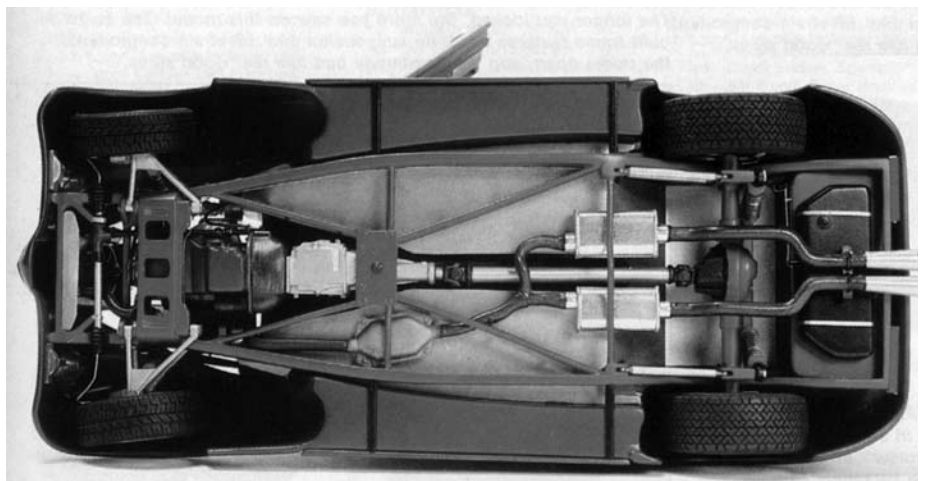
Also won:

*Best in Street Rod Class,
Best Paint Master Award,
Modelers' Choice*

John MacGowan's second Best-of-Show-winning model exceeded his earlier effort, and was the third "woody wagon" to win the top award. Showcasing his machining talents, metal wheels (right and left-side versions), suspension components, and exhaust parts were created, complimenting the largely scratchbuilt body with real wood details. Both doors open to reveal an exquisitely detailed interior with movable seats activated by levers. The Thunderbird Turbo engine and design theme are present in the styling and mechanical details. Many machined parts have been used throughout this model, and a rich cinnamon lacquer finish complements the wood rear paneling.



**"This is
John
MacGowan's
second
Best-of-Show
winner."**



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GSL-XI 1990

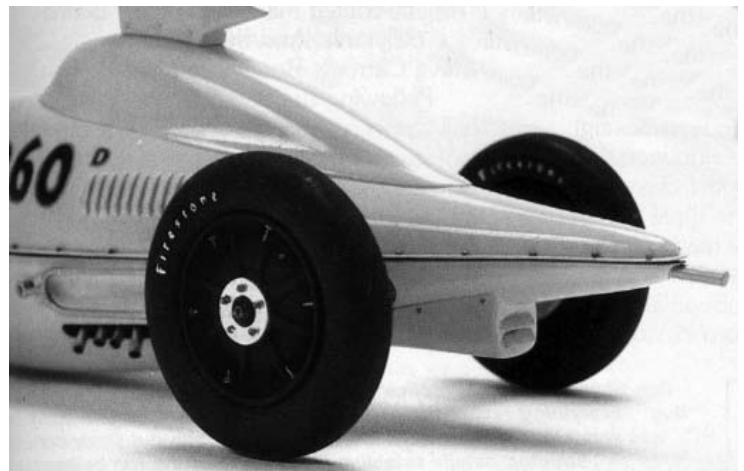
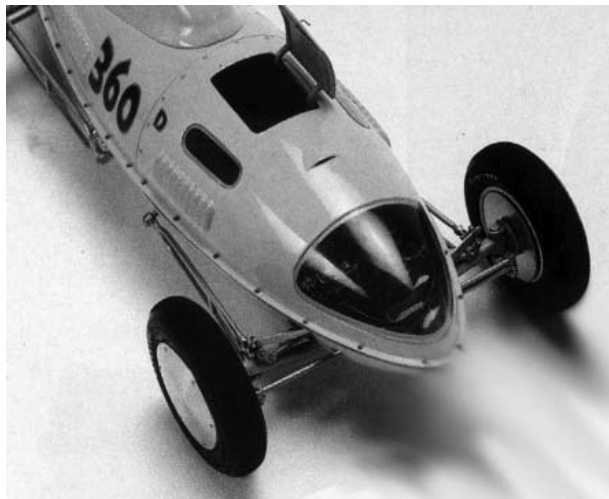
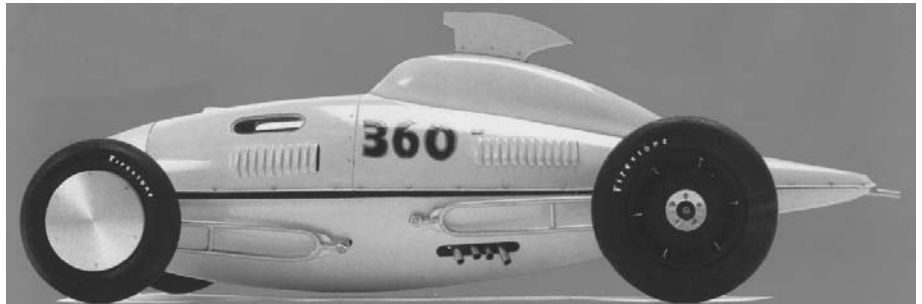
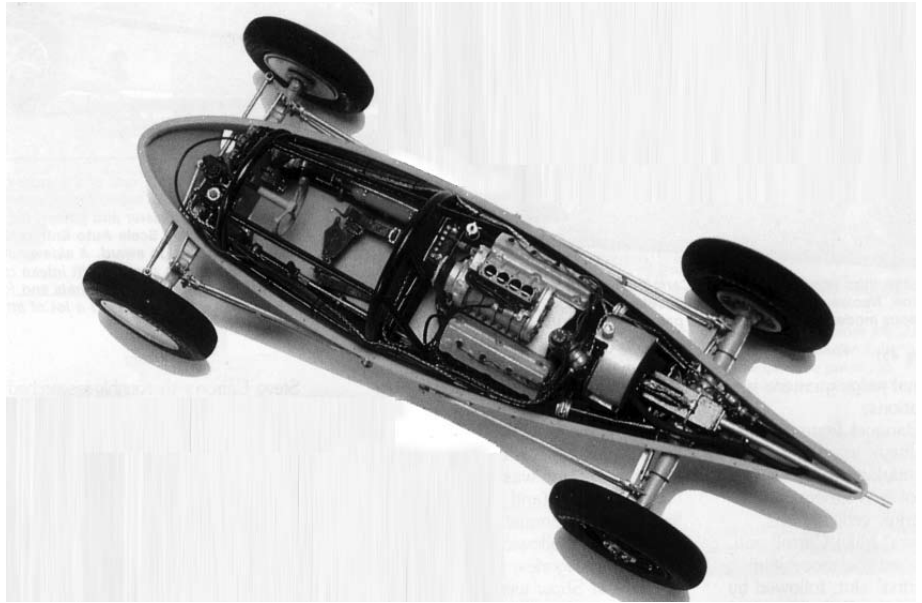
Steve Catron

Markley Bros. Bellytanker

Also won:

*Best in Competition Class,
Wingrove Scratchbuilding Award*

Steve Catron took Best of Show winners in a new direction with his exquisite replica of the famed Markley Bros. dry lakes belly tanker land speed record car. Based on extensive research with the original builders, this model's strength lies in its subtle accuracy. Steve vacuum-formed the delicate body over carved hardwood bucks, and fabricated the tube frame and suspension. An authentic '55 Plymouth Hemi was built as well, to which a vintage magneto, engine mounts, headers and flanges, belt tensioner, and rear blower cover were added. A hundred other details, like fuel shut-off switches, the steering box, and hydraulic clutch components, would take pages to list.



BEST-OF-SHOW

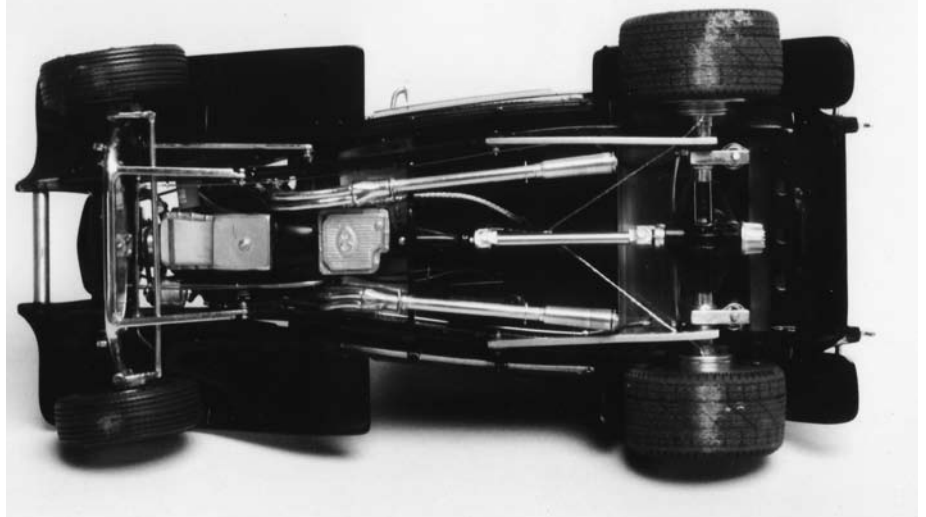
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GSL-XII 1991

Augie Hiscano 1932 Ford Victoria

*Also won:
Best in Street Rod I Class,
Modeler's Choice*

Augie Hiscano started his three-time Best-of-Show record with this all black 1932 Ford Vicky. Augie fashioned a scratchbuilt brass frame to which he added tubular cross members, and then also built from structural brass shapes the suspension pieces, axles, steering gear, brake drums, wheels, and myriad additional details. The grille components and assembly aptly summarize this model: the grille itself was custom photoetched from brass in two parts, then was nickel plated and fitted with a chromed surround, and is "open" to reveal the scratchbuilt radiator. The Ford engine was largely scratchbuilt, as was the C-6 transmission. Topping all of this great work was a flawless black finish rendered in lacquer.



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GSL-XIII 1992

Randy Derr Sunoco Camaro

Also won:

*Best in Circle Track Class,
Best Interior Master Award,
Dave Shuklis Engineering Master
Award*

Randy Derr presented his Best of Show Sunoco Camaro in larger than the standard scale, which not only permitted him to add a lot of detail, but required it. Starting with Monogram's 1/12-scale 1969 Camaro, Randy discarded virtually all of the kit and replaced those parts with his own. Working ball joints with rubber boots complement working A-arms, machined Mini-Lite wheels and scratchbuilt tires with correct tread patterns. A widened body, authentically-operating doors, fabricated hood hinges patterned after factory 1:1 items, and hundreds of additional details distinguish this model.



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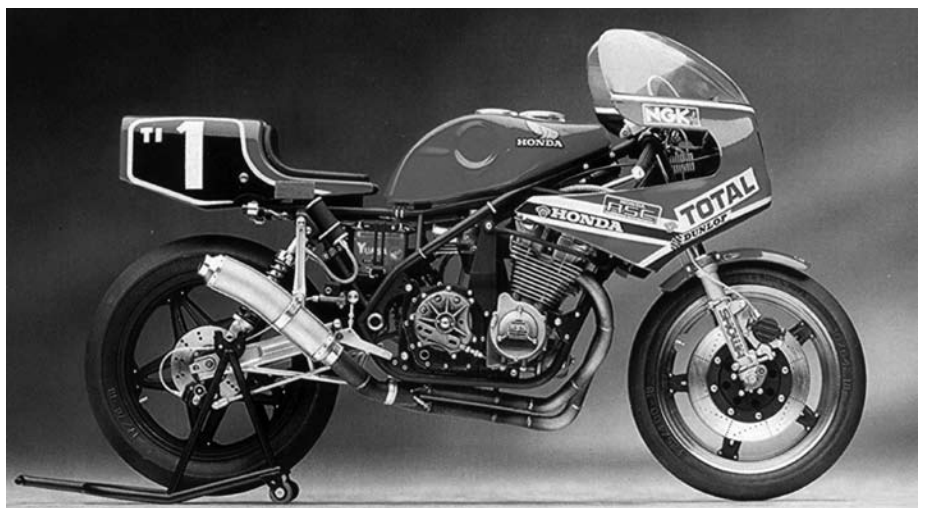
GSL-XIV 1993

Russ Schwenkler Honda RS-1000

Also won:

*Best in Motorcycle Class,
Best Detail Master Award*

Russ Schwenkler's 1/12 scale Honda RS-1000 motorcycle was a breakthrough Best-of-Show winner. Based upon the Tamiya kit, Russ prepared a series of CAD drawings for 150 machined parts that would replace kit parts, and commissioned Cody Grayland to build them. The use of machined parts was so extensive that a scant two dozen parts from the original kit remained. The basic frame was extensively modified to correct the kit's inaccuracies, after which wiring and plumbing details were added, and the machined parts were assembled and incorporated into the model.



BEST-OF-SHOW

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GSL-XV 1994

Larry Boothe 1957 Thunderbird

Also won:

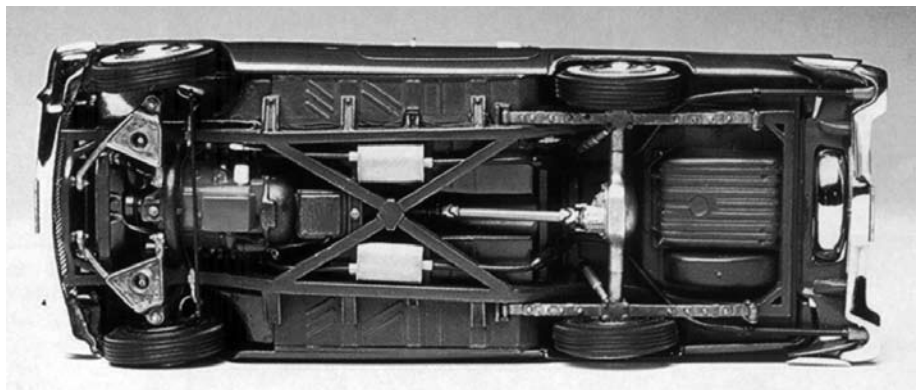
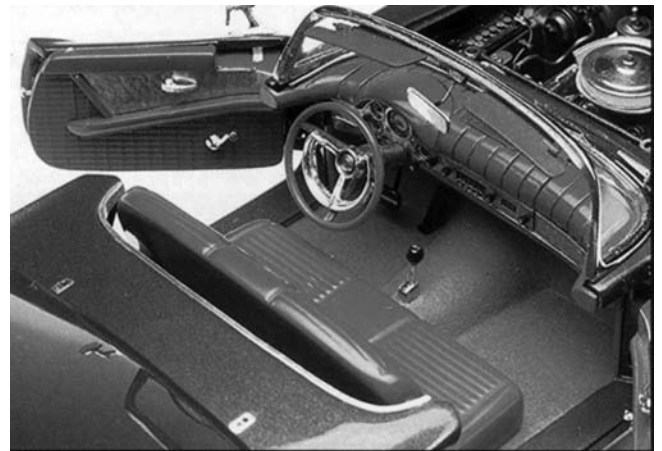
*Best in Replica Class,
Best Detail Master Award,
Best Interior Master Award,
Modeler's Choice*

Larry Boothe's 1957 Thunderbird set a new benchmark for replica construction. Starting with the AMT kit, Larry opened the doors and trunk, machined an aluminum strip to recreate the machineturned applique on the dashboard, created an authentic trunk mat, articulated the suspension components and drivetrain, and expertly replicated the Ford Y-Block engine. The windshield frame was built from brass and chrome plated.

Careful attention to detail and subtlety throughout this model, and the low-key and rare factory color of the car replicated, gives evidence to the maturity of the builder and the hobby.



“This model gives evidence of the maturity of the builder and the hobby.”



BEST-OF-SHOW

A SPECIAL EXHIBIT
OF THE
FIRST TWENTY-ONE
GSL
BEST-OF-SHOW WINNERS

GSL-XVI 1997

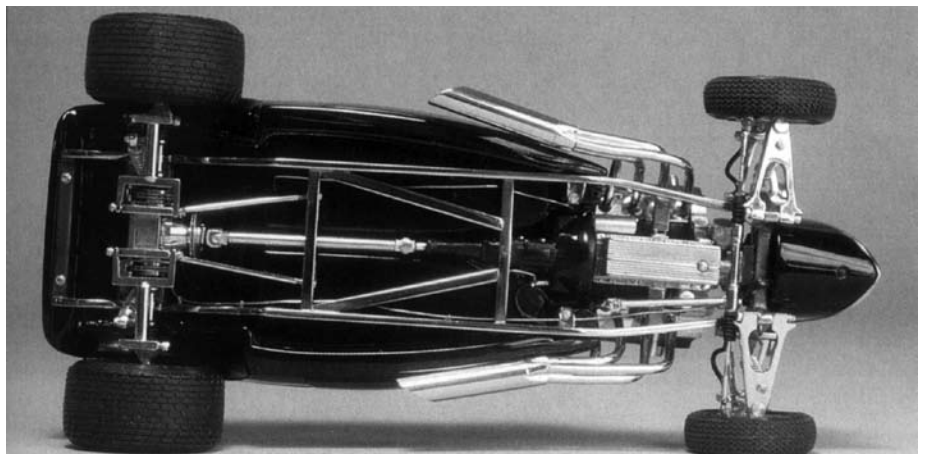
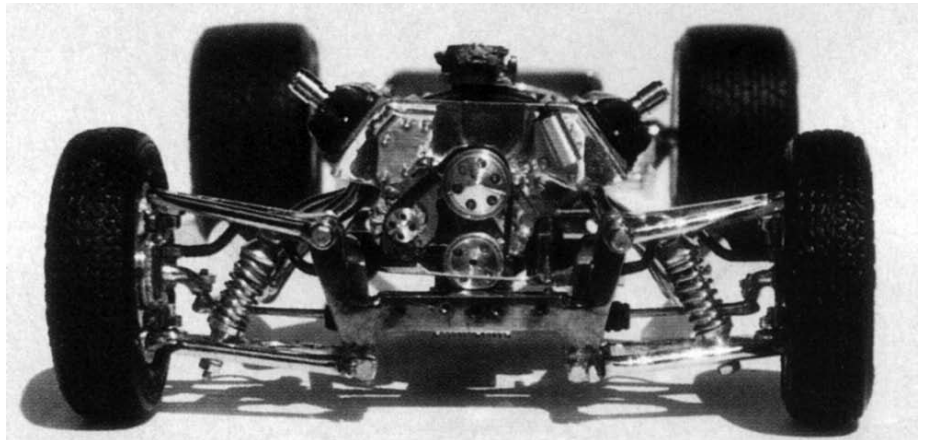
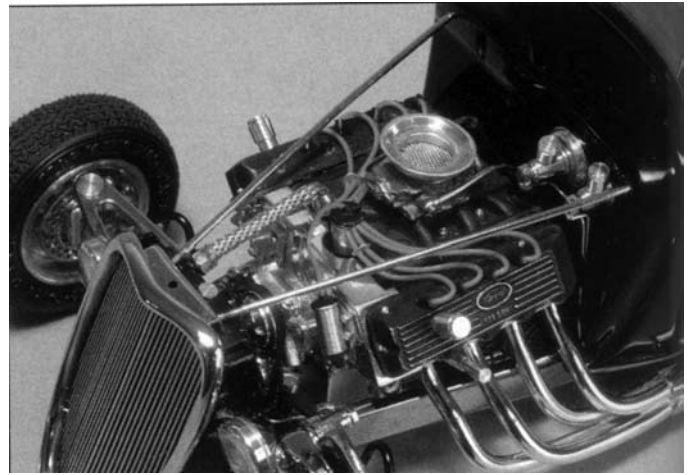
Augie Hiscano 1933 Ford

*Also won:
Best Street Rod Class,
Modeler's Choice*

Augie Hiscano returned for his second (of three) wins with this expertly-rendered 1933 Ford roadster. Using very few kit parts, Augie scratchbuilt the frame, all suspension components (including the Jag rear set-up), most of the engine parts, and many of the body parts. Engineering opening doors in a roadster isn't easy, and works best with a strong brass model like this one. The wheels, suspension parts, engine pulleys and more than a 150-parts were machined from brass and then nickle or black-chrome plated. A flawless black lacquer finish contrasts nicely with a blood-red leather interior.



“This model is Augie’s second GSL Best-of-Show winner.”



BEST-OF-SHOW

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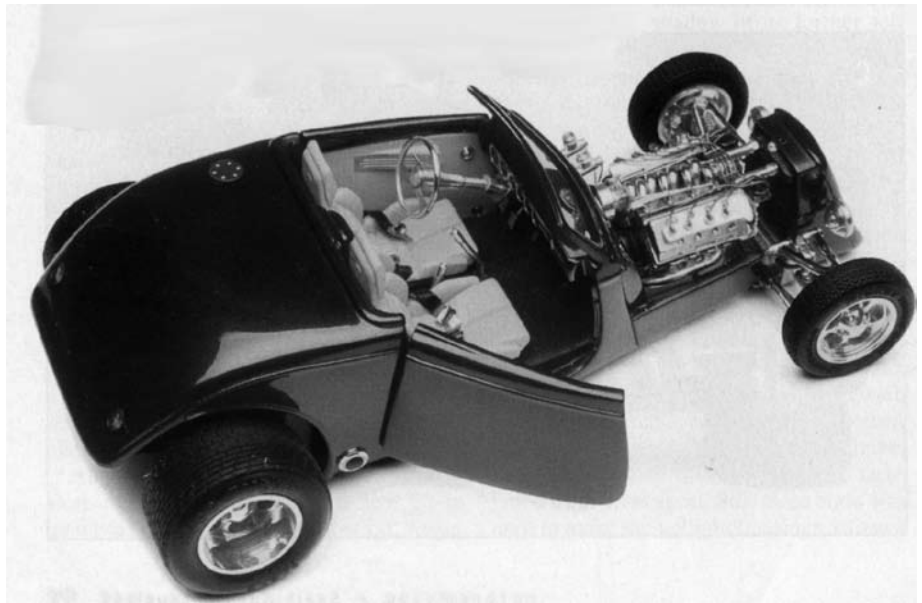
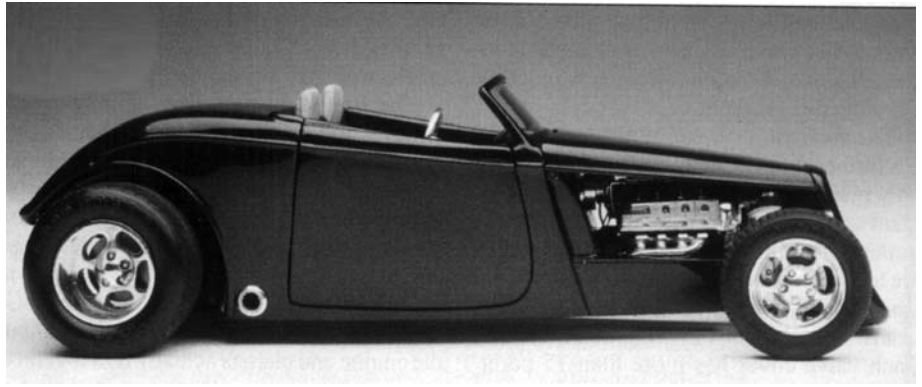
GSL-XVII 1999

Augie Hiscano 1933-1/2 Ford

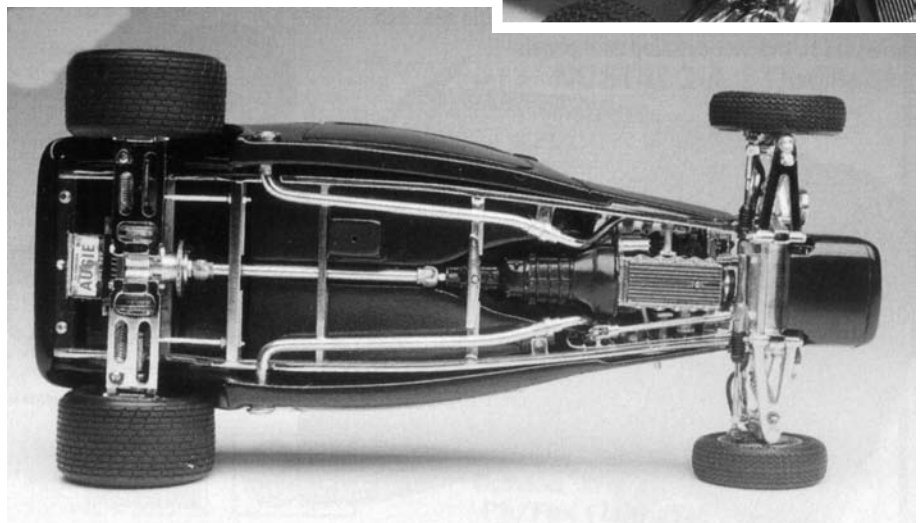
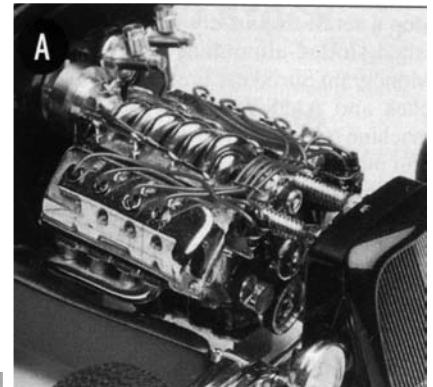
Also won:

*Best in Street Rod Class,
Dave Shuklis Engineering
Master Award*

Augie Hiscano claimed his third of three Best of Show wins with this 1933-1/2 Ford roadster. Starting with Monogram's 1934 Ford coupe, he removed the top, pie-sectioned the body, and scratchbuilt a frame and all the suspension parts. Augie also lavished attention on the hundreds of intricate assemblies found throughout the roadster; for instance, each valve cover contains 15 parts. A Jaguar-style rear suspension setup was designed and machined, as was the grille, most engine parts and the exquisite wheels. Almost all of the brass parts were either chrome or nickle plated, and the model is finished in a deep pearl green lacquer. This model marked the self-declared end of Augie's competitive building.



**“Augie claimed
his third GSL
Best-of-Show win
with this entry.”**



BEST-OF-SHOW

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BEST-OF-SHOW WINNERS

GSL-XVIII 2001

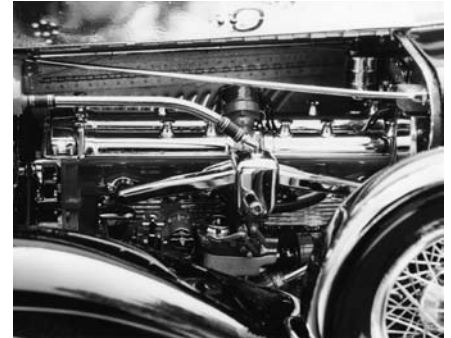
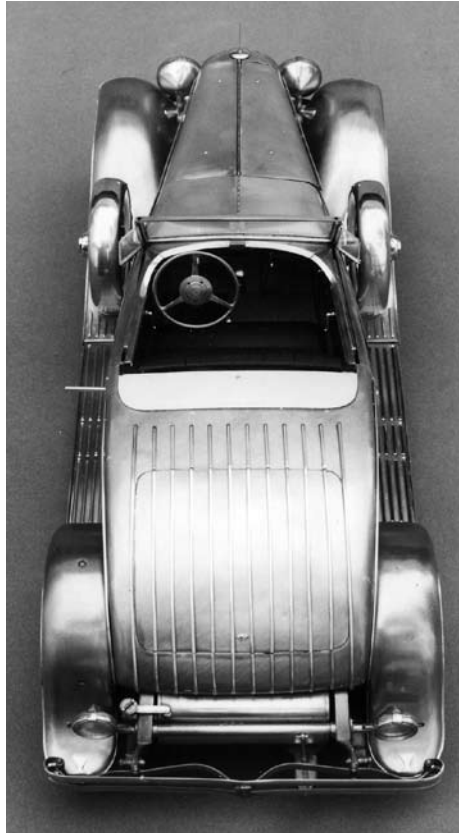
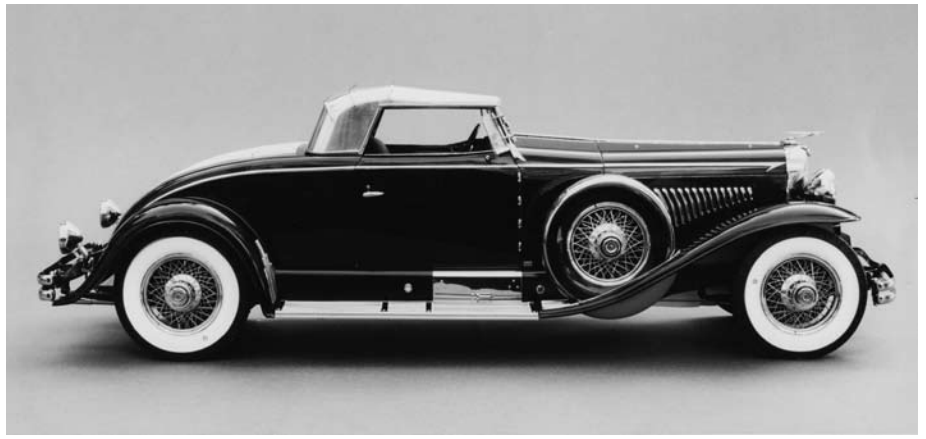
Tom Kirn

1931 Duesenberg Model J

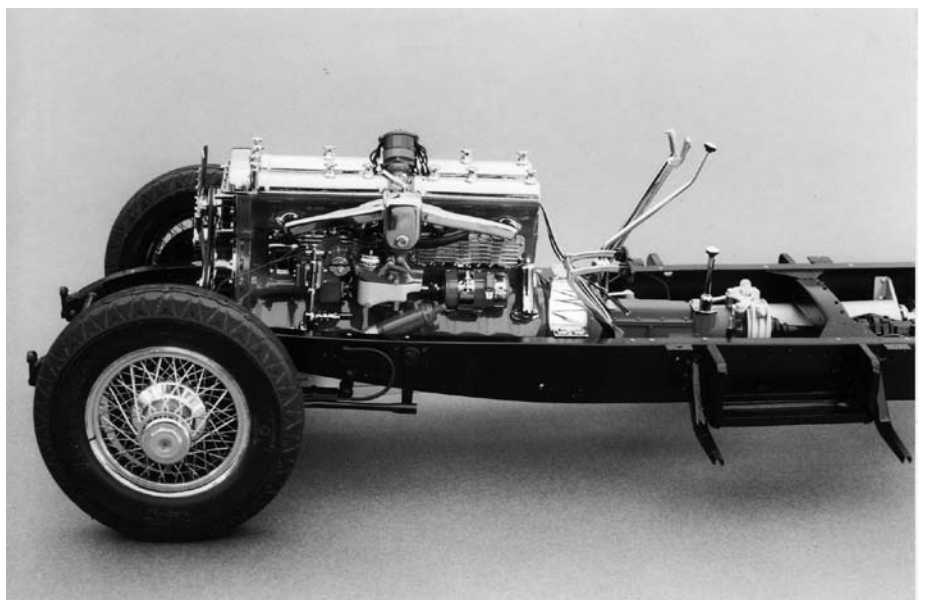
Also won:

*Best in Replica Class,
Best Detail Master Award,
Best Interior Master Award,
Gerald Wingrove Scratchbuilding
Master Award*

Tom Kirn set a new standard with his 1/15 scale scratchbuilt replica of George Whittell's 1931 Duesenberg Model J. Based upon his work on the actual restored car, Tom had personal access to the car's magnificent details, which he superbly replicated in his masterpiece model. No part was sourced from any kit, and each assembly is exquisite in its scale fidelity and superb execution. The chrome plating and paint are unexcelled, and compliment the intricate detailing that survives the closest examination. This model is one of four matching pieces -- in varying states of completion -- that Tom built at the same time. Written and verbal description of this model will always be inadequate.



“This model is completely scratchbuilt and each assembly is exquisite in its scale fidelity and superb execution.”



BEST-OF-SHOW

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GSL-XIX 2003

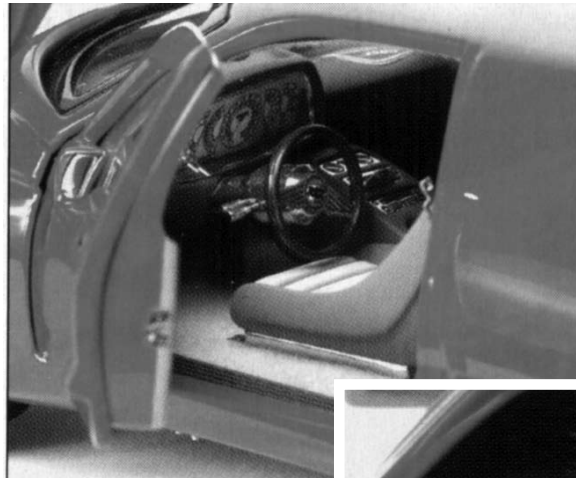
Bruce Owen

Virtue RSX

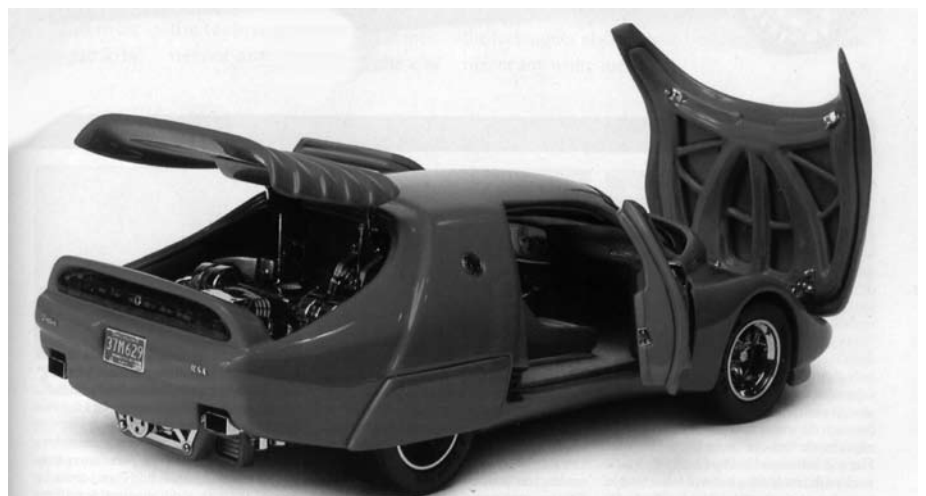
Also won:

*Best in Custom Class,
Gerald Wingrove Scratchbuilding
Master Award,
Best Paint/Finish Master Award*

Bruce Owen's wild custom sports coupe gives evidence to his command of scratchbuilding and detailing skills. More than 1,280 parts were fabricated, machined or cast in resin from masters. Each part was skillfully assembled, and most were chrome plated. To the scratchbuilt brass frame were fitted hundreds of suspension, driveline and related details, all constructed from brass and then chrome plated. The wild body design was expertly treated to a deep red finish that compliments careful selections of grey and anthracite, applied in varying shades, to the interior, front compartment and underbody.



**“More than
1,280 parts were
fabricated,
machined or
cast in resin.”**



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BEST-OF-SHOW WINNERS

GSL-XX 2005

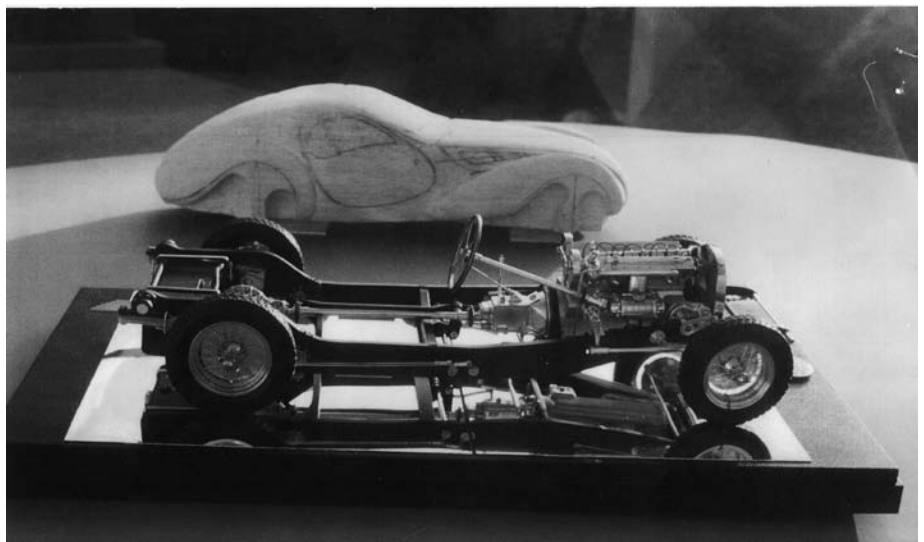
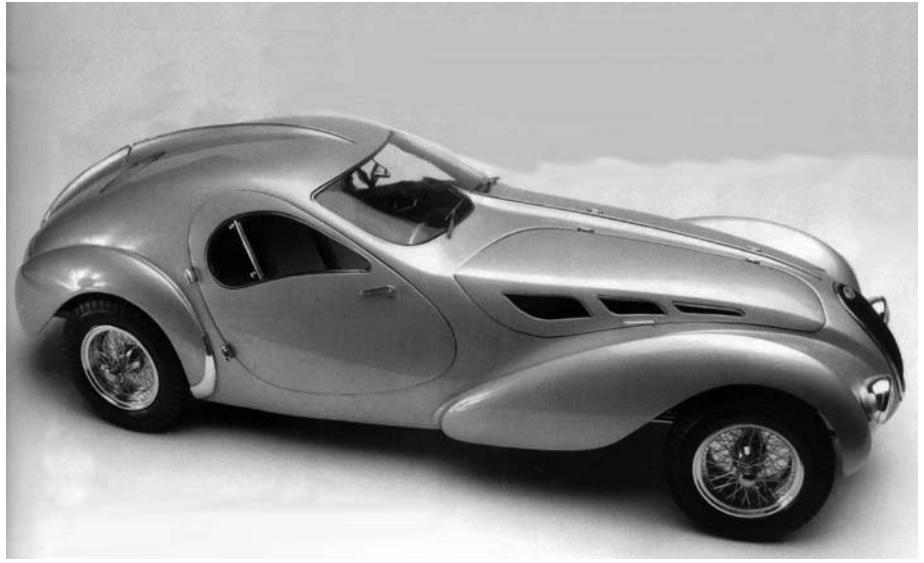
Dave Cummins

Bugatti Type 57 Aerolantique

Also won:

*Best in "If I Had Designed It" Class,
Wingrove Scratchbuilding
Master Award,
Best Interior Master Award*

Dave Cummins' Bugatti Type 57 C Aerolantique design study is an intriguing blend of terrific craftsmanship and informed "what-if" speculation on the classic design. Except for a few outsourced parts, this model is scratchbuilt with a fabricated frame and engine, a resin body cast from a model made over a sealed balsa master, and myriad additional details like carved wood interior appointments, aluminum paneling throughout, and heat-formed plexi glass. This model is a mixture of various building mediums, techniques and finishes appearing on a sophisticated body. Painted a delicate silver metallic, this modern take on a classic design successfully advocates what the GSL Championship is all about.



BEST-OF-SHOW

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BEST-OF-SHOW WINNERS

GSL-XXI 2007

Mark D. Jones Caterham

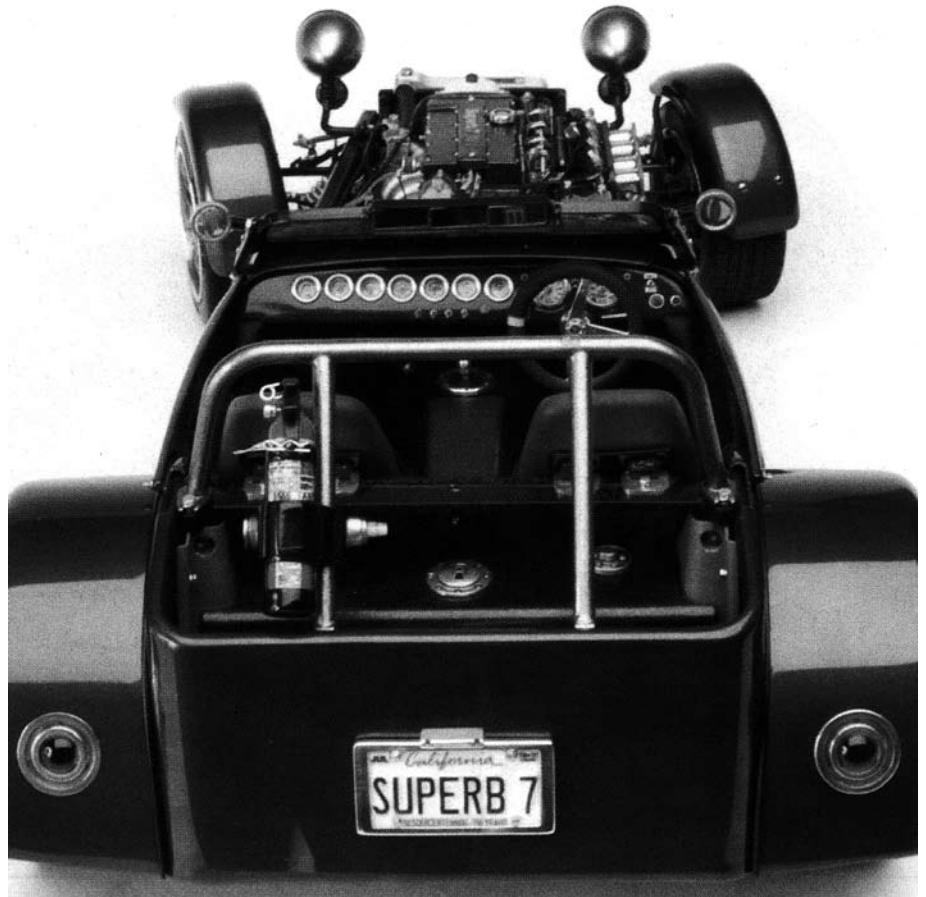
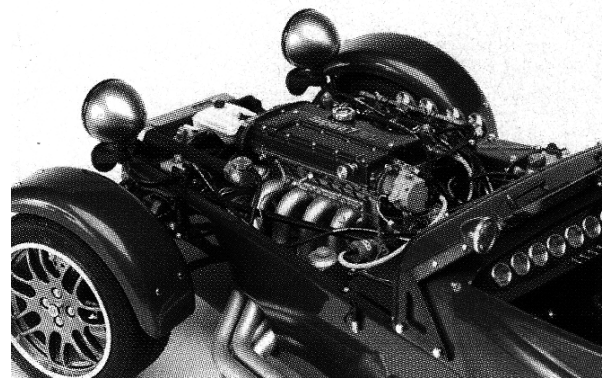
Also won:

*Best in Street Machine Class,
Best Interior Master Award,
Best Detail Master Award*

Mark D. Jones' Caterham continued in the tradition of incredible risk-taking and superb craftsmanship that has characterized the Championship. Created from more than 1,200 parts, this large-scale model features parts machined from aluminum, brass, stainless steel, resin and acrylic. The depth of the detailing on this model is so great that the steering wheel is composed of 20 parts, with stitching on the faux leather grip. The radiator was made from 67 parts for the shell, core, core support, fittings and accompanying hardware, and related parts. Many custom-made decals appear throughout, the horn button is highlighted with a cloisonne "seven" logo, and a flawless metallic blue paint scheme compliments the model. The sense of realism this miniature brings to scale vehicle modeling is profound.



**“The sense of
realism this
model
represents
is
profound.”**



BEST-OF-SHOW

A SPECIAL EXHIBIT
OF THE
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GSL
BEST-OF-SHOW WINNERS

END NOTES

The GSL International Scale Vehicle Championship and Convention, as the event is now known, will continue into the future providing a highly-visible and hospitable venue where risk-taking builders of high-caliber scale vehicles can compete against one another. The winners of the first twenty-one Best of Show awards were the models that started, encouraged and continued this evolution.

Undoubtedly, a future edition of this book will fete and feature the result of this continuing evolution, with more Best-of-Show winners that will be even more complex and beautifully rendered. Those future models will be part of this great tradition, and will build upon the achievements displayed in the incredible Best-of-Show models from the first 21 Championships. The models presented here will help inspire and challenge future GSL Best-of-Show winners.