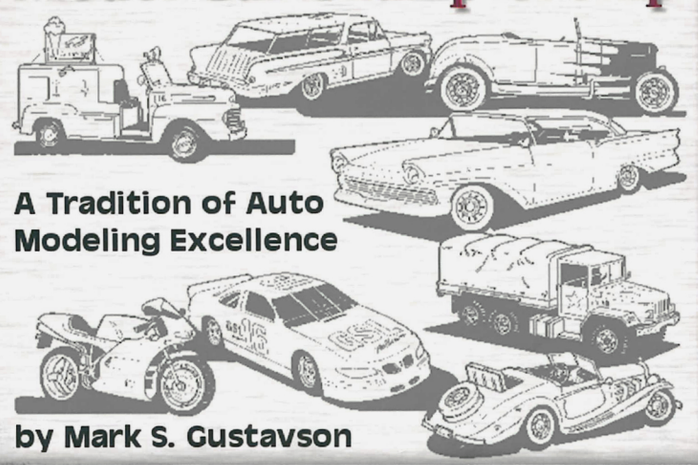
The GSL International Model Car Championship



A Tradition of Auto Modeling Excellence

by Mark S. Gustavson

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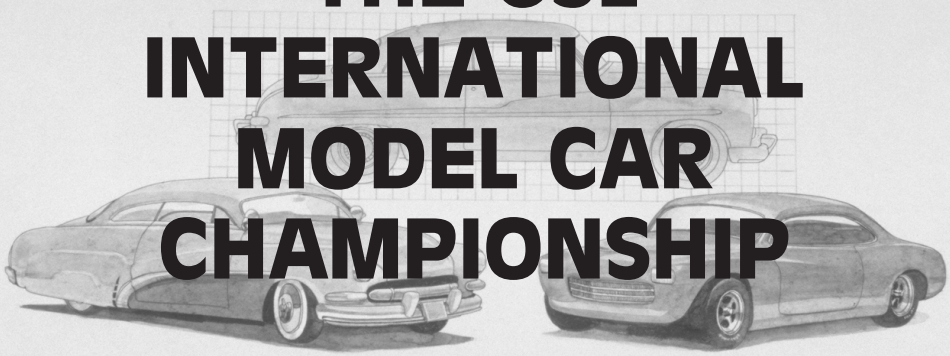

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by Mark S. Gustavson

First published in 1998 by Championship Publishing, a Utah Limited Liability Company. 1348 Longdale Drive, Sandy, Utah 84092.

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Printed in Salt Lake City, Utah.

First Printing, 1998

Dedication

I have written this book to preserve the memories of, and the historical record concerning, all of the hobbyists who have played a part in the GSL Championships, and in all the other contests and hobby events discussed here. Simply put, the historical record cannot be permitted to evaporate, ignominiously, through the lack of a narrative: There are stories to be told here and preserved before they are lost forever. Recognizing that a kind of immortality is precipitated by the written word, this book is dedicated to the passion and dedication of the many model car enthusiasts mentioned here and to those reading it. It is my hope that this book — the first effort, really, to focus on the models and stories of a single major contest since *Car Model* magazine's "Revell-Pactra Model Championships" in 1962 — will help to preserve and protect the efforts and memories of all the hobbyists whose passion and creativity have contributed to our enjoyment of this great hobby.

Foreword

This book is presented as a review and examination of the many events, personalities and epochal models that influenced the creation, development, and eventual success of the GSL International Model Car Championship. Collaterally, this book will also analyze some of the mileposts and events in the resurgence of scale automotive modeling during its second Golden Age. [1]

This history of the first sixteen years of the GSL Championship series has been reconstructed with the aid of written records, magazine coverage, vintage photographs, letters, memoranda, and personal memories. At the inception of this project, everyone involved and I assumed that a flawlessly detailed documentary history had been maintained by someone involved with the Championship. Though much use was made of the GSL files and Scrapbooks as contemporary sources, without which the telling of any tale as substantial as this one would have been seriously compromised, they were not complete and certainly weren't as analytic as they were celebratory. The reality was that the rush of each succeeding GSL Championship prevented the maintenance of an adequately-focused record the existence of which would have made the creation of this book an easier task. Similarly, the visual log presented here has been limited not only by production and financial considerations but also by the fact that the photographic record is *not* complete; simply said, there weren't photographs of all the models that I wanted to include in this book. Moreover, I would have preferred that the photos were larger, but the realities of production and cost imposed similar restrictions. For those reasons, apologies are offered to those builders whose work does not appear here. Moreover, while every effort has been made to present an accurate record of the GSL Championship, some errors will undoubtedly exist in this text. The reader is encouraged to understand that any omissions or other errors are inadvertent and my sole responsibility; my apology is offered if any offense is taken or if there have been any significant omissions from this tome.

In that context, this record of the GSL Championship series has been greatly assisted by the recollections of a key group of GSL supporters and amateur hobby historians. Among these are Jim Amado, Rex Barden, Mike Barlow, Mark Benton, Tim Boyd, Steve Catron, Alan Cozby, Ray Denney, Dennis Doty, Ken Hamilton, Rick Hanmore, Bill Harrison, Bill Helm, Terry Jessee, Andy Kallen, Gary Schmidt, Mike Siegman, Roy Sorensen, Chris Stames, Randy Vandraiss and Bob Wick, from whose personal recollections I drew upon to write this book. Their retention of GSL artifacts has also permitted me to present here a pleasingly comprehensive record of shared memories, personal notes, photos and the like that reflect and document the Championship's history and growth. Their willingness to share their memories

and perspectives on the traditions and friendships that were established and grew at successive GSL Championships has been of critical importance. I express my gratitude to these friends for their tireless assistance.

Instead of merely presenting a series of rehashed yearly event stories, I hope here to weave a tapestry of the personalities, ground-breaking models and techniques, geographical influences, mistakes and successes, political maneuvering — really, the full range of human experience — which, taken together, have made up the rich and varied history of the first fifteen years of the annual GSL Championships and the epochal GSL Reunion. There is no conscious attempt here to gloss over the errors, missteps or foolish lapses of judgment that occasionally marred the first sixteeen years of the GSL Championship, however and from whatever source those problems arose. Nor has there been an effort to downplay statements and actions of the critics of the GSL Championship series. At the same time, this record will describe and celebrate the remarkable success and reputation that GSL earned over its first sixteen Championships, the significant role that GSL played in the hobby and how it will continue to affect scale vehicle hobbyists in the future. This book will also attempt to place the GSL Championship in its historical context by providing a remarkably extensive record of the principal precursor events — the IAAM contests, the AMT contests in 1961-62, the Revell-Pactra and Revell-Testors contests, the ICMA and MPC competitions and other events that helped establish the fertile ground from which the GSL Championship sprang.
Appendix A

Hopefully, this book will be read as a realistic and honest look at those models, personalities, policies, politics and other influences that contributed to the creation and development of the GSL Championship and its Tradition. In this way, I hope this record will permit other contest promoters to profit from what GSL has accomplished and how it continues to influence builders and the hobby, as well as providing a book of reminiscences for all of the remarkable and talented people — all friends — who have been a part of the GSL Championship and Tradition.

So, sit back and enjoy this historical journey and personal perspective on what has come to be known as the greatest scale vehicle championship series ever held. Continuing with the GSL Championship April 23-25, 1999, the GSL International Model Car Championship will play an ongoing and important role in the future of our hobby by presenting the best professional-level arena for dedicated scale vehicle hobbyists into the 21st Century.

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December 28, 1998

Number: _____

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Acknowledgments

The GSL International Model Car Championship could not have occurred without the deeply-motivated and ongoing support of a substantial number of people. Many have supposed, mistakenly, that I was almost solely responsible for organizing and presenting the GSL Championship series. While errors can probably be traced to me, the credit for the success of GSL must be shared with those individuals who were instrumental in the achievements of the Championship.

I wish to acknowledge the enduring and thoughtful support, friendship, advice and hard work of Bob Wick, without whose efforts GSL would not have survived its tenth year. By GSL-XI, the Championship had grown so much in scope and stature that another, equally fanatical devotee was badly needed and Bob brought to the GSL formula a fresh artistic and marketing perspective that was very much needed and appreciated. Additionally, Bob's strong editing of this book and encouragement has been a central factor in its appearance.

GSL will also always owe Fred Yokel a chorus of thanks for producing the overall upgrade in the GSL promotional and contest materials and documents starting at GSL-X. Fred worked closely and cheerfully with Bob and me to create the graphic elements and strong visual images that have characterized the Championship since 1989.

Great appreciation is also offered to the many hobbyists who have served as GSL Board Members and Advisors. They were pivotal to the success of the show since they endured my Byzantine memoranda and, in spite of that provocation, were still there to offer their candid opinions and generous assistance. At one point or another, Mike Barlow, Mark Benton, Don Berry, Tim Boyd, Tom Dillion II, Dave Forseth, Rick Hanmore, Bill Helm, Richard Howell, Terry Jessee, Andy Kallen, Bob Paeth, Russ Schwenkler, Mike Siegman, Rick Somerlot, Bob Wick and Fred Yokel all served as Board Members and Advisors.

Without the help (not to mention the oft-needed emotional support) of some members of the Utah Model Car Association (UMCA) mafia — Dennis Barker, Mike Barlow, Mark Benton, Brian Dees, Bill Helm, Richard Howell and Ed Wright — none of the necessary annual administrative chores for the first fifteen years could have been accomplished. Jim Keeler (an early member of UMCA)

helped me conceptualize the judging standards before the first GSL was held. Later, the help of the Utah Miniature Automotive Guild (started in January 1997 and including several former members of the UMCA), acting as the sponsoring organization of the GSL Championship series, has been instrumental as the Championship moves into the new Millenium under the auspices of the Guild — a Region 10 chapter of the IPMS/USA.[2]

Recognition and words of thanks also go to Tim Boyd for his inestimable contributions to the Championship; not only was his coverage in *Street Rodder* magazine always complimentary and instrumental in fostering and furthering the reputation of the Championship, but his early admonishments about the political ramifications of my decisions were much needed. Without Tim's perspective and cautionary tales from the MPC contests, GSL would have been much less successful. More recently, Mike Carroll has graciously publicized GSL in the *Street Rodder* column that he writes as Tim's replacement.

My law firm's secretary, Alana Drown, played a key role behind the scenes of the Championship. For many years, she handled all of the paperwork and distribution chores, as well as organizing many of the GSL Scrapbooks (Renee Kallen did the others), thereby relieving me of that burden. Her genial preparation of sponsorship requests and mailing lists, general correspondence and word processing has been central to the accomplishments of the Championship.

Of course, much credit must go to Gary Schmidt who, throughout the first 15 years of the GSL Championship, supported the event with his advice and publicity. *Scale Auto Enthusiast* and GSL rose from a common obscurity to the pinnacle of public acceptance and recognition; the fact this book exists at all is a tribute to his support. After the sale of *Scale Auto Enthusiast* and *Car Modeler* to Kalmbach in 1996, new Editor Kirk Bell (formerly Associate Editor for *SAE* and *CM)* has continued that tradition of enthusiastic support for the GSL Championship series for which we are enormously grateful. In this connection, it is important to note here that Gary and eveyone associated with this book have graciously donated their time and applicable royalties from the sale of this book to the National Model Car Builders' Museum so it might continue to exist as the repository of valuable and historic artifacts of our hobby. [3]

Many thanks and much credit must also be shared with other publishers, writers and magazines as well. Dennis Doty's and Bob Woolley's *Model Car Journal*[4], Roy Sorensen's (and, now, Gregg Hutchings') *Plastic Fanatic*, [5] and the Automotive Modelers Society's *Scale Wheels* all regularly published coverage of the Championship and, along with Ray Denney's *Journal of the MCCA*, contributed

free advertising and other support. Each element of the hobby press greatly strengthened the reputation of the Championship by carrying terrific coverage of the event. GSL also enjoyed coverage in *Street Rodder, Custom Rodder* and *Popular Cars* magazines, all of which contributed to the current high state of awareness about scale auto model building among automobile enthusiasts, more than a few of whom built models as kids. General media coverage of the GSL Championship series has been instrumental in acquainting the public with the GSL Championship series. **Appendix B.**

Though it seems obvious, the many sponsors of the Championship are owed a great debt of gratitude. Without their financial help and product donations, the contest itself might not have been possible after its first iteration. Nonprofit enterprises like the GSL Championship series expressly depend upon the assistance of like-minded individuals and companies and we have been blessed with a wide cadre of dedicated supporters. **Appendix C**

Of course, this book would not be possible without the wonderful (if presently incomplete) photographic record created by a cadre of some of the best photographers anywhere, for which I am enormously grateful. At one time or another, Mike Barlow, Kirk Bell, Tim Boyd, Gregg Hutchings, Bob Hirsch, Gary Schmidt, Jan Stevenson and Doug Whyte all have worked hard to capture on film the essence of the GSL Championships. Their work, too, is celebrated here.

Most remarkable of all, perhaps, were those individuals who have contributed money on the condition of anonymity, not wishing to receive well-deserved public accolades yet giving the strongest possible evidence of their deep devotion to the philosophy and purpose of the GSL Championship. Their continuing, silent sustenance of the Championship will always be known only to me, but never forgotten.

My great appreciation is also extended to Mark Benton who accepted the onerous task of doing the actual layout work on this book. Since the production work on this book has been done on a very modest budget, it has depended upon the hard work of a dedicated group of individuals, chief among which is Mr. Benton who continually encouraged me as the daunting work of this book progressed.

As I was researching and pulling together the many footnotes, Randy Vandraiss (Research Director for the National Model Car Builders' Museum), with the able help of Museum Research Assistants Rex Barden and Bill Harrison, as well as Dennis Doty, Rick Hanmore and Ed Wright, labored hard to check the footnotes

and appendices, lavishing special attention on Appendix A. Tim Boyd, with first-hand records of the MPC contest series (he was a principal participant and winner in the MPC series), was also instrumental in the preparation of the MPC section found in Appendix A. I express my gratitude to these gentlemen for their hard work and dedication to this book.

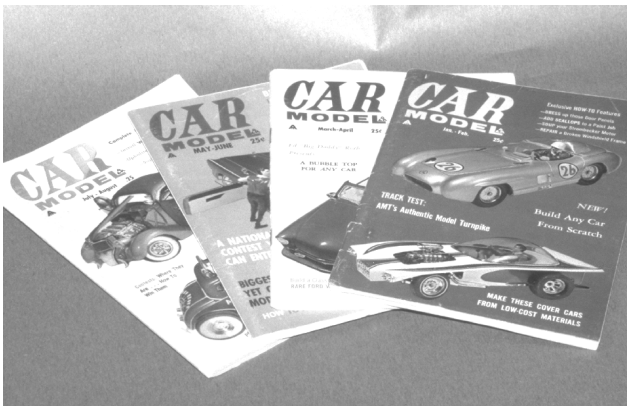
Finally, and most significantly, the greatest credit must be directed to my wife. Janet has always supported my efforts, whether to host early GSL contestants for breakfast at our home, to produce and coordinate the GSL-V Cookbooks/ Spouse Packets and shopping trips, to welcome attending GSL spouses and friends or, most important, to console me when troubles arose or celebrate when success happened our way. Along with our children Eric, Stephen and Jennifer — two of whom were born *after* GSL started — Janet has been and will continue to be indispensable to the success of GSL and the enjoyment of the Championship shared by both competitors and attendees.

An Introduction

When I was a kid, I built model cars with blinding fury but too-little craftsmanship. It was one of my greatest childhood aspirations to enter a contest where my models could be displayed with the work of other hobbyists and, perhaps, to win a prize. To me, there was always something wonderful about the prospect of crafting a custom model car or hot rod and then competing with other modelers. The image of a room full of brightly-painted models, all uniquely styled or restyled by their builders, carried a fascination for me from early on.

As I look back, I don't know that I can pinpoint or fully appreciate the reasons I was transfixed by model car building. Certainly, model kits were everywhere in the early Sixties. In grocery and drug stores, hardware and department stores and those glorious emporiums of childhood fantasy and inspiration — hobby shops — it was almost impossible to escape the model car hobby. Every cent of my allowance and lawn mowing monies were spent, immediately, on the latest kits, magazines, cans of Pactra or AMT paint, parts packs, or on a wide array of other hobby items. My dad could be cajoled into purchasing an AMT 1961 Galaxie Starliner kit when my mother refused to indulge me with a Monogram *Yellow Jacket.* Or, more fundamentally, perhaps building model cars was an outlet for a deep need to be creative.

Weekly bike rides to K-Fisher Drug in rural Salt Lake County in the early Sixties certainly fed my hobby habit: The place was full of models, little bottles of brush-on paints, tubes of Revell glue and AMT putty and Monte, Revell, AMT and Aurora parts paks. As importantly, the racks were filled in the first half of the Sixties with the latest issues of *Car Model*, *Model Car Science*, *Rod and Custom Models*, *Model Car Illustrated* and *Model Car & Track* magazines — all of which fueled my enthusiasm and challenged me to improve my skills. There, I read of the model building exploits of Augie Hiscano, Richard Johnson, Bob Paeth, Dennis Doty, Oscar Koveleski, Dave Shuklis, *Auto World*'s "Smitty" (Robert Smith), Jim Keeler, Tom McEnteer, Jose Rodriguez, Carl Dunn, the Yonts brothers, Mike Baltes, Tom Davison, Bob Sifferd, Al Gaby, Lonio Stern, Ed "Big Daddy" Roth and the *dozens* of other personalities that populated those magazines more than three decades ago. Those publications also told of many contests, the most public of which was the Revell-Pactra extravaganza in which the best models from



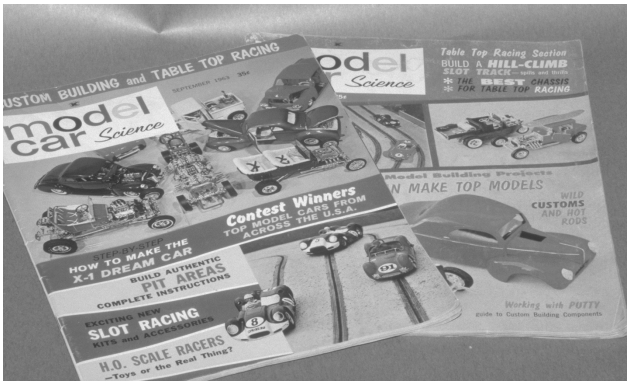


across the country were judged by many of those legends (See, again, Appendix A). It was hard for a car-crazy kid to ignore those provocations.

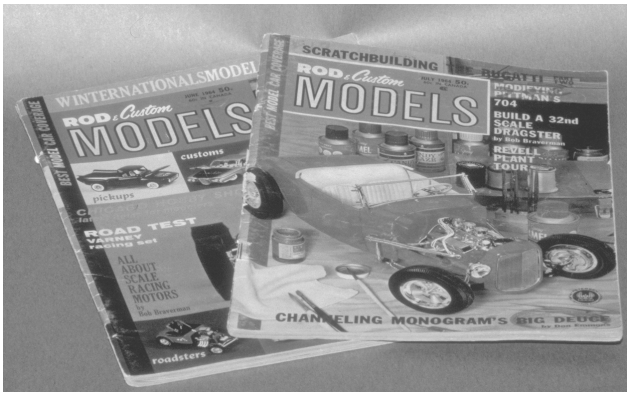
My appetite for model cars extended well beyond the territorial boundaries of Utah. When my family and I would visit my grandmother in Alameda, California, she always took me to a local hobby shop to buy a model car kit and supplies. That place was amazing: though very small, every vertical and horizontal surface of the shop was covered with some sort of hobby item. Photos of real custom cars[6], Appendix D adorned the walls and Revell Parts Paks overflowed their bins. Glue and putty were everywhere, and the counter was administered by a genial old fellow who seemed, to a kid, to know an awful lot about model car building (though, in retrospect, I don't recall seeing any of *his* models). Of course, I had more in mind than just getting a kit and beating a retreat when I went to that hobby shop in Alameda. It was also to experience the sheer fun of being there. I often stayed, well past the time that my purchases had been bagged, to enjoy the unbelievable array of Roth, Barris, Winfield, Starbird, Cushenbery and Alexander Brothers-influenced kits Appendix E and the hundreds of other hobby products available in the early-to-mid Sixties. At any hobby store, whether in California, or at Skip's Hobby or Hammond's Hobby in suburban Salt Lake County, there was advice aplenty, and the older boys could be counted upon to dish out equal amounts of derision and advice when presented with the completed model of a younger builder. It was a magical time and place, and the transfixing memories and aura of those experiences have influenced my entire life.

Perhaps my obsession can be traced to the unrelenting publicity accorded 1:1 custom car and rod building in the late Fifties through the mid-Sixties. Or maybe it was the emergence of the car personalities. After all, seeing Ed Roth in a top hat scrunched down in the *Beatnik Bandit* must have appealed to a rebellious kid. Maybe it was something as immodest as imagining me at the tiller of Starbird's *Predicta*, or blasting down Van Nuys Boulevard in Winfield's *Jade Idol*, or cruising Salt Lake's Van Winkle Boulevard in Cushenbery's *Marquis*. I don't know that I will ever

know. But no matter; I was hooked early, and it has been a lifelong obsession.

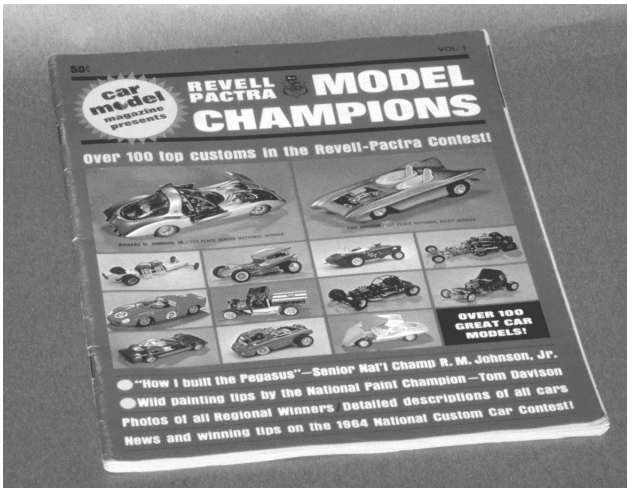


One day in early 1962, K-Fisher Drug's front windows were filled with posters for the First Revell-Pactra Open Model Car Contests and the checkout counter bristled with a neat pile of entry forms, ready to be tossed into the sack containing an eager kid's dreams of building a beautiful model car and winning a prize! I remember gazing at the contest announcements, wondering, yearning: Could I compete? A hope-filled purchase of a new supply of models, paint and glue led to weeks of furious building, the hope and goal of successfully competing in that national show always brightly in my mind: The drumbeat was always there, moment after moment, in school, at breakfast, in the shower, when cutting lawns, all the time without respite. I dreamed of competing and winning as I applied dozens of coats of Pactra candy root beer to inexpertly-crafted custom bodies and pulled thread through wax to create ignition wires. The trouble was, of course, that I wasn't a very good modeler. In fact, I was awful.



The lack of skill really didn't matter then — it was the dream of competing in a national contest with our models that animated my friends and me as we continued to build model cars, entering them in the monthly contests that the proprietor held following his successful experience with the 1962 Revell-Pactra I national contest. My models, those of four school chums and the other contestants' entries vied for shelf space in that store with home remedies, appetite suppressants and greeting cards. Our models — all crude by any measure but heartfelt — were present in quantity: Starbird customs by Monogram, AMT annual releases burdened with glue-on fins and gaudy decals, Revell replicas of Roth's creations, Johan's Cadillacs and an occasional soapbar model. To my friends and me, our models were triumphant — our efforts were all jewels in a sea of mundane merchandise. But, despite our ongoing series of entries and glassy-eyed enthusiasm, not one of my friends or I placed in any of the Revell-Pactra contests, nor in the Revell-Testor contests, all of which were all well-covered in *Car Model, Model Car*









Science, Model Car Illustrated and *Car Model* magazine's "*Model Champions.*" But that did not seem to matter much then — building model cars did.

Though I was not to win a contest until I was 17 years old (and then at a Salt Lake City Woolworth store contest judged by the hardware salesman who liked my 1968 Corvette roadster), the experience of hard work, patience and a commitment to trying to improve my building skills greatly influenced my academic, professional and other experiences later in life. My personality has been indelibly shaped by those halcyon years; it is certainly true that adults are prisoners of their childhoods.

As I grew older, my hobby interests expanded to include the thought of producing a national model car contest where hobbyists of great passion could compete in an atmosphere free of bias, share their ardor for the hobby and develop building skills by learning from other modelers. That preoccupation sounds odd, perhaps, growing up as I did in the turbulent Sixties. As with some other members of my generation, the activities of my high school and college years were occasionally shared with Vietnam War protests and civil rights marches. More than once, I was late for a date because the last coat of Pactra clear gloss had to be applied. As a dutifully rebellious college student, I read Martin Buber and Sartre, and did many — but not all — of the thousand other things that characterized youth in the late Sixties and early Seventies. But always — *always* — there was the constant background drumbeat of my own composition: attempting to construct realistic miniature automobiles and hosting a gathering of equally-serious builders. Those dreams percolated during the many building sessions that punctuated the years I spent in college. In fact, amid all the classes, some friends and I had the chance to organize the Utah Model Car Association in 1970. From those influences and predilections arose the desire (perhaps obsession would be a more apt description) to present a contest in that dreamed-of format — a desire that ultimately led to the establishment of the GSL International Model Car Championship.

However, the real impetus to actually host that contest of my dreams began with a defeat brought about by youthful enthusiasm and arrogance. Contrary to common opinion, GSL did not leap into existence, fully-formed and successful, but was built, event by event, upon the ruins of a stillborn national contest. As with other aspects of human experience, GSL was marked by slow growth, capitalizing on early successes and overcoming failures. The cumulative effect of those successes and failures disciplined and textured the GSL Championships.



1968 Corvette coupe by author. Constructed in 1968.

To give needed perspective to this tale, some additional history must be told. During law school in the early seventies, I had made the acquaintance of Jim Keeler, who had just moved to Salt Lake City following a stint as product manager at Aurora in New York.[7] Jim was a boyhood hero of mine because of his building prowess and participation in the hobby: His work for Revell in the early Sixties, and his involvement (along with Bob Paeth) with the Revell-Pactra model car contests in 1963 and 1964, were the basis of my admiration for him.[8] From Jim, I heard about the experiences of judging a contest the size of the Revell-Pactra event. As a result of that background knowledge, Jim and I drafted contest rules and judging criteria in 1978 for Utah Model Car Association contests, and that effort stimulated further serious thinking in me about the outlines of a national scale vehicle contest.



1940 Ford by author. Constructed in 1972.

During the mid-seventies, I had also begun to write model car articles for *International Modeler*, (later retitled *Special Effects Modeler* when owner Brick Price began creating models for motion pictures).[9] At that time, I made the acquaintance of Dennis Doty and later, through Dennis, Tim Boyd (who had just started his long association with *Street Rodder*), [10] Al Cozby, Jeff Bednar, Andy Martin, Chuck Helppie, Rick Hanmore, John McCann and Wayne Saunders. By the time I had graduated from law school in 1976, I was corresponding regularly with those guys, and our discussions sometimes turned to the then-current MPC model car contest series. Other than the Salt Lake City's MPC contests (where I won paint awards), my



This is the earliest photo of an UMCA activity: From left to right, there is Don Davis, me and Ken Hansen. (1971)



Custom 1957 Thunderbird built by author in 1974



Chopped '49 Merc by author. Constructed in 1975.



Full custom and replica stock '61 Ford Starliners by author. Constructed in 1977.

exposure to the contest series was limited; my knowledge came mostly from MPC veterans Tim Boyd and Chuck Helppie, who told me of the backroom political machinations and building-style bias of the MPC contest series. [11]

My interest in creating a new contest was fueled by these stories about the MPC series. Though I never attended an MPC Finale, I was particularly disillusioned and appalled by the stories I heard about certain aspects of that contest series that occurred from time to time. For instance, I learned how contestants and their entries were treated with disrespect — judging once occurred in a former mens' lavatory — and the outcome sometimes was affected by political considerations and the often intense wrangling between some contestants. Moreover, the fact that some styles of building appeared to be favored over others called into question the objectivity and fairness of the contest. In my mind, there was something inherently wrong about effectively forcing competitors into favored, narrow categories in order to win. It is unlikely, for instance, that a sophisticated, scratchbuilt '57 Rambler American four door would have ever won any MPC award, regardless of the level of craftsmanship. Stunting creativity and artistic freedom seemed at odds with the goal of encouraging individual expression and technical achievement. That growing perspective and belief, combined with the tales from Tim and Chuck, persuaded me, in 1978, that it was time to pursue my dream of creating and hosting a national contest.

At about that same time, I unintentionally participated in a bit of shenanigans the results of which played out at the last MPC Finale in 1979. An acquaintance in the UMCA visited my house, one night in the summer of 1978, and asked me to paint his 1/16 scale Dodge Charger model which, he assured me, would *only* find its way into his display case. Well, I painted his model and he left, several hours later, with a freshly-painted body and instructions on how to rub out the lacquer. Later, when I saw the coverage on the last MPC contest, I discovered, to my great chagrin and embarrassment, that the same model that I painted was the national Best Paint winner and also placed Fourth

ahead of other modelers! [12] That event emphasized to me the realization that, for a contest to ultimately succeed in serving the modeling public, both judges and contestants had to possess and exhibit impeccable ethics and be vigilant for the possibility of inadvertent or intentional wrongdoing.

After considering all of this, I started to more seriously think about creating a national model car championship that would have as its focus a dispassionate approach to subject matter and an absolute commitment to subject-matter neutrality and objective judging. Titled the "First Invitational Model Automobile 'Battle of the Champions,' " I rough-drafted rules and classes and circulated that document to Tim Boyd and other interested modelers on July 18, 1978. **Appendix F** After receiving their comments, I called Lee Lasky, then in charge of the car show company Promotions, Inc., to determine his level of interest and support; Lee was not particularly enthralled by a call from an upstart in Salt Lake City. As plans progressed, the name of the contest was changed to the First Invitational Model Car Championship (FIMCC), and was scheduled for April 11-13, 1980 in Omaha, Nebraska, nearly two years hence, to coincide with the Finale of the ISCA show series because the MPC series was over. I believed it was time to move adult model car construction out from the shadows and into the bright light of public review and respect. [13]

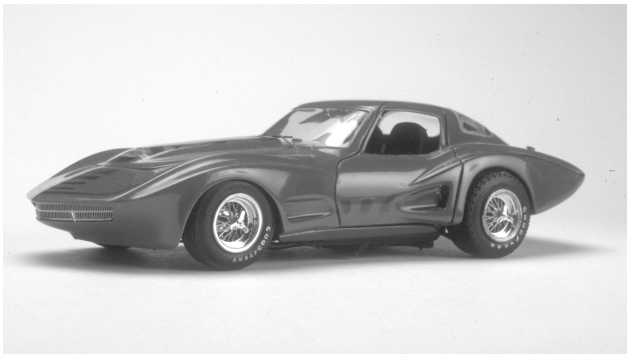
The first requirement of that new contest would be to avoid the MPC preference for certain kinds of models by openly welcoming builders of *all* scale automotive interests. The contest would have to explicitly provide a hospitable forum for model car builders of all building persuasions so their efforts would be recognized, encouraged and championed. Focusing on those goals would encourage the development of ever-increasing levels of craftsmanship and create a guild-like association of friends who, through mutual respect for one another instead of hostility, could come to enjoy and learn from the work of others, and share techniques and ideas with each other. Moreover, the contest had to champion the notion of *individual* craftsmanship in all aspects of model building as a goal in itself and no style of building would be favored over



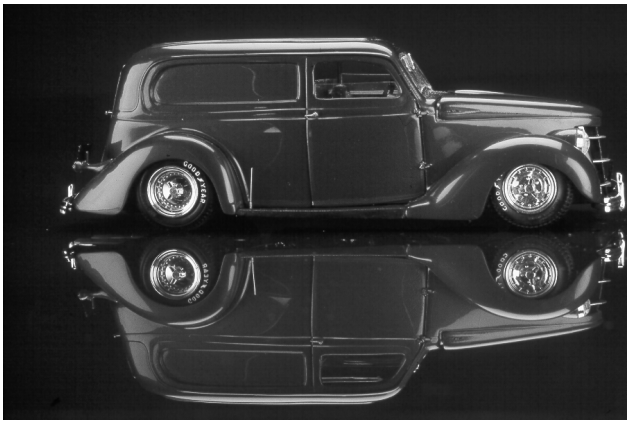
1957 Ford Club Victoria replica stock by author. Constructed in 1978.



Chopped, sectioned, front-wheel-drive Merc built by author in 1980.



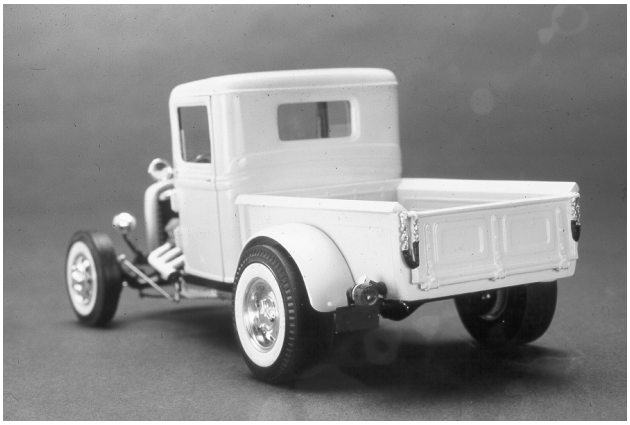
Custom 'Vette constructed by author in 1981.



1936 Ford Sedan Delivery built by author in 1982



1951 Merc convertible built by author in 1983



1934 Ford pickup by author, built in 1984

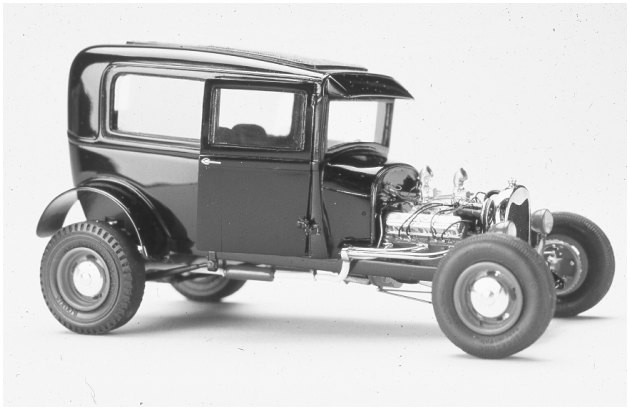
any other. These plans were ongoing at about the time that the local club — the Utah Model Car Association — was planning to present its annual contest. However, that club contest was never held, and that pushed me to privately sponsor a contest in Salt Lake City. [14]

During this time, Dennis Doty called and told me about a new national model car magazine, titled *Scale Auto Enthusiast*, soon to published by Gary Schmidt. My first call to Gary precipitated a working relationship and a friendship that lasts to this day. That early involvement with Gary and his fledgling magazine caused me, because of my already tight schedule, to cease writing for *Special Effects Modeler* and to focus my attention on his new publication, a decision made easier after Gary purchased *SEM* and terminated its publication, thereby making it difficult for me to continue working for that publication![15] At that point, neither Gary nor I had any hint of the profound effect each of us would have upon the efforts of the other over the next decade and a half. But I quickly realized one thing: I now had access to a significant audience through *Scale Auto Enthusiast*, [16] and it would be the perfect way to publicize a contest. I was on my way! But there was still a serious obstacle — and distressing failure — to endure before the goal of a national contest would be realized.

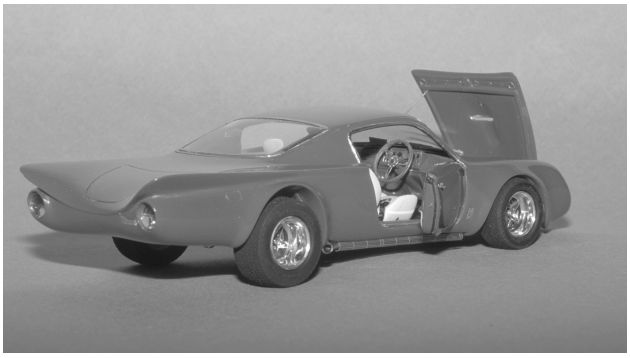
Many letters were written to Messrs. Boyd, Martin and Bednar during that time as I worked to define the philosophy of FIMCC. Vigorous correspondence generated my ill-informed belief that it might be possible to organize, manage and present (with the help of those friends) a contest centrally-located in the United States that could cater to a national model car audience. *Model Car Journal* carried an article by me on FIMCC in its March/April 1979 issue ("Confessions of a Builder - A National Professional Contest") and Gary Schmidt picked up on the FIMCC event and approvingly mentioned the contest in his Editor's column inside the front cover of the January-February 1980 issue of *Scale Auto Enthusiast*. Gary's open endorsement of the event ultimately compounded the problems Boyd, Bednar, Martin and I encountered when – punctuated my own acute embarrassment – FIMCC was stillborn.

Remarkably, I believed such an event could be run by remote control from Salt Lake City, without on-site organization or a pre-existing base of national support. [17] But FIMCC was doomed from the outset. A combination of benign neglect, blind enthusiasm and gross inexperience yielded a predictable result: It was a disaster! The contest was inadequately funded (actually, there was *no* money, and therefore no meaningful advertising, and only a skeleton announcement mailed to modelers across the country was sent out, too late to attract any meaningful attention). Obviously poorly organized, and despite Dennis' and Gary's early "endorsement" of the contest, FIMCC lacked hope of any media coverage because of our (really, *my*) inability to define, organize and publicize the event. An unfounded amount of self-confidence led me to confuse intent with result, leaving us totally unprepared to meet the demands of promoting, financing and administering any sort of contest, much less from a remote location. What was I thinking? Another bad decision made things worse: A key element in the demise of the show was that neither Tim nor I could attend and, we learned, nobody else would be there either. When it became clear that the FIMCC was not going to occur because it couldn't, we canceled the show in late 1979, just after I had successfully presented a regional model car contest in Salt Lake City (See Chapter One). Unfortunately, the single FIMCC ad was still scheduled for the December/January 1980 issue of *Model Car Journal* and Gary Schmidt was already committed to his column in the January-February 1980 issue *Scale Auto Enthusiast*, so limited publicity for the (now nonexistent) contest appeared *after* we decided to cancel it!

My failure to grasp the realities of contest organization and promotion was due to a foolish misjudgment of the responsibilities and complexities necessary to present such an event. I was deeply embarrassed by my arrogance and the consequent debacle, but determined to do a better job next time. The lessons learned from the dismal failure of FIMCC served me well in developing what was to become the GSL Championship series.



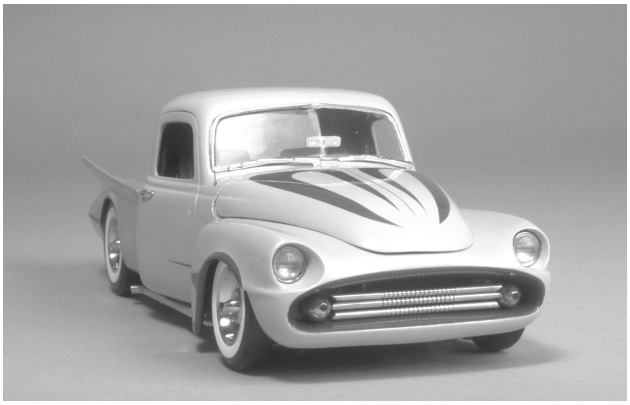
1928 Ford Tudor Sedan, constructed by author in 1985



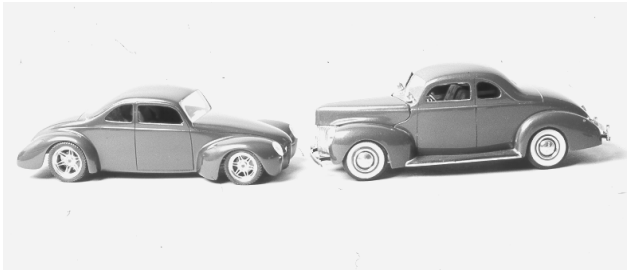
Mercari, *by author. Built in 1989.*



The Riviera, by author. Strarted in 1981 and finished in 1992.



First version Dream Truck², built by author between 1995 and 1997.



Twin versions of 1940 Ford coupes by author. Nostalgia custom on right built in 1981; modern version on left started in 1996 and finished in 1998.

But, at this point, I made *another* error. You see, I was angry about the failure of FIMCC though the reasons for the failure were well known to me. Nevertheless, undaunted by my own lack of judgment, I wrote a *Putty Thrower* column for the March-April 1980 issue of *Scale Auto Enthusiast* **(Appendix G)** in January of 1980 that got me in a lot of trouble with many Midwest modelers. Unfairly, I was upset with modelers from the Midwest that I had never met! In essence, I publicly complained about the lack of support for FIMCC from those " . . . national luminaries who shall remain nameless" because, at the time, I thought that the absence of interest in FIMCC by old-time MPC builders was inexplicable and xenophobic. When I calmed down and thought through things, it became apparent to me that the venerable MPC contestants either didn't know about the contest or quite reasonably decided not to trust an upstart from Salt Lake City. I was not prepared, then in my youth, to admit — in public — that I was responsible for the F IMCC "nonevent." Predictably, the Ohio group were greatly perturbed with me, and Tom Woodruff created the NNL in response to my diatribe. That first NNL (the amalgram was for "National Nameless Luminaries — an artful rephrase of my outburst) was held in the Summer of 1980 at Tom's home, and featured the now-famous presentation of models in a noncompetitive atmosphere. Since then, the NNL format has spread across North America principally through the efforts of Woodruff, Bob Bost, Chuck Helppie, John Strick, Jim Kampman and Tom Dillion II and many others. **[18] Appendix H**

The events of that period of time, though, still fed my desire to create a national contest, and prompted serious thoughts about establishing another national event. However, I then believed that the next effort at contest organization had to grow from a local to a national level: I was still smarting from the stinging defeat experienced with FIMCC and was determined to profit from the many mistakes I'd made earlier. These experiences provided the necessary impetus to again try to promote a contest.

With that background in mind, let's take a close look at the first sixteen years of the GSL Championship.

1

GSL-I [The UMCA Contest]
October 27, 1979
Hotel Utah Motor Lodge,
Salt Lake City

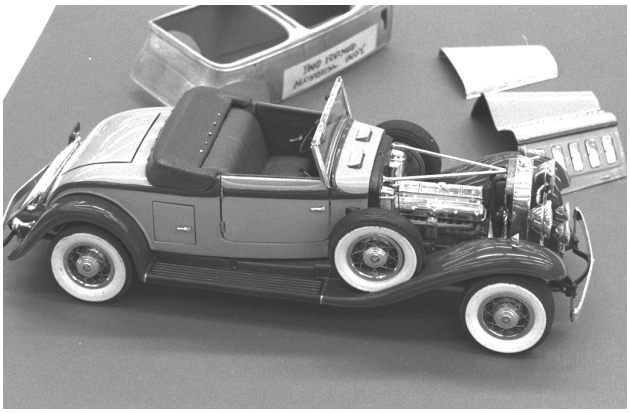
A Local Beginning and Lessons Learned

"I'll always remember the fellowship and fun at every GSL contest, and I will never forget the gorgeous mountains that surround Salt Lake City."
- Carol Hiscano

"One of the most remarkable aspects of GSL was the amount of effort that modelers would expend just to get there. Salt Lake City isn't exactly close to anywhere, and transportation costs alone probably prevented many great modelers from competing in person. But for those who did attend, the rewards were tremendous. My strongest friendships within the hobby are a direct result of the GSL experience."
- Ken Hamilton

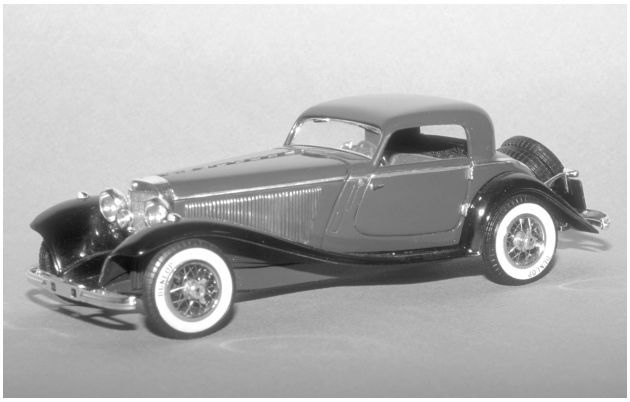
Even before the stillborn FIMCC was scheduled to occur, I had organized (with the help of a few UMCA members) a local event (tangentially under the auspices of the Utah Model Car Association) that was held on October 27, 1979 at the Hotel Utah Motor Lodge. As I look back over the record, it seems to me that I really believed that presenting a single, local contest would be sufficient experience to launch the FIMCC event. I was wrong about that! As it turned out, ironically, the painful experience of attempting to present the FIMCC taught me many lessons about what would become the GSL Championship series. And, ironically, my goal of a national contest emerged from a competition that initially was intended only to be a local event.

Concerning the UMCA event, there were really only a few arrangements to be made: renting a room from a local motel, and mailing out a few dozen invitations to modelers that I had met through contests at Hammonds' Hobbies in Salt Lake City, plus invitations sent to all UMCA members, and a smattering of local modelers and others from along the Wasatch Front with whom I had become acquainted. The contest was attended by virtually every member of the UMCA, and even drew a few contestants from the Southern Idaho area.



David Baird's 1932 Cadillac

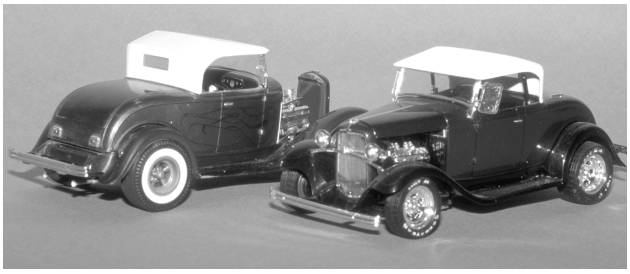
By the time registration closed at 1:00 p.m. that Saturday, 58 models had been entered by 14 contestants. Of special note, it would turn out, was the entry from Ed Wright, who then started a 15-year run of competing at GSL. Specialized lacquer painting was beginning to appear on contest models in the West (it had already shown up on Midwest models), and George Layton and I entered our custom-painted 1932 Ford roadsters. A wide variety of models were displayed for judging, ranging from David Baird's spectacular 1936 Mercedes coupe to a four-wheel-drive 1939 Chevy sedan delivery by Mark Chadwick. The Best in Show model — David Baird's 1932 Cadillac — set a standard for careful, yet aggressive, craftsmanship. Dave hammered an aluminum body (using the original kit parts as patterns), cast his own tires with soft whitewall inserts, and fully wired and plumbed the engine and chassis. Even after 18 years, this model is still a superb example of scale automotive modeling, and can be seen at the National Model Car Builders' Museum**.** Though records of that first show are grossly incomplete, it appears that contestants competed in eight classes.



1936 Mercedes by David Baird

A formal Awards Banquet held the evening of the show reflected my goal of creating a forum respectful to the winners, since the prospect of asking successful modelers to shuffle up to a makeshift podium and enjoy only modest or desultory applause wasn't consistent with the goal of encouraging good scale auto building. Hosted by the newly-elected UMCA club president Gary Wright (though this really wasn't an UMCA contest), the winners were announced after a catered dinner was enjoyed. This "formal" awards presentation format would characterize all the subsequent GSL Championships, and was later adopted by many other

major contests that followed, including the Copper State Model Car Championship, the Gold Coast National Challenge, the North American Model Car Championship and the now-defunct Southwest Challenge. Truth be told, my idea to present a formal awards ceremony was modeled after the historic awards banquets that occurred at the end of the historic annual contests of the International Association of Automotive Modelers.



1932 Ford Roadsters by Mark S. Gustavson (left) and by George Layton (right)

The event had no formal title, but when coverage appeared in *Scale Auto Enthusiast* in the March-April 1980 issue, it was called "The Utah Model Car Association Salt Lake City Championship Winners" even though the local



1939 Chevy Sedan Delivery by Mark Chadwick

club, as an organization, had little to do with the contest on an administrative level. That was to be the only year that the local club's name would be formally associated with the show, though individual UMCA members would continue to play pivotal roles in the success of the then-embryonic Championship. The contest would bear its ultimate name (**G**reater **S**alt **L**ake **M**odel **C**ar **C**hampionship) for the first time the next time the contest was presented, reflecting the general geography from which it drew its initial contestants.



Custom 1957 Ford by Mark S. Gustavson

Media coverage was limited to an article in the sixth issue of *Scale Auto Enthusiast*, but did not include a specific article on the Best in Show model. This contest — that I later decided to count as part of the GSL heritage because it truly was the begincontest could be organized under the banner of recognizing modeling craftsmanship regardless of subject matter, even though the FIMCC debacle was still scheduled several months in the future. Everyone associated with the event was enthusiastic about it, and many pledged their attendance at the following year's contest.

Though it should have been apparent to me that the success of a small, locally administered, contest was not a blueprint for successfully promoting larger future contests, I was still enamored with the rapid expansion of this venue into a national contest. Hard lessons were about to be learned.



Trophies for GSL-I winners

GSL I Awards

BEST IN SHOW:	David Baird, 1932 Cadillac Roadster
BEST CADILLAC:	David Baird, 1932 Cadillac Roadster
MOST POPULAR:	David Baird, 1936 Mercedes
BEST INTERIOR:	David Baird, 1936 Mercedes
BEST PAINT:	Mark Gustavson, 1932 Ford
BEST TECHNICAL INNOVATION:	Mark Gustavson & George Layton
BEST CHASSIS:	Mark Chadwick, 1939 Chevy Panel
BEST ENGINE:	Mark Gustavson, 1957 Ford Custom

2

GSL-II
April 11, 1981
Whitmore Library,
Salt Lake County, Utah

Regional Rivalries Encourage Participation

"Recipe for a GSL cocktail: Mix one part insanity, intensity, imagination, elation, craftsmanship, disappointment and then resolve, humor and friendship. It makes a sweet drink that everyone should sip at least once." Pat Bibeau

"GSL is the pinnacle of inspiration." Art Anderson

The second GSL did not occur until the start of the second quarter of 1981. Following the debacle of the FIMCC show, and my well-earned chastisement by Tom Woodruff and the others, it became clear to me that a well-run event (that could grow into a national contest) should be my focus. I decided that I needed a year to rethink things, get better organized, line up support, and to mend some fences. Conversations with Tim Boyd, Bob Bost, Tom Dillion II, Andy Martin, Gary Schmidt and others were ongoing as I sought their advice and counsel on changing a local show into a national event. With the lessons of FIMCC well in mind, I decided to hold the second GSL show on a local level with strong efforts to attract modelers from outside Utah. I also realized that a direct "hands-on" approach was essential.

Invitations to the second GSL were sent to approximately 150 potential competitors on a list assembled by Tim Boyd, Alan Cozby, Andy Martin and me. Many of those initial invitees were from Ohio, several of whom, to their everlasting credit, showed a remarkable degree of good humor by attending GSL-II. The first of two GSL "mailers" for this event announced that contestants would have 11 classes in which to compete, including a Professional Class which was characterized by the level of effort expended by the contestant. (This Class occurred years before other "degree of difficulty" con-

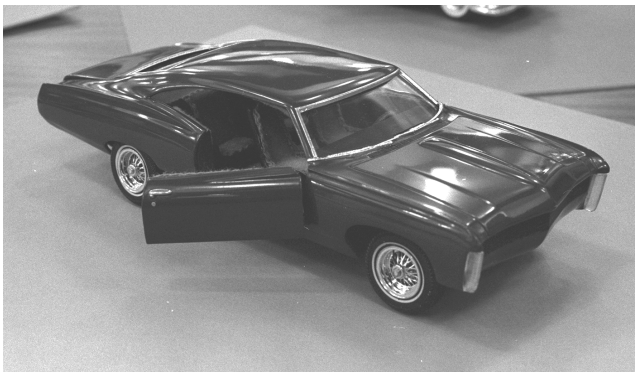
tests started, but was dropped at later Championships when it proved superfluous as the levels of skill, craftsmanship and innovation of the entries greatly increased in *all* Classes, eliminating the necessity for such a "special" Class).

In response to the emerging rivalries between modeling factions across the country (then considered by many to be a positive development but one with which I disagreed, because I believe modelers should support each other), an update was mailed. The "Car Wars Saga," a truly odd document, was written in a style of a goofy future history description of the great battles to come, and was intended to spark interest on the theory that fanning the flames of regional antagonisms would be beneficial. It's funny now to reread such youthful exuberance! Andy Martin and Jim Kampmann responded (Appendix I) and the "battle" was on! The prospect of *SAE* coverage – that, at this point, could be counted on — was a major lure to the competitors.

The Whitmore Library in suburban Salt Lake County was filled to capacity with a wide array of models. Even at this early date, the Championship was taking on much more than a local, or even regional, character. Almost one hundred models were entered from four widely dispersed states, suggesting that there was some validity in the idea of a broadly-based model car contest. Bob Bost's custom 1951 and 1967 Chevies and Alan Cozby's chopped 1949 Mercury were masterpieces. Andy Martin brought a Competition-class TR-7, George Layton entered his slingshot dragster, Terry Jessee competed with a mail-in entry from Montana (a tole-painted 1969 Ford) and my participation included a front-wheel drive 1949 Mercury entered in the Custom class.[19] A 300-point written judging system, lifted directly from the UMCA



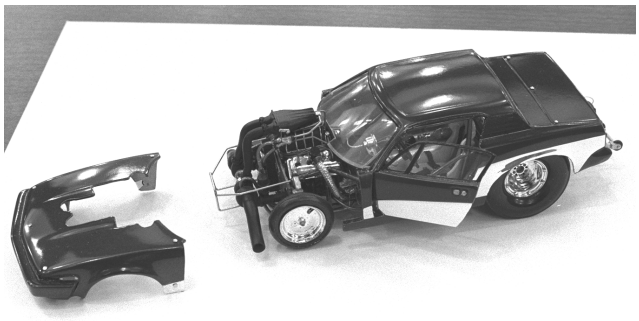
1972 Corvette by Mark S. Gustavson



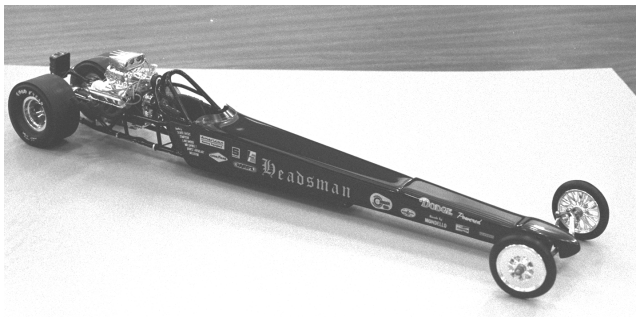
1967 Chevy by Bob Bost



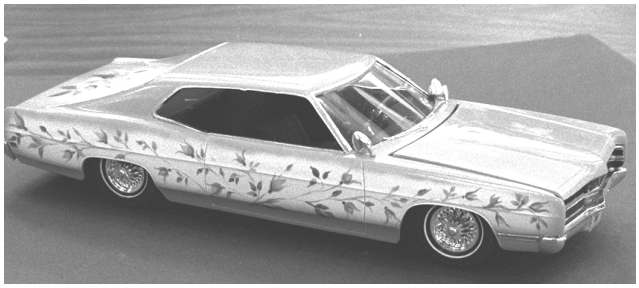
1949 Mercury by Alan Cozby



TR-7 by Andy Martin



Top Fuel Dragster by George Layton



Flowered 1969 Ford by Terry Jessee

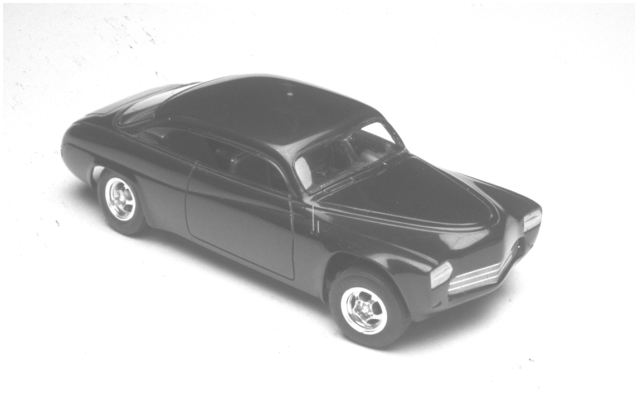
Constitution, was used for the first and last time: It would prove too cumbersome to use, and would be replaced in a set of general craftsmanship guidelines that evolved over the next 13 years, eventually to be published in a special booklet that the National Model Car Builders' Museum produced in 1996, later updated in 1997 and scheduled for a third version in early 1999**.** [20]

I also built and entered a custom Corvette. This model, heavily influenced by a similar model previously built by Sue Cozby, picked up on Dave Baird's aggressive modeling techniques and displayed extensive bodywork, a dyed leather interior, flush-fitting window and operating suspension components, steering and gas filler. The Corvette also took part in the popular trend of mural paint jobs pioneered at the MPC contests and later perfected by Rick Hanmore, Steve Masters and George Layton. I was delighted when my model did well in the competition, but I was about to learn another important lesson about putting on a contest. Tim Boyd took me aside following the second GSL contest and told me that the future growth of the Championship would be hampered if I were to continue to enter and receive awards at the show. Apparently, there were enough surviving Midwest concerns arising out of the 1980 "NNL" Putty Thrower column, the stillborn FIMCC, and other of my provocations [21] to make that contingent of builders (very important participants in early GSL events) more than a bit wary of me and my motives. Moreover, as Tim pointed out, it would be foolish to suggest to detractors (or anyone else, I suppose) any questions about the fairness of a judge and promoter entering his own contest, even though I (and other members of the judging team) were always scrupulously fair about judging.

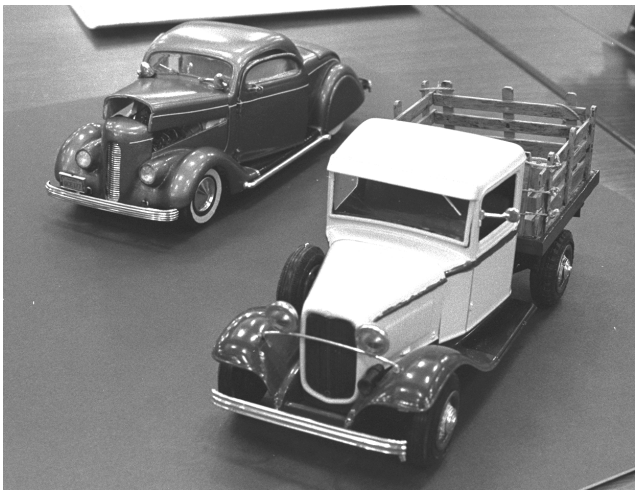
I was reluctant to accept his advice since it would deny me access to the kind of contest that I had longed for my entire life! The paradox was painful and poignantly ironic, but correct for its time: my desire to compete (that had been the principal impetus for GSL) was now the greatest threat to the show. Withdrawing from competition after GSL-II, I also decided that no GSL judge would compete in any show he evaluated (though any other individual, even though once a judge, could compete in any individual Championship in which he was not a judge). While there was no such restriction on any Board member or sponsor, it eliminated criticism and perceived conflicts of interest.

Sponsors were still few, but Bob Reder from Monogram Models, Inc. was an early supporter, involving that manufacturer in what would grow into an ongoing and expanded involvement with the GSL series. The Utah Model Car Association, now playing a major administrative role in the show (as it would throughout the next thirteen years), provided much-needed assistance. Our first "cottage industry" sponsor appeared when Eldred Mason, developer of the miraculous Bare Metal Foil, supplied product for prizes. Byron Bowman, whose local Salt Lake City Du Pont paint store, Superior Automotive, would be the longest-lived commercial sponsor of the GSL Championship, also pledged his sponsorship and support.

The *Scale Auto Enthusiast* coverage of this event appeared in issue 15, and included photos of several of the winners. An article on my Best of Show Corvette was published in the preceding issue of *SAE*, and appeared again later in the *SAE* Corvette theme issue No. 50 (August 1987).



1949 Mercury by Mark S. Gustavson



1936/1934 Fords by Ed Wright



1935 Mercedes by David Baird



Andy Martin (L) and George Layton judging.

GSL II Awards

SENIOR AWARDS:
Competition:
1st - George Layton, T/F
2nd - John Kubus, F-85 Custom

Custom:
1st - Bob Bost, 1951 Chevy
2nd - Bob Bost, 1967 Impala

Street Machine:
1st - Gary Wright, 1969 Charger
2nd - Gary Wright, 1957 Chevy

Street Rod:
1st - Mark Gustavson, 1940 Ford
2nd - George Layton, 1932 Ford

Large Truck:
1st - J. Hanson, Scania
2nd - J. Hanson, Kenworth

Replica Stock:
1st - Dave Baird, 1935 Mercedes
2nd - George Layton, 1934 Duesenberg

Stock Box:
1st - Gary Wright, 1978 Dodge Pick-up
2nd - Gary Wright, 1940 Ford Sedan Delivery

PROFESSIONAL CLASS:
Competition:
1st - George Layton, Chevy Van
2nd - Andy Martin, TR-7

Modified:
1st - Mark S. Gustavson, 1972 Corvette
2nd - Mark S. Gustavson, 1949 Merc

JUNIOR/NEW MODELER
1st - John Wisner, 1939 Chevy Panel
2nd - Janet Gustavson, 1969 Riviera

MASTER AWARDS:
Best in Show: Mark S. Gustavson, 1972 Corvette
Best Engine/Chassis: Mark S. Gustavson, 1972 Corvette
Best Interior: Mark S. Gustavson, 1972 Corvette
Best Overall Detail: Mark S. Gustavson, 1972 Corvette
Popular Choice: Mark S. Gustavson, 1972 Corvette
Best Paint: George Layton, Chevy Van

3

GSL-III
April 17, 1982
Whitmore Library,
Salt Lake County, Utah

Moving From Regional Toward National Support

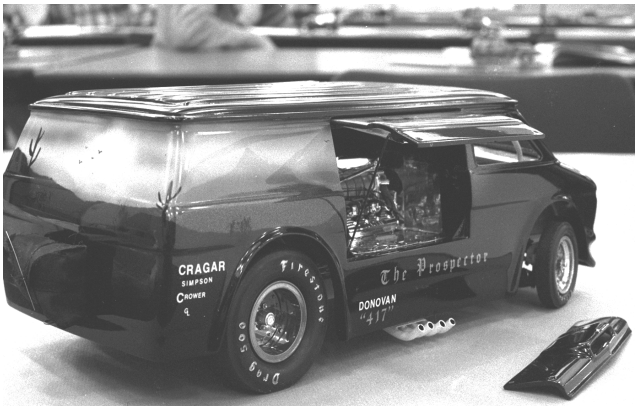
"Send your husband to GSL! He'll be on such a high when he gets home, it will be worth it!" Fran Bibeau, Canada

GSL entered its third year with a growing array of very talented builders from around the country competing against one another. To attract more entrants and establish a more "national" character to the Championship, mail-in entries were openly encouraged for the first time. Consequently, there was an increase in participation from different parts of the United States, specifically Colorado, Montana and the Midwest. Builders from Ohio and Wisconsin played key roles by entering several sophisticated and "risk-taking" models in the several GSL Classes.

"The GSLMCC is not just a contest, it is an experience." Carl Rees

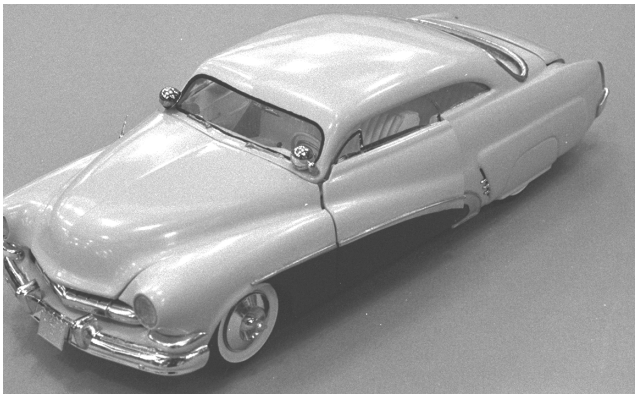
1982 marked the first year of participation by contestants from Colorado, presaging a powerful influence from that state that would continue throughout the years of the GSL Championship. Andy Aspenwal entered for the first time with his custom 1949 Mercury, a model featuring a beautiful interior finished in finely crushed sawdust sprinkled over a spray adhesive, followed by airbrushed color. Like many others to follow, Andy returned home with word of the Championship and encouraged others to enter; eventually, the Denver area would prove to be one of the most fertile sources of great competitors and personalities in the GSL Championship series. In future Championships, Coloradans Andy Aspenwal, Larry Biggs, Derek Brown, Shawn Carpenter, Tom Collage, Tom

Dolan, Gary Etter, Don Fahrni, Dan Himmel, John Johnson, Joel Klassen, Jim LoSasso, Randy Remi, Steve Schwab, Chris Stames and John Schmidt would all become respected — and very successful — GSL competitors.



"Prospector" Van by George Layton

Other geographical areas also produced excellent competitors. Midwest builder Dan Thomas stunned the judges, contestants and attendees with his replicas of the famed *Hirohata Merc* and the *Barris Buick.* Not only did the *Hirohata* replica display aggressive bodywork

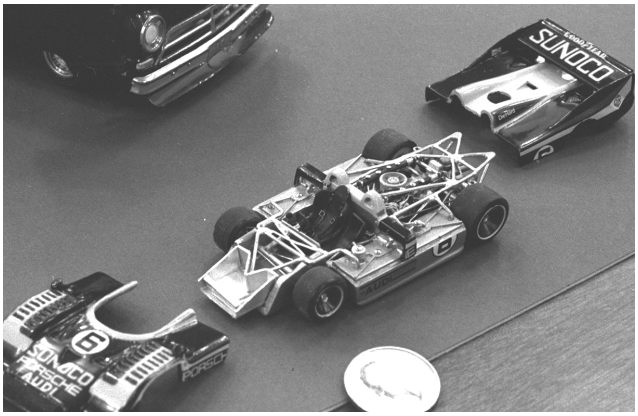


Hirohata Merc replica by Dan Thomas



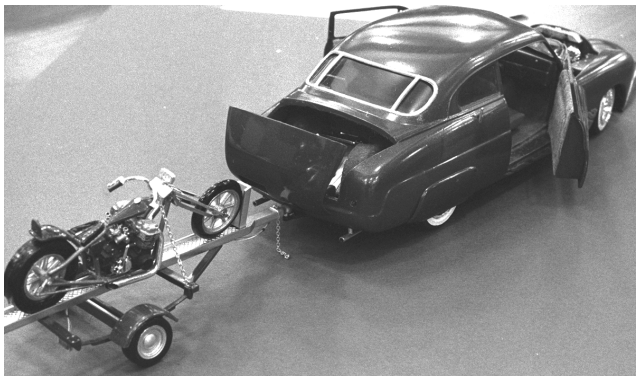
1957 Chevy by Andy "Moose" Kallen

(seldom matched by anyone in the first 16 years of GSL), but Dan also machined the bumpers from aluminum and then polished them to a high luster. It would be over a decade before another GSL entry would use polished metal to replicate



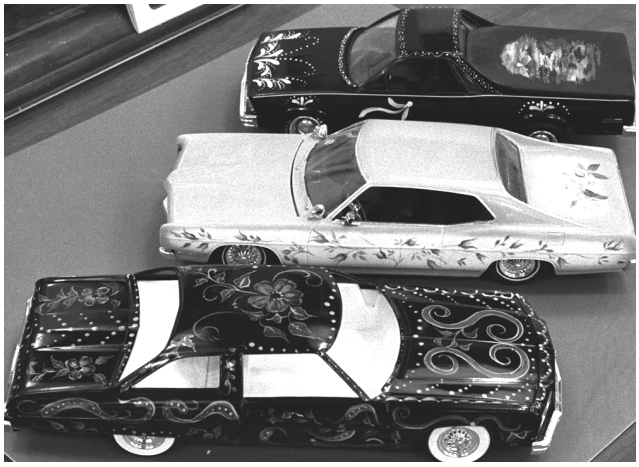
1/43 scale Porsche by Andy Martin

chrome trim. Jim Kampmann and Dave McGinley also demonstrated why their Midwest reputations were well-established and well-deserved. Andy Martin's 1/43 scale Porsche race car proved small scale was no barrier to detail and accuracy, though GSL would not feature a class specifically for "small scale" models until the Fifteenth Championship. [22]



1949 Mercury by Andy Aspenwall

The Montana contingent continued to expand. Terry Jessee, Andy Kallen (who would later prove to be two of the most enduring and endearing characters to participate in GSL) and Phil Scala showed up and did well in the classes they entered. Jessee's hand-painted Ford and



Jessee's flowered models

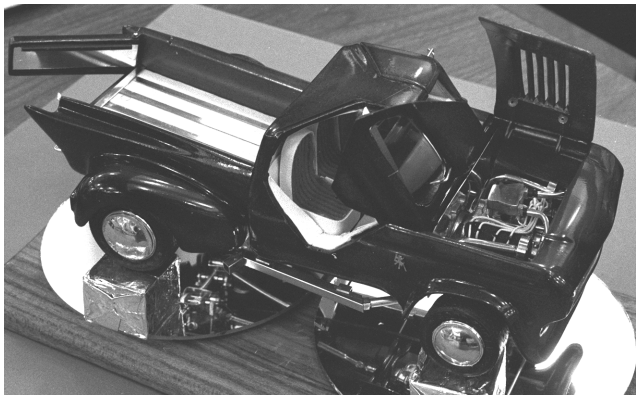
Kallen's custom 1957 Chevy custom were both trend-setters. In later years this group would include Bill Taylor and would reflect (along with Colorado modelers) another trend — the ongoing participation of stable groups of modelers from highly-localized areas across the country. Meanwhile, Wayne Saunders traveled from New York to enter his 1982 Monte Carlo and custom Ford pickup, while Dave Forseth made the trip from Wyoming with his custom Mercury entry.

The UMCA produced four winners. George Layton won Best of Show when he entered his



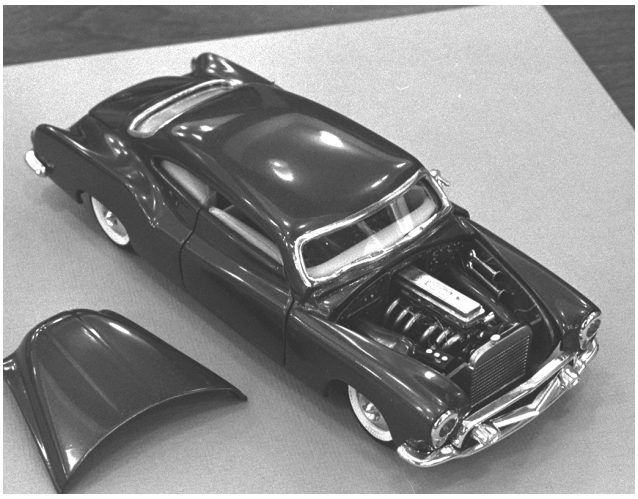
Mark S. Gustavson (L) and Tim Boyd (R) Judging

"Prospector" van for the second year in a row (it was unfinished at GSL-II, though it won a Master Award there). His van was a study in risk-taking and modeling prowess. The top was



Wayne Saunder's Pickup

chopped and the modified body was then channeled over a fully-articulated frame that featured a functional front suspension with working ball joints and steering operating through a scale steering box. George applied an unbelievable Western-motif mural all the way around the model, and hand-stitched a four-color drag chute. This model would, in fact, still be competitive in most contests. Other winning entries came from UMCA members Gary Wright, Don Henriksen and Ed Wright. Dale Angell entered his "junkyard dog" 1/8 scale 1932 Ford; this model was seen in both the *Scale Auto* coverage of the third GSL and as the subject of the "Simply Incredible" April Fools March/April 1986 issue (#42).[23] I was a little surprised that so many readers missed the connection.



Barris Buick replica by Dan Thomas

Another major change occurred this year: Pam Siegman attended the Championship with husband Mike, leading the way for spouses who would play an active role in the Championship. Pam and Mike's enthusiastic reports about GSL led to the appearance and participation of fellow Texan Russ Schwenkler in 1986. Both Mike and Russ would later become active entrants, eventually to participate as GSL Board members and Judges, and then start their own contests — the Southwest Challenge, in 1986 and, later, the NAMCC.[24] This would be the last year that any model winning a Master Award could be reentered. New rules, effective with GSL-IV, declared that no model winning a Master Award or First Place Class Award could compete again. Interestingly, those rules were simply adopted "in-house" but were not publicly declared in any GSL document. Formal codification of the GSL rules would only occur when the Championship started to draw entrants from a wider, "uninitiated" audience who had not been a part of the developing "common law" of GSL rules and judging.



Dukes of Hazzard Charger by Gary Wright

The event was covered in *Scale Auto Enthusiast* #21 with an article on the Best of Show model in *SAE* 18. The *Scale Auto* coverage kept the GSL Championship in front of a growing audience, and intrigued modelers who would show up to compete at future GSL Championships.



1965 Fairlane by Dave McGinley

GSL III Awards

SENIOR AWARDS:
Competition:
1st George Layton, Prospector Van
2nd George Layton, Headsman Dragster
3rd Phil Scala, Ferrari F-1

Full Custom:
1st Dan Thomas, 1950 Barris Buick
2nd Andy Kallen, 1957 Chevy

Mild Custom:
1st Dale Angell, 1932 Ford Pickup

Street Machine:
1st Gary Wright, Dukes of Hazzard Dodge Charger
2nd Dave McGinley, 1965 Fairlane

Street Rod:
1st Andy Aspenwal, 1939 Chevy Coupe
2nd George Layton, 1932 Ford Roadster

Large Commercial:
1st Perry Reed, Peterbuilt Flatbed Truck
2nd Ed Wright, Milk Truck

Fire/Utility/Small Commercial:
1st Terry Jessee, Chevy Blazer Truck
2nd Don Berry, Mack Aerialscope

Replica Stock:
1st George Layton, 1934 Duesenberg Phaeton
2nd Andy Kallen, '55 Chevy Convertible

Stock Box:
1st Phil Scala, Toyota
2nd Gary Wright, Dukes of Hazzard Dodge Charger

JUNIOR/NEW
1st David Jensen, 1969 Nova
2nd Corry Little, 1956 T-Bird

PROFESSIONAL CLASS:
Competition:
1st Kim Kampmann, EXP Pro Stock
2nd Wayne Saunders, 1982 Monte Carlo

Modified:
1st Wayne Saunders, Ford Pickup
2nd Steve Pappas, 1955 Chevy

Replica Stock:
1st -
2nd David Baird, 1930 Mercedes

SPECIAL MERCURY CLASS:
1st Dan Thomas, 1951 Hirohata Merc
2nd Ken Brewer, 1949 Mercury

MASTER AWARDS:
Best in Show: George Layton, "Prospector" Van
Modeler's Choice: Dan Thomas, Hirohata Merc
Best Detail: George Layton, Prospector Van
Best Engineering: Wayne Saunders, 1982 Monte Carlo
Best Interior: Andy Aspenwall, 1949 Merc
Best Styling: Wayne Saunders, Ford Pickup
Best Paint: George Layton, 1932 Ford Roadster

GSL

4

GSL-IV
April 15-17, 1983
Rodeway Inn,
Sandy, Utah

A Revolution Moves Us Forward

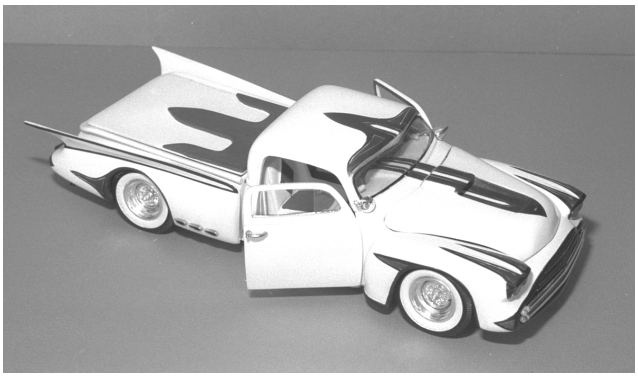
The fourth annual GSL Model Car Championship brought revolutionary, rather than evolutionary, change. The basic outlines of the Championship were established by the fourth contest, but the character of the show changed as it grew well beyond being a local, then regional, event.

"I came, I saw, I lost (boy, do you guys ever have sharp X-Acto blades). Congratulations on a contest well done." John Erskine, Alaska

In response to the publicity and increasing interest in the GSL Championship, and due to the greater number of out-of-state contestants, major changes occurred at GSL-IV. The Championship was extended to three full days and the number of classes set at ten. The contest moved from its home at the Whitmore Library to the Rodeway Inn in Sandy, Utah where the contest facility, overnight rooms, and the site for the Awards Banquet were centered. That move concentrated all event activities at a single location and established the basic format and activities for future GSL Championships. However, the two contest rooms were on separate floors, so everyone spent the weekend running up and down stairs to view the entries.

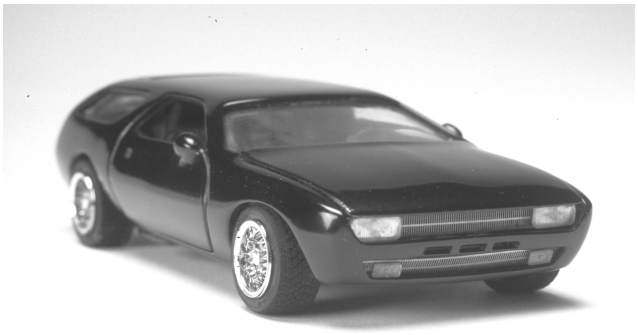
"Going to the GSL is like winning first place in the lottery of knowledge!" Calvin Crouch, New York

Reflecting the expanding and often personal support for the GSL Championship, Terry Jessee offered to produce Master Awards plaques bearing his artwork. Terry also donated a set of reproduced line-art prints featuring earlier GSL models to be sold as a fund raiser. Though specific Master Awards were



Spence Murray's Dream Truck replica by Bob Barnett

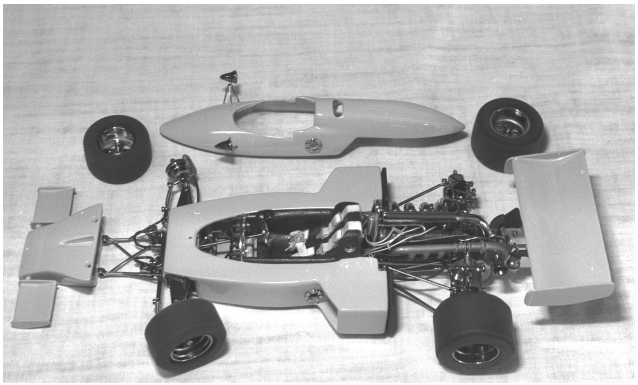
appearing and disappearing annually because that element of the judging process and criteria was still evolving, the first of the "celebrity" Master Awards appeared, instituting a new tradition that would endure throughout the ensuing Championships. The establishment of



Pacer Station wagon custom by Dave Pearsall

the Wingrove Scratchbuilding Award – recognizing a builder's skills in creating elements of a model from raw materials — followed my meeting with the British master modeler, during which he graciously granted permission to use his name for that Award. Another award suggested by the Metroplex Car Modelers' Association and Mike Siegman also appeared this year: The *Klingon Kruiser Award* was presented to the most wildly-restyled model. First awarded to Andy Kallen for a 1963 Chevrolet hardtop customized using vintage AMT Styline pieces, this award would become another tradition presented at all subsequent GSL Championships.
Appendix J

Newcomer Jim Bunch proved to be not only an excellent modeler but a generous one as well: he donated substantial funds for several years.



Indy Car by Dave Berry

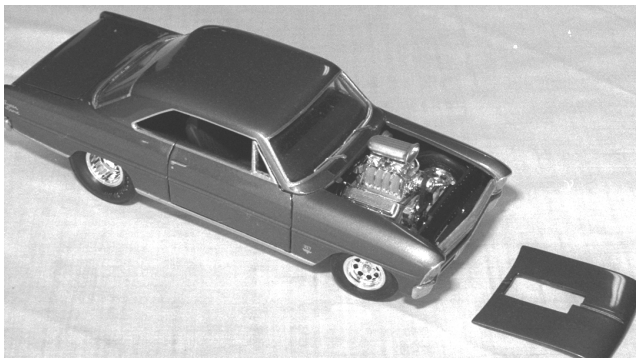
His financial support was typical of the direct involvement in GSL by modelers who were



Special Master Awards created by Terry Jessee

enthusiastic about and committed to the goal of the Championship series; such support would help offset expenses of the Championship for its entire life. The entry fee was set at $15.00 where it would remain for another eight years.

Two mailings were sent to about 200 people, but the distribution was haphazard. It would still be two years before a single mailing would be coordinated, printed and distributed. It is important to remember here that GSL was still being operated on an extremely modest budget. Competitors and attendees who registered were handed a one-page greeting sheet, the first formal entry form, and a liability release relieving me, the other Board members, the sponsors and other associates from liability should damage to the models or injury to contestants occur. My experience as an attorney had taught me to be cautious.

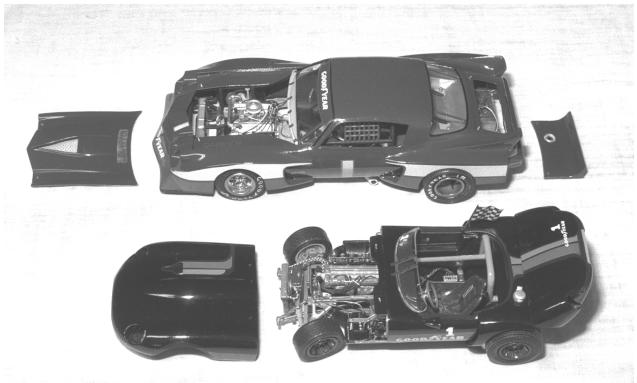


1966 Nova by Tom Dillion II

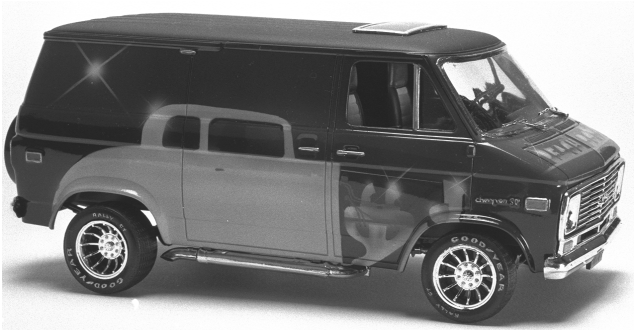
The promotion of GSL-IV led to the participation of a new group of modelers including David Berry, Randy and Cassie Vandraiss, Mike Pearsall, Don Berry, Clive Jones, and Bob Barnett. During the next decade, they would rise, by virtue of their building skills and engaging personalities, to national prominence. Not only did their excellent modeling make judging difficult, but their cordial offers of assistance were greatly appreciated. In particular, the generous administrative assistance of Cassie Vandraiss will always be remembered; for two days at GSL-IV she sat at the table and registered models. Mail-in entries, like those from Rick Hanmore and Mike Pearsall, brought to GSL the works of excellent modelers unable to attend in person to a national audience as well, and encouraged other high-quality builders who



Kenworth and Ford Firefighting equipment by Don Berry



B Production Jag and Camaro by Jim Bunch



Custom painted Chevy van by Rick Hanmore

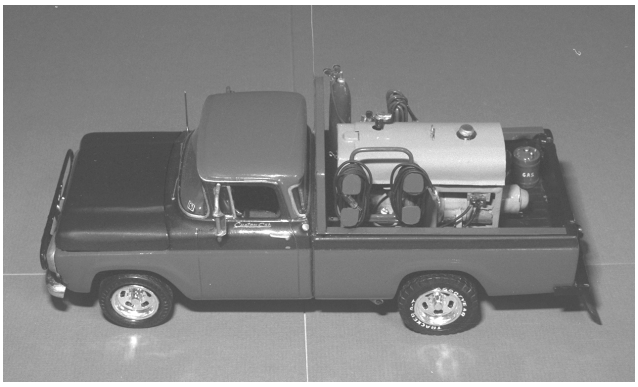
couldn't attend GSL in person to participate as well. The increasing competition, and the recognition of GSL as an important — and fun — arena of competition furthered the Championship's national reputation and stature.

The contestants at GSL-IV created some of the most memorable models ever entered in the Championship. When David Berry placed his Indy Caron the contest table, no one viewing the model knew the precedent the model's excellent craftsmanship would establish. For the first time



Don Berry (standing) with Dave Berry on Don's right arm, receives an award from me (R).

in GSL history, a model featuring large quantities of machined and plated parts, including hand-built suspension and engine components built from brass and then chromed, had been entered. Only twice before had such a model been entered in a national contest; first was Augie Hiscano's blue roadster that competed in the 1964 Revell-Pactra event, and the fanciful work of Richard Carroll in the MPC Contests in the Seventies.[25] Rick Hanmore entered his mural-painted Chevy van and stunned everyone. Don Berry and Tom Showers gave visibility to the emergent firefighting equipment modelers, and Andy Kallen entered another NASCAR model. Bob Barnett entered his replica of Spencer Murray's



'60 Ford Truck by Charles Ryder

Dream Truck now owned by Kirt McCormick by mail and, like the Dan Thomas replica customs before it, his effort furthered the growing interest in replicating famous customs in scale. Through



1/16 NASCAR by Andy Kallen

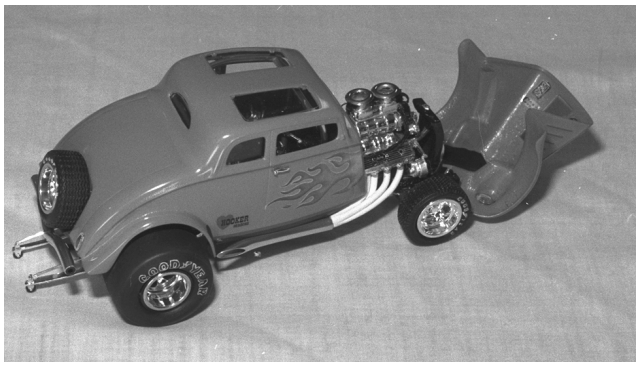
our shared interest in custom cars and replica building Bob and I became fast friends, though I would not meet him in person until the next Championship.

The fourth Championship featured a trivia contest organized by Ed Wright, as well as two "fun" contests: speed-building and blindfolded building competitions. Pioneered by the UMCA, these contests would appear at many following

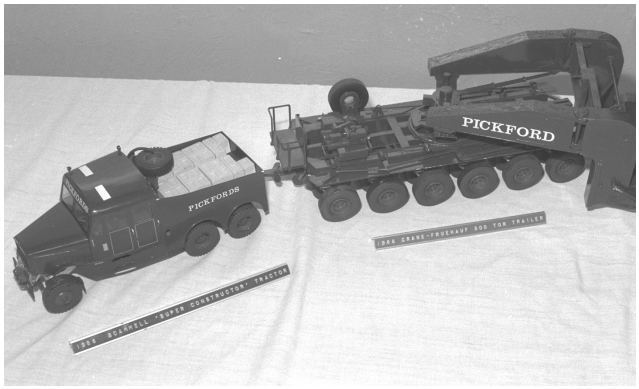


Andy Kallen (L) with Mike Siegman enjoy the Awards Banquet

GSL Championships, and eventually be picked up by other contests and events around the country. The sponsor group was expanding too: no less than ten major supporters got on board to help out.

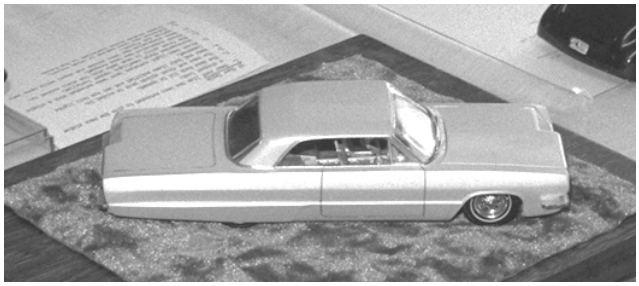


1933 Willys by Alvin Zollinger



Pickford 300 by Clive Jones

Another tradition started with this epochal GSL. The Awards Banquet featured our first guest speaker, Tim Boyd. His prescient remarks about the status and future of the hobby would be validated as future GSL Championships unfolded. (He had intended to submit his remarks to a national magazine but misplaced the text, and, though I recorded his speech, the tape would be lost until 1992 when the inventory of the Museum was being moved to its second – and current – location. Tim's recorded presenta-



1964 Chevy by Andy "Moose" Kallen, the first Klingon Kruiser award winner

tion is now a part of the collection at the National Model Car Builders' Museum). The next day, my wife Janet and I hosted a "morning after" breakfast at our house.

The *SAE* article in issue #27 recapped GSL-IV which featured a highlighted script with initial capital letters for the contest name, which led to the shorthand "GSLMCC" (and, ultimately, simply "GSL") in future years. Magazine coverage of the event continued when Dave Berry's Best in Show model was featured in an article appearing in *SAE* 31. Through Tim Boyd's efforts, *Street Rodder* magazine covered the show in its December 1983 issue, the first "outside" coverage of the Championship.

GSL IV Awards

Street Machine
1st Tom Dillion, 1966 Nova
2nd James Bunch, 1983 Firebird

Street Rod
1st Alvin Zollinger, 1933 Willys
2nd Mark Chadwick, 1939 Chevy

Large Truck
1st Clive Jones, Pickford Rig
2nd Vern Greenwood, Peterbuilt

Replication
1st Andy Kallen, 1964 Cadillac
2nd Dave Forseth, 1959 Buick

'49-'51 Fords
1st Mark Gustavson
2nd Andy Kallen

Light Commercial
1st Charles Ryder, '60 Ford F-250
2nd Terry Jessee, Sheriff's Car

Custom
1st Bob Barnett, "Spence Murray's Dream Truck"
2nd Mike Pearsall, Pacer Wagon

Scratchbuilt
1st David Berry, Dragster
2nd Jim Keeler, Wagon (wooden)

Competition
1st James Bunch, Jaguar XKE
2nd Tom Reid, NASCAR Dioramas

Motorcycle
1st George Layton, Husquvarna
2nd George Roberts, Chopper

Box Stock
1st Andy Kallen, NASCAR Charger
2nd Randy Vandraiss, Charger

Firefighting
1st Don Berry, (Modern)
2nd Clive Jones, (Antique)

MASTER AWARDS:
Best in Show: Dave Berry, Indy Racer
Best Engineering: Dave Berry, Indy Racer
Modeler's Choice: Dave Berry, Indy Racer
Best Paint: Bob Bost, "Thunderado"
Best Detail: James Bunch, Firebird Trans Am
Best Interior: Bob Barnett, "Spencer Murray's *Dream Truck*"
Best Styling: Mike Pearsall, Pacer
Best Replica Stock & Wingrove Award: Clive Jones, Scratchbuilt Collection

5

GSL-V
April 13-15, 1984
Tri-Arc Travelodge,
Salt Lake City, Utah

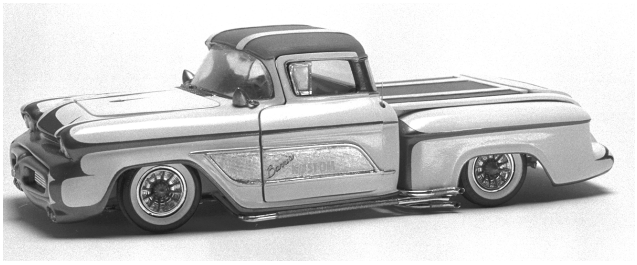
"As a two-time GSL participant, I am overwhelmed by the comraderie, technical stimulation and creative momentum that the contest creates. GSL is without doubt the Super Bowl of our hobby." Roger Yu, Hawaii

Sweet Success and a Bad Blunder

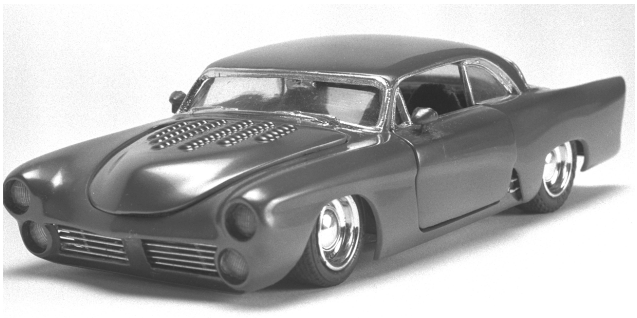
The Championship's reputation continued to attract new contestants and sponsors, establishing GSL-V as a benchmark in the hobby. But a major blunder during judging deeply offended two fine modelers and friends, and blunted support for the Championship in one area of the country for years to come.

The fifth Championship consolidated the emerging national leadership role that had been building during the previous four years. For the first time, we had an official logo. The lead-in artwork for all GSL-V documents — original artwork commissioned from Salt Lake graphic artist Ted Nagata and used in the special "Mercury" issue of *Scale Auto Enthusiast* [26] — made its appearance this year. Appendix K Year five was also the first for an event button based on artwork created by GSL Board member Rick Somerlot. We would have an event button for every Championship from then through GSL-XIV. Appendix L

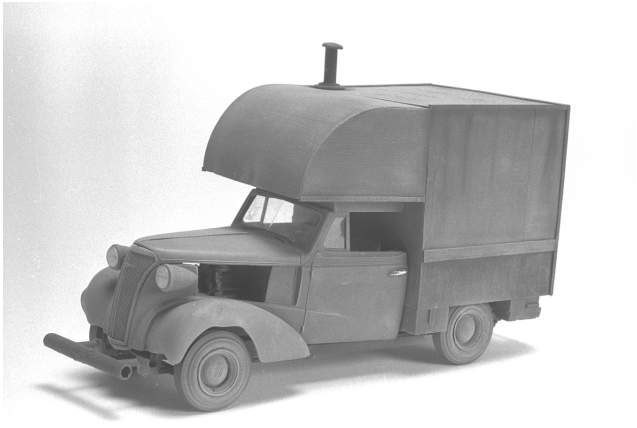
The Championship was moved from outlying Sandy to downtown Salt Lake City, where it would stay through GSL-VIII. The move was significant because it placed the event closer to the airport, making it more convenient for the increasing numbers of out-of-state competitors. It also permitted the Championship to offer better rooms to the attending hobbyists. For the second time, a formal Awards Banquet Program was distributed to attendees, a tradition that would last through succeeding GSL Championships. Borrowed from the Utah



Barris Kopper Kart *replica by Bob Barnett*



1951 Chevy by John Young



Sheep Wagon by Terry Jessee

Model Car Association's contest format, the GSL Awards Program would continue as a hallmark of GSL, and would be kept as a souvenir by many of those attending the Championships. **Appendix M**

At this point, GSL had acquired enough of a position in the hobby that several hobby manufacturers contacted us regarding sponsorship of GSL. Robert Johnson (then representing Monogram Models, following the retirement of Robert Reder) offered his company's support in late 1983, solidifying that manufacturer's commitment to GSL. Robert's participation made it clear that major American kit manufacturers could recognize the importance of the GSL Championship and adult auto modelers, and also encouraged us to market the Championship to other kit manufacturers as well.

At the same time, under the leadership of Mike Good, Testors Corporation initiated its short-lived "Testors Craftsmanship Award," a plaque that displayed the likeness of the *Jade Idol* showcar, for the purpose of encouraging basic craftsmanship because, Mike correctly believed, sophisticated detail was relatively unimportant if essential assembly procedures and techniques were ignored. The first Testors Craftsmanship Award was presented to Dave Forseth for the superb basic craftsmanship of his 1939 Chevy nostalgia custom. **Appendix N** Mike addressed the Awards Banquet held Saturday evening as the second official GSL speaker. Private sponsorship also increased, best exemplified by Jim Bunch who again donated the funds necessary to cover the costs of all of the ribbons and plaques. A new "cottage industry" company — the second to support GSL — Tom and Linda Gaffney's LMG Enterprises, entered the sponsor-

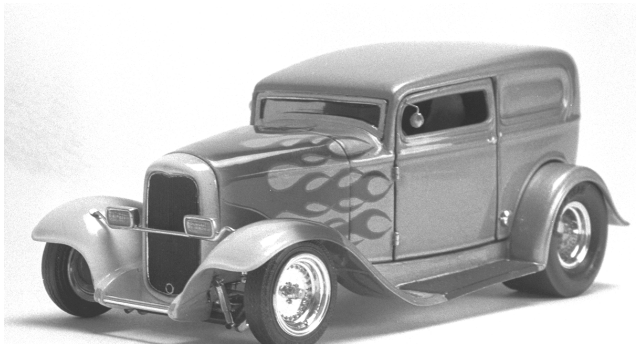
ship arena and supplied gift certificates and product samples.

Board members Tim Boyd, Rick Somerlot, Dave Forseth, Terry Jessee and I distributed three official GSL promotional mailings to almost 225 people. Fourteen Classes with four awards per Class covered a full range of building styles and preferences; this year, three new Classes were added, including Junior/New Modeler that was aimed at attracting the work of younger builders. A new celebrity award was inaugurated: The Dave Shuklis Engineering Master Award that recognized in-scale operating features in honor of one of the hobby's most prolific and amazing builders. [27] One note of interest was a Board of Directors' memo which spoke of an unannounced "Judges' Class" that would pit the Judges' models against each other with the results kept private. That never occurred as we wisely thought better of the suggestion.

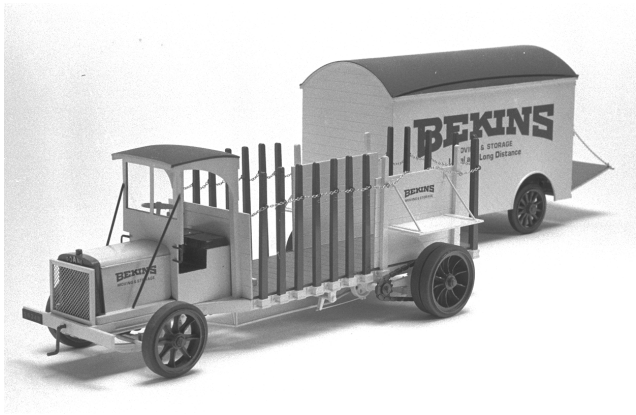
Once again, new modelers were showing up. John Young made the trek from the Midwest, entered two sleek customs, and received the coveted second "Klingon Kruiser" award for his innovative, low-slung 1951 Chevy custom. Victor Demeichi entranced the audience with his unique custom models, and Steve Masters presented an excellent 1948 Ford Sportsman and a Willys street rod coupe with a set of spectacular murals. Tom Dillion II came to GSL for the first time, bringing with him his splendid 1932 Ford sedan delivery that featured interior work rarely duplicated in subsequent GSL Championships. Tom's appearance was particularly significant, since he was an NNL founder and a leading figure in that Midwest modeling association. Don Fahrni entered the GSL fray for the first time, and his models established him as one



Contest Hall early Friday morning



1932 Ford Sedan Delivery by Tom Dillion II

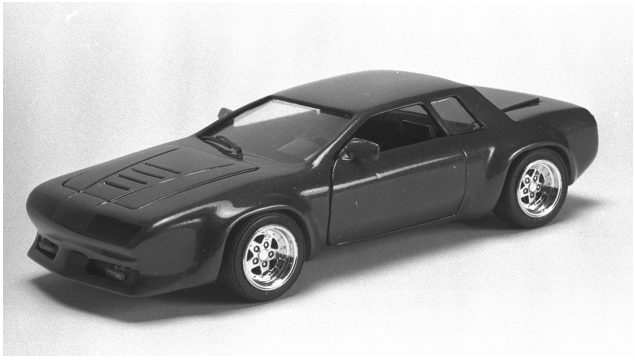


1917 Doane by Clive Jones

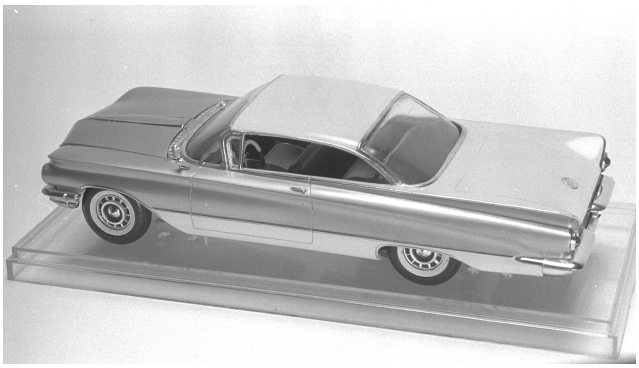
of the leading experts in building accurate quarter-mile competition machinery. Terry Jessee presented a Sheepherder's Wagon that presented outstanding interior detail complete with a host of scale "girlie" calendars neatly pinned on the interior walls. Paul Hettick started his rise to replica-stock fame with his two-tone 1960 Buick coupe.

Established builders also continued to participate. Jim Bunch, Andy Kallen, and Clive Jones returned to compete, adding much to the quality of the entries. Rick Hanmore entered by mail with another mural-painted Chevy van and won the Best Paint Award. Mike Pearsall continued his string of victories with a gracefully restyled Dodge Omni. Don Berry received all four awards in the Firefighting Class, while George Legasse and Montana builder Bill Taylor dominated the Motorcycle Class.

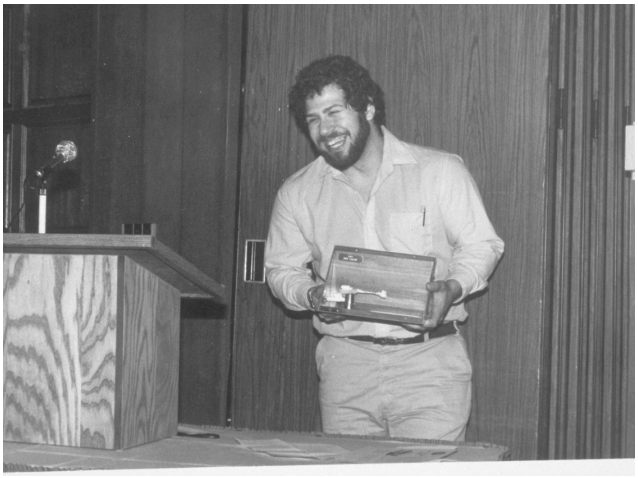
Bob Barnett also attended in person for the first time and entered not only a nifty 1911 C-cab street rod, but also his captivating replica of the Barris *Kopper Kart*. Bob had long been an advocate of the scale construction of replica customs, the creation of which required a discipline not present in many other areas of the hobby; his replica of Barris' custom truck established him as a qualified advocate of vintage custom replication. Not only had Bob taken on a well-known and difficult subject matter (liked and disliked in equal proportions), but he created a faithful likeness of the vehicle complete to the most intricate details including a complicated paint scheme. He also made the extra effort to chronicle his effort for the judges. His work paid off with the Best In Show win after a close run off with Terry Jessee's Sheepwagon. Bob's entry



Full Custom Dodge Omni by Mike Pearsall



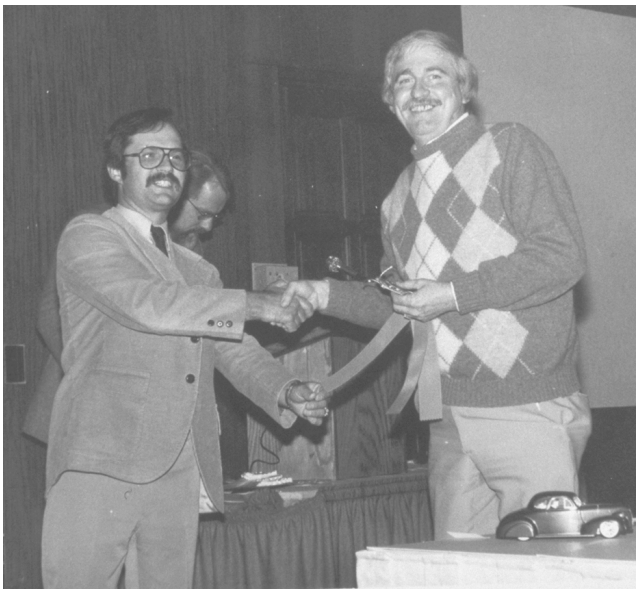
1959 Buick by Paul Hettick



Mike Siegman presenting the Klingon Kruiser award

was significant because it lent strength to his passionate advocacy of scale replica custom construction.

In total, 48 different contestants from 14 states and Canada were represented, with 36 of them present at the show throughout the weekend. The friendships initiated at earlier GSL events had really bloomed and, with them, the full emergence of some real characters. Andy Kallen wore his Moose hat for the first time, thereafter being greeted with chants of "Moose! Moose! Moose!" whenever he walked into a room. The Moose Hat became a GSL icon, an initiatory artifact that crowned most newcomers. In future years, dozens of GSL attendees, including Ed "Big Daddy" Roth, Augie Hiscano, Don Emmons and Budd Anderson — and uncounted others — good-naturedly donned the hat for a photo (Andy's original Moose Hat now hangs in the National Model Car Builders' Museum). Andy and the irrepressible Mike Siegman also caused so much commotion in the hotel restaurant that they were almost asked to leave. The fact that people were having fun — albeit rowdy fun — was a good sign: The attendees were enjoying themselves and each other.



Dave Forseth presenting Best of Show Award to Bob "Dream Truck" Barnett (R)



El Camaro by Jim Amado

GSL-V marked the commencement of "ancillary services" to GSL attendees. My wife, Janet, and Chris Forseth organized a shopping tour for modelers' spouses and significant others in downtown Salt Lake City, announced by a special insert that was included in the GSL mailing. Following the tour, Janet distributed the first and only official GSLMCC Cookbook. It featured Russ Schwenkler artwork on its cover and recipes contributed by Ed "Big Daddy" Roth, Roy Sorenson, Pam Siegman, Mike Carroll and Janet Gustavson. [Appendix O] Finally, Jim Amado and Janet collaborated on the creation



Dave Forseth (L) handing award to Mike Pearsall, author behind Dave

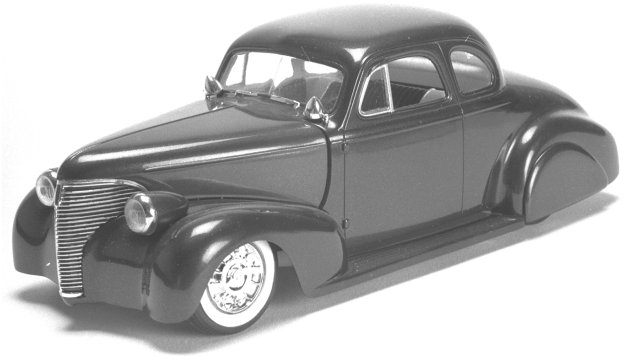


Jim Boothe Shop Diorama

and publication of a pithy ditty, "The Life of a Modeler's Wife," which was also widely distributed. Appendix P

As we continued with four place awards in each Class, a major error occurred for which I was exclusively responsible and will always regret. With the misplaced goal in mind of trying to preserve the competitive "purity" of the Classes, I introduced an unwritten — *and undisclosed* — rule that not all Class Awards would be handed out if, in the opinion of the judges, the models in that Class did not merit any particular award. Consequently, in one Class, there were only two entries from two builders, and those models were awarded third and fourth places. On reflection, those models should have placed better than they did even under the foolish rule. This great error made it painfully clear to me that the entries in a Class must be judged against each other, rather than against some theoretical "standard," with the best model in that Class earning First Place. That decision not only significantly damaged longstanding friendships that took years to repair (I am happy to say now that the fences are mended), but alienated a large contingent of Midwest builders who, already on edge about GSL because of our claims to preeminence, had not been competing at the GSL Championship. The decision was a serious lapse of judgement on my part, and pointed out quite clearly that any decision made about GSL had to be carefully evaluated for all possible consequences.

From that sad experience, I rediscovered a lesson with which I should have been inoculated in law school: rules must be publicly disclosed and unjust rules must be amended (often on the spot) in the interests of justice. That perspective was challenged in later GSL Championships, especially when our rules had to become more comprehensive as some builders challenged their spirit and intent. But the lessons learned from the fifth GSL Championship would temper the contest in the future years; not only did we announce thereafter that all Class Awards would be presented if there were at least four entries, but a more equitable (and less rigid) application of general GSL guidelines would be employed in the future.



1939 Chevy by Dave Forseth

The presentation of the awards on Saturday evening occurred without a hitch. Gary Schmidt was awarded the first GSL Award of Merit and Rick Somerlot adjourned the Championship until the following year. The next morning, the second and final brunch at the Gustavson household was hosted by my wife; further gatherings there would not be possible because of the greatly increasing number of participants.



We were fortunate to get this group shot of special guest Ed "Big Daddy" Roth and the contestants and attendees.

The *SAE* coverage of GSL-V in issue 33 included an error in the list of winners: Don, not Dave, Berry won all four places in the Fire-fighting Class. The Best in Show winner was the subject of expanded coverage in a special feature in *SAE* 34. Through Tim Boyd, *Street Rodder* heralded the GSL Championship by covering the event in its September 1984 issue.

GSL V Awards

CLASS AWARDS

Replication
1st Mike Pearsall, 904 Porsche
2nd Rick Hanmore, 1956 Pontiac Safari
3rd Paul Hettick, 1960 Buick
4th Steve Masters, 1947 Sportsman

Firefighting
1st Don Berry, 1923 Ahrens-Fox Pumper
2nd Don Berry, 1984 Crown Firecoach
3rd Don Berry, 1978 Mack Pumper
4th Don Berry, 1978 Mack Pumper

Diorama
1st J.D. Booth, Garage Scene

Stock Box
1st Rick Hanmore, Chevy Van
2nd Paul Hettick, 1962 Olds
3rd Andy Kallen, 1957 Nomad
4th Paul Hettick, 1961 Imperial

New Modeler
1st Eric Gustavson, LN7
2nd Robert Jaterka, Mack Flatbed Rig
3rd Robert Jaterka, Chevy Pickup
4th Eric Gustavson, Chevy Van

Competition
1st Donald Fahrni, Top Fuel Dragster
2nd Jim Bunch, Scirroco Racer
3rd Donald Fahrni, 1951Thames Panel

Street Machine
1st Andy Kallen, 1949 Ford
2nd Kevin Oser, 1969 Charger

Custom
1st Bob Barnett, “Barris Kopper Kart”
2nd Mike Pearsall, Dodge Omni
3rd Dave Forseth, 1939 Chevy
4th John Young, 1951 Chevy

Miscellaneous
1st George Legasse, Revell Harley Sturgis
2nd George Legasse, Yamaha Midnight Special
3rd George Legasse, Kawasaki
4th Bill Taylor, 1943 Zundapp KS 750

Street Rod
1st Tom Dillion, 1932 Sedan Delivery
2nd Steve Master, 1929 Ford Roadster Pickup
3rd Dan Thomas, 1939 Sedan Delivery
4th Bob Barnett, 1911 C-Cab

Light Commercial:
1st Terry Jessee, 1937 Chevy Sheepwagon
2nd Bruce Pechter, 1936 Mercedes
3rd Terry Jessee, Jeep Honcho
4th Ed Wright, 1953 Ford Wrecker

Large Truck
1st Clive Jones, 1917 Doane
2nd Clive Jones, 1923 McDonald Model O
3rd Ron Remark, Peterbuilt.
4th Bill Hall, Peterbuilt Oil Rig

Pro Street
1st Dan Thomas, 1962 Dodge Dart.
2nd Jeff Perry, 1969 Camaro

MASTER AWARDS

Best of Show: Bob Barnett, "Barris Kopper Kart"
Best Engineering: Mike Pearsall, Omni
Best Interior: Tom Dillion, 1932 Ford Sedan Delivery
Best Detail: Mike Siegman, NASCAR Monte Carlo
Dave Shuklis Award: Mike Pearsall, Omni
Modeler’s Choice: Tom Dillion, 1932 Sedan Delivery
Best Original Styling: Mike Pearsall, Omni
Best Nostalgia: Bob Barnett, “Barris Kopper Kart”
Best Engine: Tom Dillion, 1932 Sedan Delivery
Best Replica Stock: Clive Jones, 1917 Doane 5-Ton Truck
Best Paint: Rick Hanmore, Chevy Van
Klingon Cruiser Award: Andy Kallen, 1964 Chevy
Wingrove Scratchbuilding Award: Clive Jones
Award of Merit: Gary Schmidt, *Scale Auto Enthusiast*
Testor’s Craftsmanship: Dave Forseth, 1939 Chevy
Trivia Contest: Bob Barnett

6

GSL-VI
May 3-5, 1985
Radisson Hotel, Salt Lake City, Utah

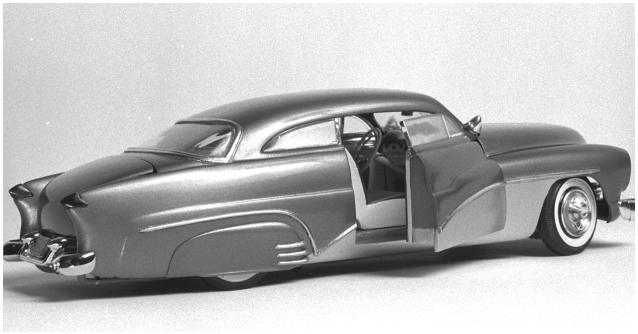
Growth Through Diverse Participation

"I have fond memories of the GSLs that I attended over the years. I met some interesting people and gained some new ideas. I still have the magazines in which my models were featured; definitely a highlight for me." Gary M. Fox

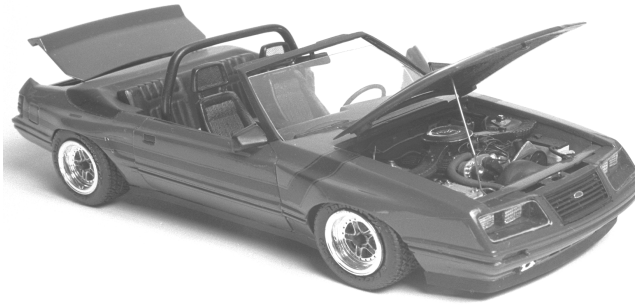
"Having attended GSLMCC a few times, I found it to be a very enjoyable experience. Seeing all the new ideas and products represented at the contest was great and you always left fired up and ready to go home and build another model. GSLMCC was a fantastic event and I was fortunate to be able to attend." Ken Trickle

Despite the serious blunder at GSL-V, it was becoming clear to hobby observers and competitive builders that GSL was growing in importance and was increasingly perceived as the premier competitive model car event in the country. The Championship had reached a "critical mass" stage, and was attracting its own coterie of artists, sponsors, and most important of all, highly-motivated builders who saw GSL as a place to showcase their creations and who trusted the Championship to fairly evaluate their work. *Scale Auto Enthusiast* was describing the event as "A Gathering of Excellence," a portrayal that reflected my hope that Championship would intentionally court high-effort builders. That focus was said to have scared off some builders and, in later years, that orientation was downplayed a bit to more accurately portray the full range of activities and fun at each GSL Championship. However, the emphasis upon modeling excellence was the essential, defining characteristic of GSL, and would stay with us.

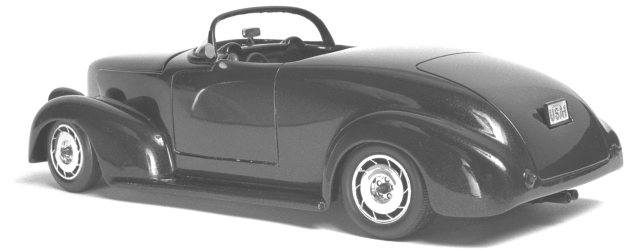
During planning for the sixth annual GSL Model Car Championship, the contest found itself the focal point of attention from a number of sources, including an increasing number of commercial sponsors, new (and competing events) in Texas and the Midwest, the perennial critics, and other influences that would greatly affect the continuing operation of the Championship. The Board and I dealt with the political



Barris Bugarin Mercury replica by Bob Barnett



Boss Mustang replica by Jairus Watson



1939 Chevy Roadster by Rick Somerlot

influences with as much good humor as we could muster, though some of the challenges were a bit difficult to manage at times.

For the first time, the GSL announcements and invitations were consolidated into one document. That manuscript, expanded to 10 pages, was the first truly "modern-era" version, and established the character and nature of all mailers to follow. It set out the philosophy of the show, formally defined the 14 Classes, summarized the judging rules, and provided information about the events and activities at the Championship.

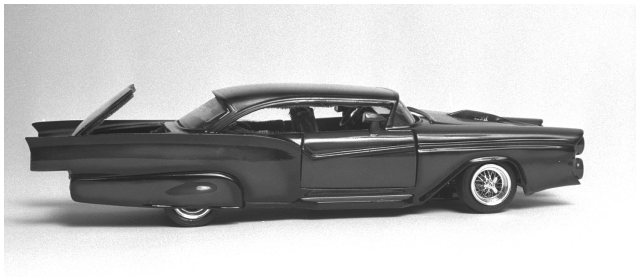
However, the show was so poorly funded that we couldn't pay for printing; unfortunately, too-tight budgets would always be a problem for GSL. Mike Siegman graciously stepped in and produced 400 original versions on his computer; he turned the machine on and returned hours later to a room full of printed paper. Mike then sent the materials to the Metroplex Car Modelers Association in Dallas, whose members took care of the collating and mailing tasks. In-kind sponsorship was substantial at this point: Bob Johnson and Monogram Models, Inc. participated prominently in the Championship again this year as a substantial sponsor, and Monogram's officially-sanctioned participation in GSL opened the gates to a virtual flood of sponsorship and assistance in the form of prizes from major kit manufacturers and the then-emerging aftermarket.

The range of competition reached new levels for skilled work and, like the models entered, the participants at GSL-VI were also diverse and fascinating. Modelers from all across the country arrived to compete or just enjoy the show. The Portland-based Scale Auto

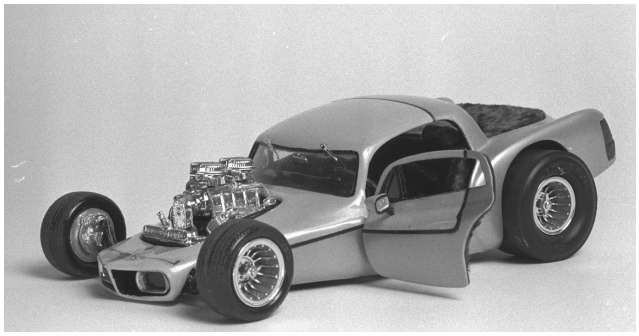
Builders' Association, represented by Bob Paeth, Ken Trickle, Jairus Watson, Gary Fox and Bob Robinson showed up for the first time and displayed their terrific work, doing well in the competition. Jairus Watson garnered a First Place Class award for his Boss Mustang, an interesting styling studio version of a late-model Mustang convertible replete with a bevy of sophisticated, in-scale and working features. Newcomer Ken Trickle entranced the judges with a stunning, subtle paint job laid over a smoothed 1940 Ford Sedan Delivery and garnered the Best Paint award. Gary Fox initiated his command over street rod building by stretching the nose of a 1932 Ford Victoria to permit installation of a Ferrari V-12 under the hood.

Bob Barnett returned with a newly-built replica custom, the *Bugarin Mercury*, and John Young brought another of his innovative, original customs. Rick Hanmore demonstrated his "dare to be different" disposition by entering a replica-stock 1951 Henry J Vagabond. Tom Showers demonstrated that an unusual subject — a 1937 Ahrens Fox fire truck — could be worthy of the Wingrove Scratchbuilding Award. And New Yorker Wayne Saunders pulled down the third Klingon Kruiser Award with his long-snouted 1957 Ford.

Rick Somerlot won most of the major awards, including the second (and last) Testors Craftsmanship Award, with his hybrid, phantom 1939 Chevrolet "Corvette," a subtle example of nouveau styling. Rick substantially restyled the Monogram kit by removing the roof, adding a second-generation Corvette windshield, and applying understated metallic burgundy paint. The entire assembly was dropped over a 1955 Corvette frame and fitted with an amazingly authentic '57 "Fuelie" motor. All in all, Rick's



1957 Ford by Wayne Saunders



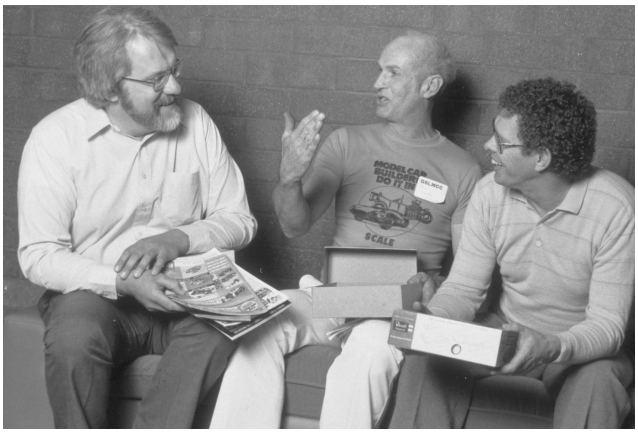
John Young's 1951 Chevy



Contest Hall at noon, Friday

Best of Show winner made it clear that a subtle model could win Best of Show.

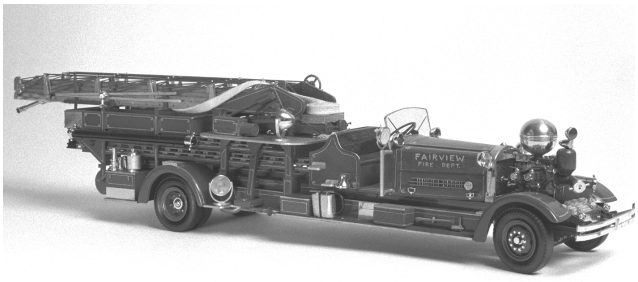
At GSL-VI, we started an interesting feature that lasted for only two years: interviews with hobby leaders that were excerpted and printed along with the regular event coverage. The first discussion was with Bob Paeth and Jim Keeler about the early Revell and the Revell-Pactra Contest days. That fascinating interview, later excerpted in *Scale Auto Enthusiast*, gave readers an "insider's view" of the first Golden Era of the model car hobby. Best of Show coverage was found in *Scale Auto Enthusiast* issue 39 with event coverage appearing in the previous issue of *SAE*. *Street Rodder* covered the Sixth Championship in its October 1985 issue, and *Plastic Fanatic* featured the contest in its premiere issue in the Summer of 1985.



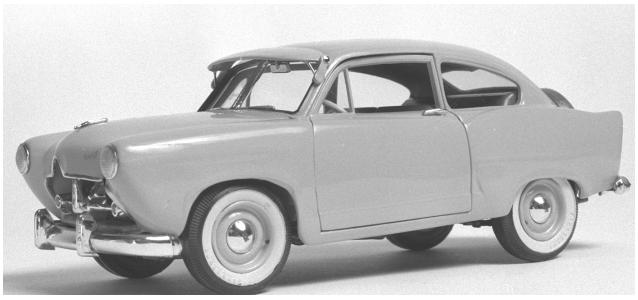
It was my pleasure to interview some of the heros of the hobby. Here, I am enjoying stories from Jim Keeler (R) and Bob Paeth (M).



Mack/Siebert Lowrider by Ron Remark



1936 Ahrens Fox by Tom Showers



1951 Henry J by Rick Hanmore

GSL VI Awards

Class Awards:

Replica Auto
1st Jairus Watson, 1984 Boss Mustang Conv.
2nd Gary Grassman, 427 Cobra
3rd Rick Hanmore, 1951 Henry J Vagabond

Large Truck
1st Ron Remark, Mark/Siebert Lowboy
2nd Ron Remark, Peterbuilt w/Scratchbuilt Trailers
3rd Chuck Carter, Peterbuilt Conventional

Light Commercial
1st Bruce Pechtal, 1926 Citroen Milk Truck
2nd Terry Jessee, Jeep Honcho
3rd Terry Jessee, Monaco Squad Car

Firefighting
1st Tom Showers, 1936 Ahrens Fox
2nd Tom Showers, 1927 Seagrave Pumper
3rd Don Berry, 1984 Mack Emergency Squad

Motorcycle
1st Alan Walcott, 1982 Honda CX500 Turbo
2nd Randy Vandraiss, 1985 Harley
3rd Ken Trickle, Suzuki Racer

Custom
1st Bob Barnett, "Bugarin Mercury" Replica
2nd Victor Demeichi, "Ninja Star"
3rd Ken Trickle, 1940 Sedan Delivery

Street Rod
1st Rick Somerlot, 1939 Chevy
2nd Larry Boothe, 1940 Ford
3rd Gary Fox, 1932 Victoria

Street Machine
1st Bob Robinson, 1984 T-Bird (Stock)
2nd Randy Vandraiss, Mercedes Pro Street
3rd Don Fahrni, Volkswagen Bug

Competition Drag
1st John MacGowan, 1970 Mustang
2nd Don Fahrni, 1984 T-Bird
3rd Harlan Tiesman, LN7-Funnycar

Competition Oval
1st Steve McHenry, Ferrari 126C
2nd Steve McHenry, Porsche 956
3rd Ron McCaw, #3 Modified

Stock Box
1st Dick Nesbitt, 1941 Lincoln
2nd Ron York, 1965 Bonneville
3rd Dirk Johnson, Duesenberg

General Miscellaneous
1st Randy Vandraiss, 1985 Harley
2nd Eric Bernai, Road Warrior Firebird
3rd Bill Taylor, Motorcycle/Halftrack

New Modeler
1st Scott Hampton, 1970 Chevelle SS
2nd Scott Hampton, 1970 Boss 429
3rd Tom Phipps, 1969 Charger

Diorama
1st Alan Ernat, Lotus Diorama
2nd Tom Showers, Firefighting Scene
3rd Bob Robinson, Drive-In

Master Awards:
Best in Show: Rick Somerlot, 1939 Chevy
Best Paint: Ken Trickle, 1940 Sedan Delivery
Best Detail: Rick Somerlot, 1939 Chevy
Gerald Wingrove Scratchbuilding Award: Tom Showers, 1937 Ahrens Fox
Testors Craftsmanship: Rick Somerlot, 1939 Chevy
Dave Shuklis Award: Butch Watson, 1984 Boss Mustang
Modeler's Choice: Rick Somerlot, 1939 Chevy

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7

GSL-VII
May 2-4, 1986
Tri-Arc Travelodge, Salt Lake City, Utah

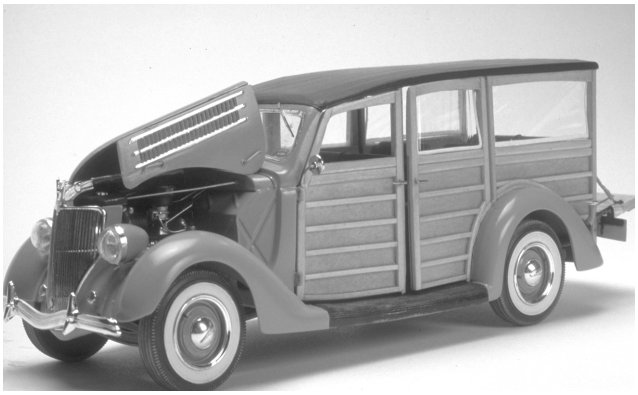
Growing Participation and Excellent Modeling

"The GSL experience was, and still is, a great lesson in sharing ones knowledge of our hobby with all who asked. How did you do that? It fostered many friendships that will live on throughout our lives. Thanks for the opportunity." Larry Boothe

"If anyone left GSL thinking 'nice show,' then they probably think of Raquel Welch as 'cute!' GSL is the ultimate model car weekend – it is interesting, informative, fun, relaxed and unpretentious." Don Strong, Kentucky.

By the time the Seventh GSL Championship rolled around, several important changes had occurred. The initial promotional mailer expanded to 12 pages and was sent to almost 380 people. A follow-up mailing was sent to acquaint the audience with last-minute developments; this effort to keep in touch with the GSL audience throughout the year presaged the later GSL "Review/Preview" document mailed between the Championships. Classes were expanded to 15 when the Replica category appeared for the first time. Combined with eight Master Awards to recognize achievement among the best competitors, GSL now covered the full scope of competitors' interests.

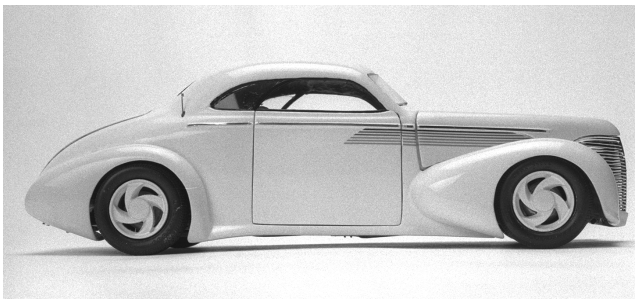
Also, the constantly shifting cadre of "personalities" and competitors greatly diversified the makeup of the Championship. The attendees and contestants included a new group of modelers who would later be Best of Show winners and top competitors in the years to come. John MacGowan, Fred Grumke and Ken Hamilton (who later would be crowned as the greatest humorist and sometime conscience of our hobby) entered for the first time by mail. The proliferate Russ Schwenkler competed with his first motorcycle, and Don Fahrni continued to demonstrate his mastery of drag-racing subjects. Long time contestant Andy Martin competed with a



1936 Ford Station Wagon "Woody" by Jairus Watson



Among other legends of the hobby, I located Mike Johnson who, in this shot, is explaining the amazing Pegasus *to me. The model won the first Revell-Pactra national contest in 1963.*



"Modelers' Choice" 1939 Chevy by Gary Fox

brilliant red and white 1932 Ford roadster with classic auto styling overtones, displaying once again his innovative building abilities and sense of style.

Revell-Pactra winner Mike Johnson exhibited his 1963 Revell-Pactra winning "Pegasus" in the display-only area. For many there, seeing the "Pegasus" evoked awe because it is one of the most famous model cars ever constructed, and a reminder of the origins of our hobby. [28] **Appendix Q** That connection between GSL and the greatest of the historic contests was particularly interesting to me, since I had paid a lot of attention to the winners of the Revell-Pactra and Revell-Testors competitions as I grew up and built models in the Sixties.

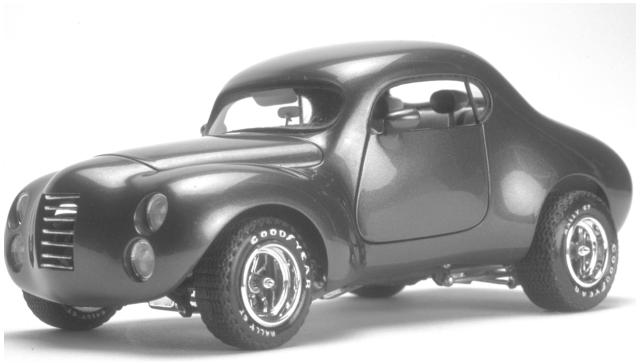
Two California modelers, Bob Wick and Fred Yokel, drove to Salt Lake to see what all the excitement was about; they would later become critically important to the expansion and continuing success of the GSL Championship. In fact, by the time that the Tenth Anniversary Championship was presented, Bob was virtually a co-promoter with me, and Fred had assumed responsibility for the production work on all of the GSL documents. As a sidebar, Bob Wick met Gary Schmidt at GSL-VII and offered to start an "SAE Sketchpad" column for the magazine, kicked off by a set of Corvette designs for the *SAE* special Corvette issue, number 50. All in all, GSL-VII presented a remarkable array of modelers who would eventually make a strong imprint on the hobby for years to come.

Terry Jessee entered another "dirty" model, this time his "Cowboy Cadillac" that added an olfactory element to the proceedings, and won both the Testor's Craftsmanship award and the Best Detail Master Award. Gary Fox returned to

amaze the audience with one of the most graceful customs ever entered in the Championship — his highly-stylized 1939 Chevy coupe that won the Modelers' Choice Award. Ken Hamilton won his first GSL Master Award, the Dave Shuklis Engineering Award, with a 1949 Mercury that set the defining characteristic of his modeling, working features (usually including lights) that few others attempted. Fred Grumke, Don Berry, Gary Grassman, and Russ Schwenkler all pulled down First Place Class Awards. California custom master Mark Townsend won the Klingon Kruiser award with his 1939 Ford sedan delivery, and New York modeler Wayne Saunders won GSL VII's first and only Long Distance Award.

Jairus Watson's Best of Show 1936 Ford Station Wagon was magnificent. It had a scratchbuilt wooden body complete with a full compliment of roof ribs that held up the soft vinyl covering. The clear plastic flexible rear windows of the factory car were replicated on his model. All four doors opened, the engine was authentically wired and plumbed, and it had a "street-use" undercarriage in stark contrast to the show-car presentations of most Best in Show models. His wagon displayed a magnificent mixture of detail and craftsmanship, and demonstrated the remarkable diversity of the top models. [29]

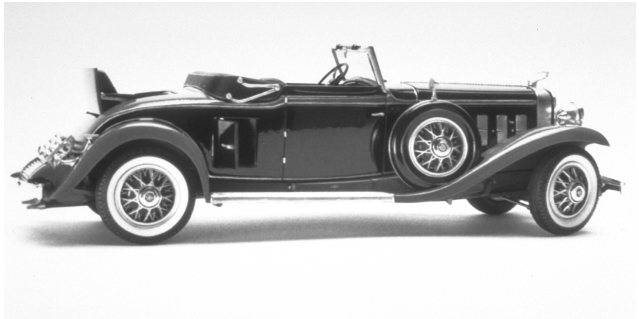
The social aspects of the Championship continued to expand. Renee Kallen, a longtime GSL supporter, stitched the now-famous "GSL Banner" Appendix R which would greet contestants in the Contest Hall from GSL-VII through X. The Awards Banquet was once again hosted by Tim Boyd, who brought to the proceedings a humorous but insightful perspective on the hobby and its future. Terry Jessee, Andy Kallen



1940 Ford by John Vitrano



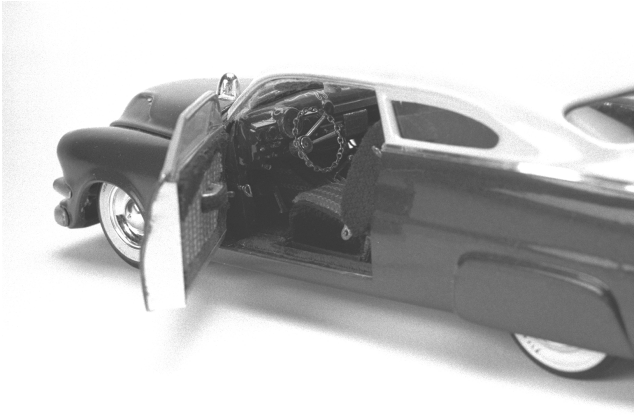
"Cowboy Cadillac" by Terry Jessee



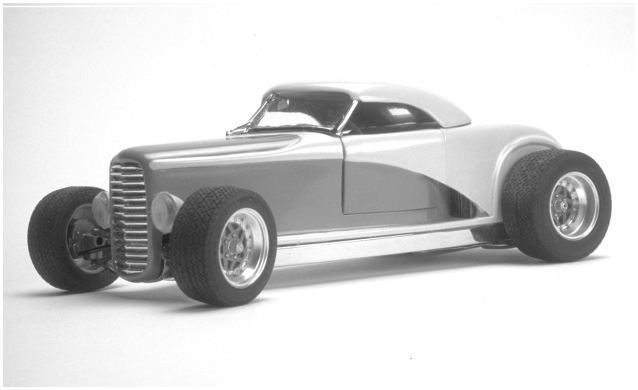
1931 Cadillac by Dirk Johnson

and I handed out the awards after the assembled modelers were entertained by one of the key players in the big car and scale auto hobbies, Ed "Big Daddy" Roth, the second official GSL Awards Banquet speaker. Ed's many stories gave those in attendance a direct experience with one of the legends and characters most of us had grown up with during the preceding three decades. His presence throughout GSL-VII cheered, enthused, and entertained everyone.

Unfortunately, there was an ongoing downside to our success. As the Championship grew, so did our increasing financial problems. Even though contestants and attendees were present in abundance and paid an entry fee, the financial foundation of the contest remained precarious. Most sponsorship took the form of prize donations, with a handful of closely-knit modelers



'49 Mercury Custom by Ken Hamilton



1932 Ford by Andy Martin



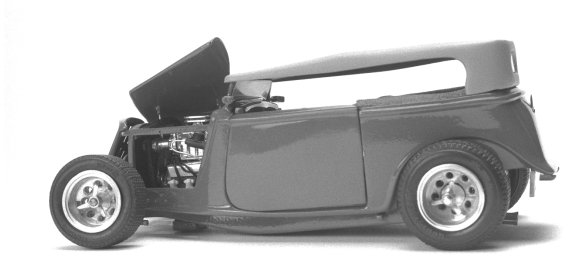
Pegasus by Mike Johnson



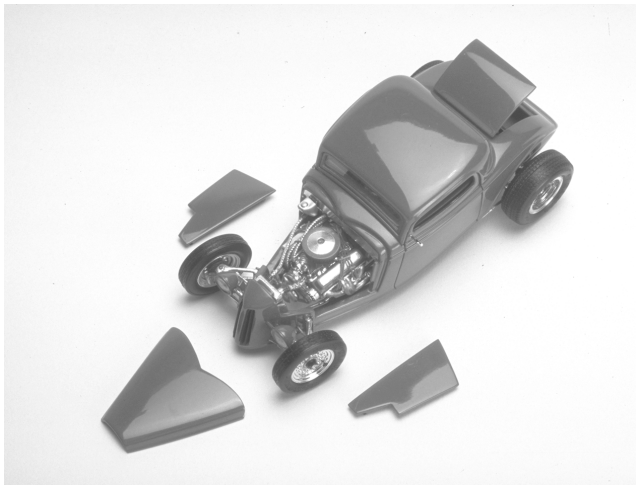
1974 Seagrave by Don Berry



One of the best things about GSL has always been the sharing of ideas and friendships



1934 Ford Phaeton by Wayne Saunders



1934 Ford by Fred Grumke

bearing the brunt of financing the show in anticipation of repayment from gate revenues. Unfortunately, only rarely was the Championship able to fully reimburse those who "loaned" the event money, and it is to the great credit of these modelers that they continued to "loan" GSL money year after year. In an effort to generate monies needed to keep GSL solvent, we offered a single video tape presentation of the show produced by Dale Angell. Its sale produced much-needed revenue, but did not relieve the deficit. Later, Roy Sorensen and Bob Woolley also produced and sold videos of several Championships, and generously donated the profits to the Championship.

In addition to *Scale Auto Enthusiast'*s annual review of GSL in issue 45, the Best of Show model appeared in *SAE* issue 48. The *Salt Lake Tribune* covered the show in an article featuring Johnson's Pegasus, Watson's 1936 Ford wagon, and Andy Martin's farsighted 1932 Ford roadster. Other publications, too, were getting involved: *Street Rodder* led the pack with its coverage in its October 1986 issue, while *Model Car Journal* featured the contest in its number 62 issue.



1/87th scale gas station by Dale Angell

GSL VII Awards

CLASS AWARDS:
New Modeler:
1st - Steve Schwalb, 1929 Ford pick-up
2nd - Molly MacGowan, 1965 GTO
3rd - Steven Austin, 1940 Ford Coupe

Diorama:
1st - Dale Angell, Gas Station
2nd - Bob Robinson, Junkyard
3rd - John Clark, N-Scale Roadster

Firefighting:
1st - Don Berry, 1974 Seagrave Aerial
2nd - Clive Jones, Peter Pursch
3rd - Tom Showers, 1959 Crown Pumper

Street Rod:
1st - Fred Grumke, 1934 Ford Coupe
2nd - Andy Martin, 1932 Ford Roadster
3rd - Mike Pearsall, 1932 Victoria

Street Machine:
1st - Gary Grassman, 1969 Camaro
2nd - Russ Schwenkler, Sierra Convertible
3rd - Dave Dale, 1963 Nova

Competition Drag:
1st - David Dale, 1950 Austin
2nd - Matt Montoya, Henry J Funny Car
3rd - Larry Boothe, Fiat Altered

Competition Oval:
1st - Russ Schwenkler, Porsche 956
2nd - Gary Grassman, IROC Z-28
3rd - Russ Schwenkler, Toyota Toms 84C

Stock Box:
1st - Dirk Johnson, 1931 Cadillac
2nd - John MacGowan, 1940 Sedan Delivery
3rd - Bill Taylor, 1972 Firebird T/A

Replica Auto:
1st - Jairus Watson, 1936 Ford Station Wagon
2nd - Ken Patrick, 1970 Datsun 240-Z
3rd - David Mars, 1969 Firebird T/A

Large Truck:
1st - Clive Jones, 1926 Linn 10-ton
2nd - Clive Jones, 1915 Kelly Springfield
3rd - Fred Yokel, 1953 Ford Stake

Light Commercial:
1st - Terry Jessee, Cowboy Cadillac
2nd - Fred Yokel, 1953 Ford F-350
3rd - Terry Jessee, 1968 Plymouth Police

Motorcycle:
1st - Russ Schwenkler, Yamaha YZR 500
2nd - Ken Trickle, Honda Interceptor
3rd - Ken Trickle, Yamaha GP YZR 500

Custom:
1st - John Vitrano, 1940 Ford Coupe
2nd - Bob Barnett, 1951 Buick (“Blue Danube”)
3rd - Gary Fox, 1939 Chevy

MASTER AWARDS:
Best in Show: Jairus Watson, 1936 Ford Station Wagon

Best Detail: Terry Jessee, Cowboy Cadillac

Best Interior: Jairus Watson, 1936 Ford Station Wagon

Best Paint: John Vitrano, 1940 Ford Coupe

Dave Shuklis Memorial: Ken Hamilton, 1949 Mercury

Gerald Wingrove Scratchbuilding Award: Clive Jones, 1926 Linn 10-Ton

Modeler’s Choice: Gary Fox, 1939 Chevy

Klingon Kruiser: Mark Townsend, ’39 Ford Sedan Delivery

Testors Craftsmanship: Terry Jessee, “Cowboy Cadillac”

GSL Award of Merit: Phil Jensen

8

GSL-VIII
May 1-3, 1987
Radisson Hotel,
Salt Lake City, Utah

Expanding Leadership and Bureaucracy

"I have enjoyed building and showing models for years, but it wasn't until the GSL got started that I really became serious about building. GSL has always been the high-water mark for most modelers including myself. I will always remember 1987 when I took the trip to GSLMCC and visited with Mark Gustavson and made many new friends myself." Jairus Watson

"As I set my crown jewel next to the awesome magazine cover cars in its class, anxiety overcame me. Though the competition was tough, it was very friendly. GSL ranks close to my last Pink Floyd concert!"
Kurt Womack, Arizona.

As GSL-VIII approached, the administrative burdens and expenses related to the success of the GSL Championship continued to take a toll. The simple enthusiasm of earlier years was being increasingly tempered by the sober realization that a successful event such as GSL inevitably attracts a wider audience and, with that, the unwelcome necessity of an increasing bureaucracy to guide, administer and run the event.

In response, I changed the Board to more broadly represent various geographical areas. It now included Bob Barnett, Tim Boyd, Don Berry, Tom Dillion II, Rick Hanmore, Andy Kallen, Bob Paeth, Russ Schwenkler, Mike Siegman, Bob Wick and ex-officio member Terry Jessee. My long memos to those wonderfully dedicated hobbyists are legendary for their verbosity, but they were always read (I think!) and generally produced good advice in response. I was occasionally criticized for such a large Board (sometimes even by members of the Board), but the detractors missed the point entirely — A diverse group of people officially involved with GSL would help avoid parochial attitudes and would widely distribute the anchors of support for the show for the future.

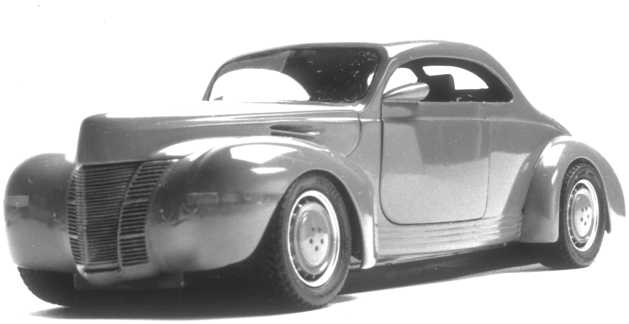
The most obvious evidence of that wider involvement in GSL was the make-up of the judging team: Dave Forseth from California, Mike Siegman from Texas, Midwesterner and NNL



1941Willys Pickup by John MacGowan



1958 Coast by Don Berry



1940 Ford Coupe by Jairus Watson

cofounder Tom Dillion II, and me. In the planning stages, I sent a letter to those judges which discussed key issues: the identity of the judges would remain confidential (that would change at GSL-11 when it was obvious that everyone knew anyway), basic craftsmanship was preferred to the presence of "gotcha" visual features or high-tech modeling, and I included a strong warning about avoiding personal bias when judging. The focus of that letter was interesting since GSL was in the business, in part, to encourage cutting-edge building techniques, but it was also plain that sophisticated modeling meant little if fundamental craftsmanship was ignored. Those sentiments were repeated, and emphasized, in a memo to the Board of Directors on February 13.

However, there was also the inevitable trouble associated with success. Negative rumors about the Championship and those associated with it circulated, mostly by a few detractors whose principal purposes seemed to include criticizing the contest's goals and focusing on every error. In a memo sent to the Board on June 29, 1986, I observed (probably pompously):

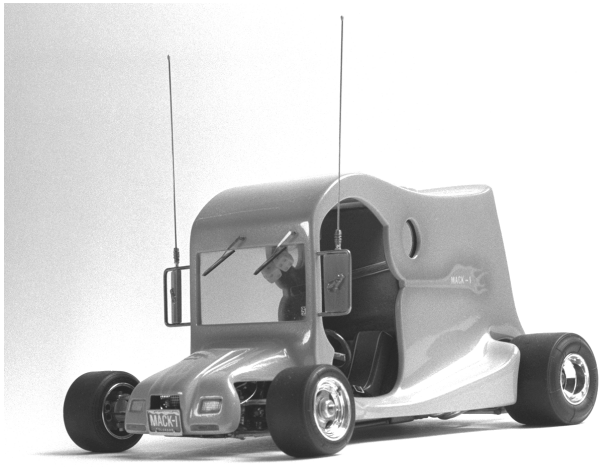
"There is always the danger that organizations, especially those with our track record, may fall victim to problems as they experience success. We have all worked too damn hard to permit the object of our loving attention to fall from grace, ignominiously. Let's resolve to manage our detractors with every bit of good humor that we can muster as we pursue the goals of the Championship."

We all did our best to mask those administrative concerns and instances of private discord. Fortunately, the public experienced a nearly seamless presentation of good spirits and cordi-

ality. That public demeanor allowed the Championship to grow, drawing more and more participants who were attracted by, and wished to be a part of, the traditions of competition, modeling excellence and comraderie that had come to characterize GSL.

Bob Wick and Fred Yokel began to play significant roles in the Championship. Bob created the commanding advertisements, and assisted with the editing and visual elements of the official GSL Mailing, now at eight full pages and offset printed for the first time. Bob and I talked often as we created the basic format that would characterize all future GSL documents. Fred stepped forward to typeset the entire mailing, the Awards Banquet program, and other GSL materials (later, at GSL-XIII, the sheer volume of printed materials had increased to the point that Mark Benton stepped in to help with the production tasks). Their combined efforts would add a significant artistic element to the Championship through the fifteenth GSL. In addition, Russ Schwenkler created an official, printed GSL Judging Sheet which would be used for several years.

Despite all the administrative hassles, the eighth GSL Championship was a great success. More people attended, and those who were repeating their visits seemed increasingly committed to fine-tuning their modeling skills and enjoying and developing the deep friendships initiated at the Championship. In fact, the cordiality shared by GSL contestants was one of the chief characteristics that had defined all the Championships for attendees and contestants alike. In stark contrast to the MPC series, the GSL Championship sent the message that open friendship, shared modeling techniques and methods, content-neutral judging within the context of a set of rules that didn't favor — or



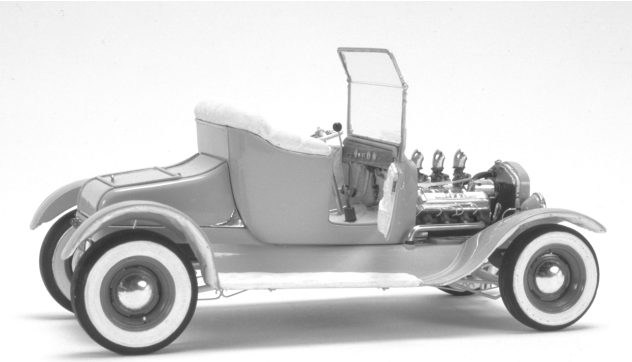
Mack C Cab by John Schmidt



"Pink Truck" by Chuck Larsen



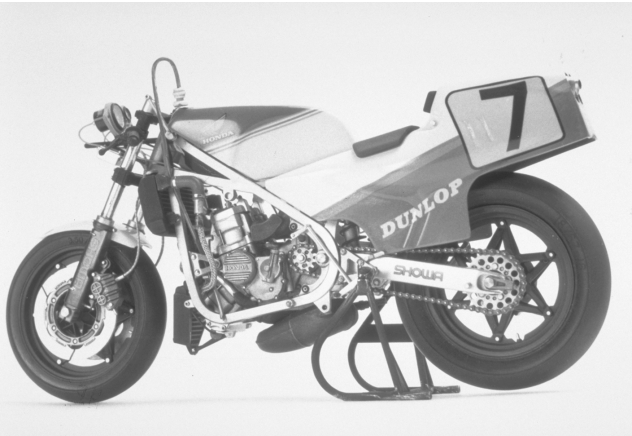
'32 Ford ski wagon by Jairus Watson



1925 Ford Roadster by Ken Hamilton



1941 Plymouth police car by Terry Jessee



Honda NS500 by Russ Schwenkler

disfavor — any style of building, and a cheerful celebration of the hobby would govern the event. Though GSL acquired, intentionally, a reputation for intense competition, it was *never* cutthroat competition. Each participant was quickly welcomed to the ever-expanding family of entrants and attendees that made GSL unique.

At GSL-VIII, a surprising number of new modelers showed up, and were quickly included in the "family." Jeff Skilman, Evan Hermel, Stan Pinnick, Chuck Larsen, Dr. Marc Weller, John Schmidt, Frank Spikes, Alan Yoder and other newcomers joined now-seasoned GSL competitors Russ Schwenkler, John MacGowan, Ken Hamilton, Andy Kallen and Terry Jessee and other long-term GSL participants. With these and other skilled builders prepared for battle, it was not surprising that the competition was intense and the success of victory especially sweet.

The maturing cadre of GSL competitors produced some very sophisticated models. John MacGowan's Willys pickup was a flamboyant study in flawless lacquer and precise, operational detail. In addition to the very visual aspect of John's work, his modeling was always surgically clean. John not only won Best of Show, but Best Paint, Modelers' Choice and First in Class — a fitting response to the heavily reworked, machined and photoetched work of art.

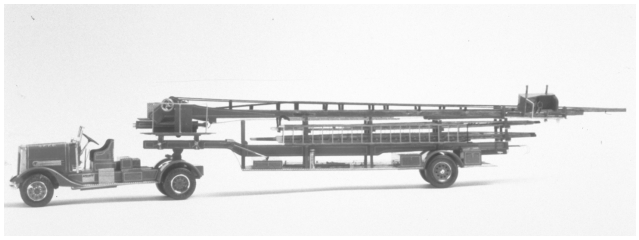
Jairus Watson continued to set trends with his entry, a tomato red 1940 Ford unibody coupe which amply displayed his insightful building style, and Russ Schwenkler displayed his rapidly-developing interior and mechanical detailing skills. In fact, Russ started a longstanding tradition that would delight great competitors everywhere: he pulled down four First Place

awards. Don Berry's entry in the Firefighting Class made it clear that it was always a grave mistake to suppose that only street rod, custom and competition models attracted great builders. Jim Wood nailed down the fifth Klingon Kruiser Award with his innovative six-wheel Ford van. Ken Hamilton started his meteoric rise to prominence with his First Place Diorama Class win for his humorous dune buggy diorama, also sharing fourth place in the Street Rod Class with Fred Grumke. Charles Nance entered a sparking replica stock '63 Ford pickup and Chuck Larsen entered another of his innovative models – this time, a 4x4 Triumph TR-7.

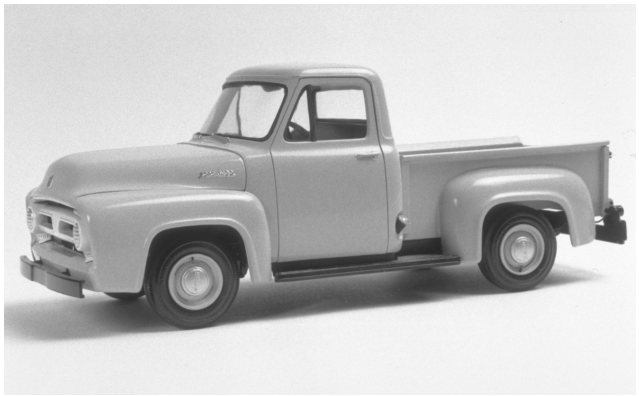


I spent a lot of time listening to the wit, wisdom and stories of Budd Anderson.

It was always a key focus of GSL to locate and encourage the participation of historic leaders in the hobby. Through the help of Bruce Pearce, Budd "The Kat" Anderson was located and persuaded to attend this GSL Championship as our third GSL Guest of Honor. Everyone agreed that it was great to meet the guy who had contributed so much to our youthful enjoyment of the hobby. Budd graciously intermingled with the participants and addressed the Awards Banquet on Saturday evening. Later, I conducted a wide-ranging, three-hour interview with him, principal parts of which were printed along with the *SAE* coverage of the Eighth Championship. Revell's Bob Johnson attended again, marking his second visit to Salt Lake and giving, again, that manufacturer's "stamp of approval" to the GSL Championship. The presence of Budd and Robert was doubly welcome that year for a personal reason: they diverted a lot of the public attention from me as I descended into the depths of pneumonia. I spent the Sunday evening following the show in a local hospital with a collapsed lung; so much for the glamour of promoting a show!

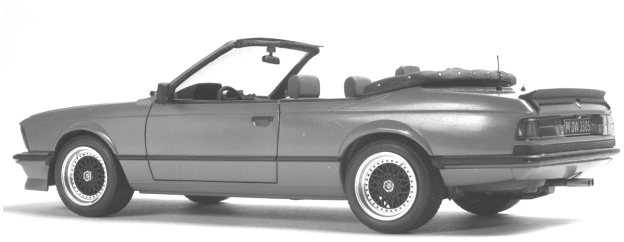


1939 Aerial Ladder by Tom Showers



1953 Ford F-100 by Charles Nance

Of particular note was the Friday night GSL gathering where Budd Anderson, Jim Keeler, Bob Johnson, Bob Paeth and John O'Neill all shared their views of the hobby's future and their stories of its past to a packed room of spellbound modeling enthusiasts. Their wonderful hospitality was a rare treat for everyone lucky enough to have been able to cram into that room. Since that time, modelers have continued to gather, almost spontaneously, on the Friday night of each GSL Championship to share new ideas and create new friendships, and to reminisce about the 1987 gathering that has acquired near legendary status.



BMW by Russ Schwenkler

GSL-VIII would be the last Championship with Friday night judging. Up to this point, the entrants had to have their models in place by 5:00 p.m. on Friday to give the judges enough time to evaluate the entries. When the show was small, we could afford to reserve Saturday for public viewing following judging since closing the Championship during daylight hours seemed unwise. The effect of that policy was to restrict the entries in the Championship to those who could afford to travel to the show on either Thursday or Friday and be there in time for the judging cutoff. However, "forcing" the competitors into town early had a productive side effect: a significant number of lasting friendships were created when the attendees spent those days together. Starting with GSL-XIV, we would judge Saturday afternoon (and, later, Saturday night) so a greater number of people who couldn't be in Salt Lake until Saturday could compete.

This GSL would be the last at the Radisson Hotel which (under different names) had hosted the Championship for three years. In 1988, we would move closer to the Salt Lake International Airport (though further from town) in order to better accommodate those traveling to the show by air.

The general hobby media was now covering the Championship extensively. The *SAE* coverage, in particular, was aggressive in issue 51 and the article on the Best of Show model was also found in that issue. *Street Rodder* was back again, thanks to Tim Boyd, with coverage in its November 1987 magazine. *Model Car Journal* (issue 67) and *Plastic Fanatic* (Spring 1987) also carried articles about the Championship. Modelers worldwide were shown GSL, and many were intrigued enough to plan on attending or competing in the future.

GSL VIII Awards

CLASS AWARDS:

Replica Class
1st Russ Schwenkler, Peugeot 205 GTI
2nd Don Berry, 1958 Coast Fire Truck
3rd Andy Kallen, NASCAR Monte Carlo
4th Terry Jessee, Dodge Pickup

Factory Stock
1st Charles Nance, 1953 Ford Pickup
2nd Paul Hettick, 1965 Ford Galaxie
3rd Charles Nance, 1957 Chevrolet
4th Fred Grumke, 1969 Pontiac

Diorama
1st Ken Hamilton, Dunebuggy Scene
2nd Stan Pinnick, "Model Photography"

New Modeler
1st Eric Gustavson, Beatnik Bandit
2nd Drew Grassman, Chevy LUV Pickup
3rd Jeff Salt, Firebird 4x4
4th Eric Gustavson, 1965 Corvette

Light Commercial
1st Terry Jessee, 1941 Plymouth Cop Car
2nd Evan Hermel, 1934 Ford Platform Truck
3rd Terry Jessee, 1934 Ford Pickup
4th Evan Hermel, 1923 Ford T Stake Truck

Large Truck
1st Jeff Skillman, 1914 Ford Stake Truck
2nd Bob Wick, Autocar Tractor and Trailer
3rd Dave Gonzales, Peterbuilt
4th Ed Wright, Ford Wrecker

Motorcycle
1st Russ Schwenkler, Honda NS 500
2nd Ken Trickle, Harley Chopper
3rd Stan Pinnick, Harley Davidson
4th Ken Trickle, Harley Superglide

Street Machine
1st Russ Schwenkler, BMW M635 Cabriolet
2nd Larry Boothe, 1959 Cadillac Coupe
3rd Chuck Larsen, Chevy Van
4th Gary Grassman, Monte Carlo SS

Box Stock
1st Russ Schwenkler, Mini Cooper
2nd Russ Schwenkler, Ferrari 328
3rd Andy Kallen, 1957 Chevy
4th Gary Grassman, 1970 Challenger

Firefighting
1st Tom Showers, 1939 American LaFrance Aerial
2nd Don Berry, 1961 American LaFrance
3rd Tom Showers, 1937 American LaFrance
4th Tom Showers, 1941 American LaFrance

Miscellaneous
1st Jairus Watson, 1932 Ford Ski Wagon
2nd Derek Brown, Ford "Mutt"
3rd Larry Biggs, Snow Cat
4th Bill Taylor, 1964 Chevy "Snow Car"

Competition Drag
1st Chuck Larsen, Triumph 4x4
2nd Frank Spikes, Olds Calais Pro/Stock
3rd Kenneth Jurschak, Fiat Altered
4th Marc Weller, 1934 Ford Coupe

Competition Oval
1st Russ Schwenkler, BMW 635
2nd Russ Schwenkler, Mazda RX-7
3rd Dick Shoonmaker, Oswego Modified
4th Alan Yoder, Mini Cooper

Custom
1st Chuck Larsen, "L'il Pink Truck"
2nd Chuck Larsen, "Porvette"
3rd John Schmidt, Mack C-Cab
4th Ken Trickle, 1957 Thunderbird

Street Rod
1st John MacGowan, 1941 Willys Pickup
2nd Jairus Watson, 1940 Food Coupe
3rd John Schmidt, "Formula A" Roadster
4th Fred Grumke, 1932 Ford Highboy
4th (Tie) Ken Hamilton, 1925 T Roadster

MASTER AWARDS:

Best in Show:
John MacGowan, 1941 Willys Pickup

Best Detail:
Jairus Watson, 1940 Ford Coupe

Best Interior:
Russ Schwenkler, BMW M-635 Cabriolet

Best Paint:
John MacGowan, 1941 Willys Pickup

Klingon Kruiser Award:
Jim Wood, Custom Ford Van

Testor's Craftsmanship:
Chuck Larsen, TR-7 Puller

UMCA Long Distance:
Calvin Crouch

Modeler's Choice:
John MacGowan, 1941 Willys Pickup

Gerald Wingrove Scratchbuilding Award:
Don Berry, 1958 Coast Fire Truck

Shuklis Engineering:
John Schmidt, Mack C-Cab

Best of Show Winners

from the First Sixteen Years of the GSL International Model Car Championship

Each of the top winners of the GSL Championships I through XVI were important because they set new standards of construction or design that would go on to influence later contest models at GSL and elsewhere.

Enjoy the following narrative for those most remarkable of models as you appreciate the great achievements of those great models.

GSL-I (1979)
1932 Cadillac Roadster by David Baird

Dave's Cadillac was a great first Best of Show winner in what would become the GSL Tradition of Excellence. This model featured a hammered aluminum body (using the Johan kit plastic body as a template), scratch built wire wheels, hand-cast tires with whitewall inserts, carefully polished acrylic enamel finish and full mechanical detailing. After nearly twenty years, this model has held up well – a tribute to its excellent craftsmanship and sturdy construction. This model displayed metal construction technology that would be seldom matched at any subsequent GSL Championship.

GSL-II (1981)
1972 Corvette by Mark S. Gustavson

This Corvette was an interesting contrast to Baird's Cadillac. Rather than replicating a classic automobile, this custom featured aggressive bodywork (including extensions to the front and rear panels) and an outrageous display of then-popular graphics and murals rendered in automotive pearl and candy lacquers. This model also featured flush-fit windshield and backlite, padded and dyed leather interior, a fantasy V-10 Chevy engine with port fuel injection, working front and rear suspension with working steering operated by the steering wheel, and dry transfer decaling. Though dated in design and decoration, the integrated styling on this custom 'Vette distinguished it from a lot of other custom models; This was the first of only two original custom designs to have been awarded Best of Show. With a modern drivetrain and paint scheme, this model would fit in well with modern custom trends.

GSL-III (1982)
"Prospector" Van by George Layton

This third GSL Best of Show winner helped establish the levels of risk-taking and detailed modeling that characterizes the Champi-onship. George's van was sectioned and chopped, and featured the best mural work (depicting a well-designed Western motif) ever at a GSL contest; the lacquer paint work is magnificent. Additionally, George paid attention to other elements by crafting a fully-functioning suspension with an operating scale GM steering box, ball joints and adjustable tie rod ends. The engine detailing was masterful – as was the hand-stitched drag chute – and authentic. The windshield was fit flush and the bodywork was masterful. George took a big risk by entering this large-scale vehicle that required the exquisite detailing that this model delivered. It would not be until Randy Derr's Sunoco Camaro that anyone would again so successfully present the level of detail required by a large scale model.

GSL-IV (1983)
Indy Racer by Dave Berry

By the fourth Championship, GSL was starting to attract high-caliber modeling from outside Utah (up to this point, the Best of Show winners came from builders living within 30 miles of one another). Dave's Indy Racer was a splendid example of scratchbuilding. When Dave placed this model on the table at GSL-IV, it was instantly clear that something important had changed in the modeling world. From its chrome-plated brass frame to the dozens of home-machined parts, this prototypical Indy competition model literally set a new benchmark for subsequent builders. This model bristled with details: its operational gas filler door, functional suspension and precise assembly resulted in the type of model that greatly contributed to the growing reputation of the Championship as the place for great builders to present their creations.

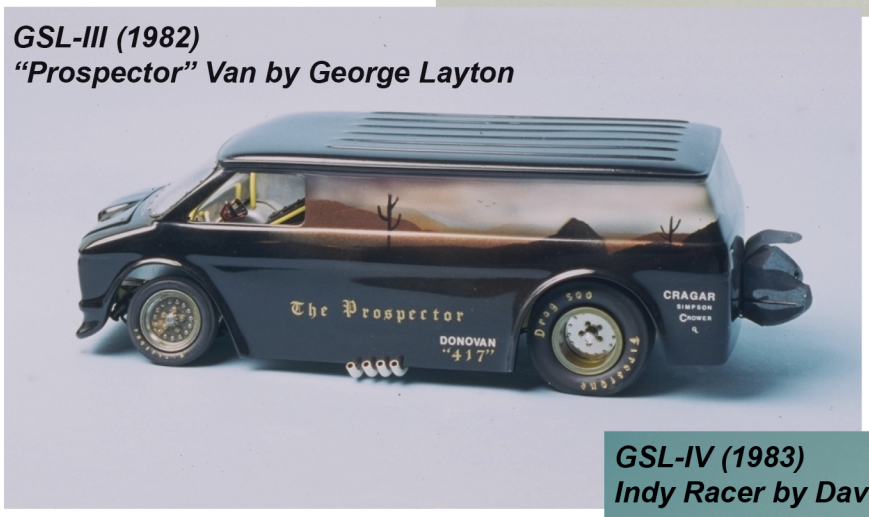
GSL-I (1979)
1932 Cadillac Roadster by David Baird



GSL-II (1981)
1972 Corvette by Mark S. Gustavson



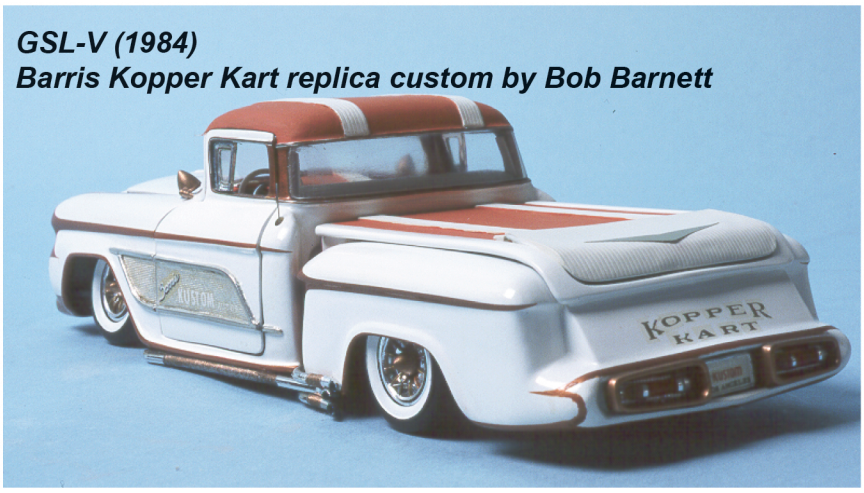
GSL-III (1982)
"Prospector" Van by George Layton

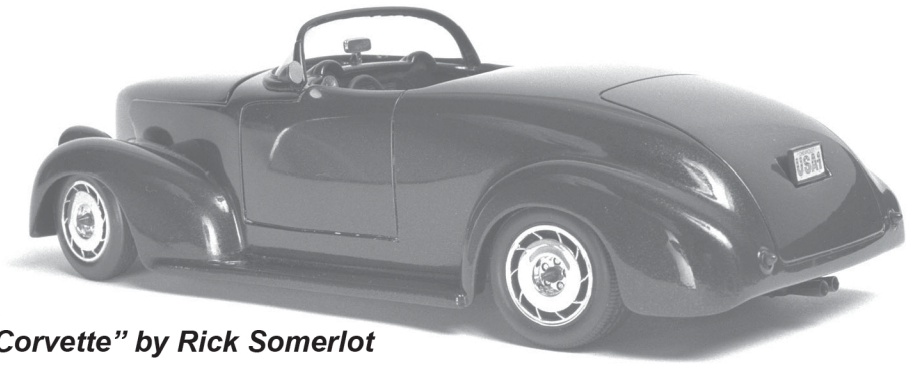


GSL-IV (1983)
Indy Racer by Dave Berry



GSL-V (1984)
Barris Kopper Kart replica custom by Bob Barnett





GSL-VI (1985)
1939 Chevy "Corvette" by Rick Somerlot



GSL-VII (1986)
1936 Ford Station Wagon by Jairus Watson

GSL-VIII (1987)
1941 Willys Pickup by John MacGowan





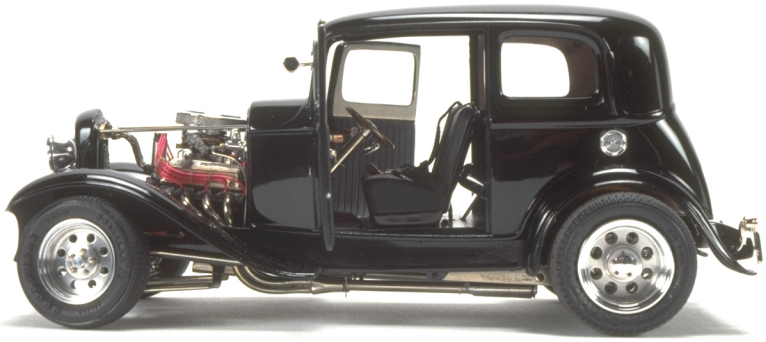
GSL-IX (1988)
1932 Ford Woody Wagon by Fred Grumke



GSL-X (1989)
1937 Ford Woody Wagon by John MacGowan



GSL-XI (1990)
Markley Bros. Bellytanker by Steve Catron



GSL-XII (1991)
1932 Ford Victoria by Augie Hiscano

GSL-XIII (1992)
Sunoco Camaro by Randy Derr





GSL-XIV (1993)
Honda RS 1000 by Russ Schwenkler

GSL-XV (1994)
1957 Ford Thunderbird
by Larry Boothe





GSL-XVI
1933 Ford Roadster by Augie Hiscano

GSL International Model Car Championship

Best of Show Winners *cont.*

GSL-V (1984)
Barris Kopper Kart *replica custom by Bob Barnett*

This Best of Show winner again carved out new territory at the Championship. Bob decided to restrict himself to one of the most rigid disciplines of all – the replication of a specific vehicle, this one a famous custom truck by Sam Barris. As he typically did, Bob started with an unlikely subject to present a Baroque, highly-detailed and convincing model. Bob's passion for authenticity and detail is legendary and well-exemplified by this model: from the scratch built television set to the intricate pin striping and artwork adorning the body, from the aggressively detailed six cylinder engine and drivetrain, this model started modelers to think about replicating not only factory vehicles but famous customs that are now part of the history of the American automobile. It is hard to overestimate the legacy of this model.

GSL-VI (1985)
1939 Chevy "Corvette" by Rick Somerlot

By the time the sixth Championship came around, Rick's subtle model – devoid of splashy graphics or a pedigree as a scale replica of a famous vehicle – pulled down the top award. This piece mated two seemingly disparate elements of Chevrolet history into a delightful, graceful and artistic model. Discarding the top and replacing it with a first-generation Corvette windshield frame was a flash of styling genius. Furthermore, the understated but a flawless metallic burgundy paint job invited the viewer to investigate the aggressive but unobtrusive mechanical detailing on this model. Rick's Best of Show winner redefined the parameters of a winning model at GSL by pointing out that subtlety and careful styling were as competitive as a flashy presentation.
(No color photo was available of Rick's model.)

GSL-VII (1986)
1936 Ford Station Wagon by Jairus Watson

For the second time in GSL history, a contender had decided to stray onto the risky field of replica stock construction. This model gained the attention of the viewers because it was an unusual subject matter splendidly presented as a miniature reproduction of a production vehicle. Jairus' sensitivity to scale detail can be seen in the painstaking use of real wood not only for stationary panels but for the operating side and rear access doors. The builder's painstaking replication of the original side windows, lightly-weathered undercarriage and authentic flathead engine detailing distinguished this model from other competitors. Jairus also decided to compete with a model painted in one of the muted 1936 Ford colors – when he might have selected a rich Ford maroon, dark green or black, Jairus opted to present his model in the then-common tan color. This model was pivotal in the history of the GSL Championship because it was the first of three woody wagons to win the top prize, and because the undercarriage was not presented in a factory-fresh state.

GSL-VIII (1987)
1941 Willys Pickup by John MacGowan

With the appearance of John's brightly-painted Willys pickup, another corner was turned at the Championship through John's ability to bring together in one model the significant trends created by earlier Best of Show winners – operational detailing, bright lacquer graphics, exquisite attention to scale detail, machined parts, and authentic mechanical detailing. This model just bristles with terrific work: custom bodywork over which candy and pearl colors were applied; complete plumbing for all hydraulic, electrical and fuel systems; dozens of scratch built parts including radiator, interior details and the steering column, engine parts such as a functional ball-crank operated throttle to the Weber carbs, a frame replete with operational suspension; two-tone handsewn fabric for the seat, and enough additional details to fill a small book. Best of all, surgically-clean craftsmanship distinguishes this tour de force.

GSL-IX (1988)
1932 Ford Woody Wagon by Fred Grumke

Fred's woody wagon is another example of the kind of sophisticated, aggressive model building that has always characterized Championship Best of Show models. Fred started from the ground up by scratchbuilding the frame, including motor mounts, brake pedal assembly, front leaf spring, brackets, battery box and gas tank. Brake rotors were scratch built, as were the full detailing systems including all pluming and electrical components. The engine compartment emphasizes realistic detail rather than a mere assembly of components: everywhere you look, the parts are authentic. The body was built from hand-cut basswood, with hidden brass hinges permitting the doors to operate realistically. A careful balance of detail and presentation, this model influenced later modelers' efforts, and directly influenced and was the inspiration for the Best of Show winner for 1989.

GSL-X (1989)
1936 Ford Woody Wagon by John MacGowan

By the Tenth GSL Championship, model building had advanced into territory that could not have been imagined even half a decade before. John's model best exemplifies this trend. For the first time in GSL history, machined parts played a significant role in a competing model. Inspired by a Bob Wick Scale Auto Enthusiast sketchpad illustration and Fred Grumke's woody wagon, John took model building into territory that characterized then-current street rod building. From its left- and right-hand machined wheels to dozens of scratch built and machined parts, from the Turbo Thunderbird engine to lacquered real wood for the bodywork, superlatives are almost inadequate in describing John's model. This model influenced later GSL entries by emphasizing the usefulness of scratchbuilding and machined parts. When all else was said, this model pushed forward the frontier of model building by championing a mixture of ultra-clean construction techniques and top drawer risk taking.

GSL-XI (1990)
Markley Bros. Bellytanker by Steve Catron

Up to this point, top award contenders at GSL labored in well-known venues; from street rods to customs to replica stock, those topics were instantly recognized. Steve's entry was the second top GSL model to be a replica of a specific vehicle, and a famous one at that! Recognizing that there was no kit to base his entry upon, Steve's entry was the first mostly scratch built model to win Best of Show. Using a piece of desert wood for his base, Steve created an accurately-shaped buck and then vacuum-formed the body from styrene, and then fitted a flush clear canopy. Matched with an incredible array of authentic scratch built parts – all created to replicate the full scale pieces – Steve's near fanatical attention to detail (from the firewall mounted water pump to the replicated Halibrand wheels) distinguish this model. In addition to the world-class precision of this outstanding model, it's real contribution to the hobby may be the liberating effect it had on future contenders for the top GSL award: it proved that all subjects were fair game.

GSL-XII (1991)
1932 Ford Victoria by Augie Hiscano

There was a sweet irony in this year's entry: In a contest aimed at encouraging a new generation of world-class modelers, one of the pioneers and past giants of our hobby picked the GSL Championship to mark his re-emergence into the hobby after a 27-year absence. Augie's entry, a stunning compilation of kit and handcrafted and nickel-plated brass and machined parts – set another new standard for the hobby. Everything other than the body was scratch built from metal, including the frame, engine (and all components), wheels, exhaust system, steering column, headlight bezels and suspension pieces. The flawless black lacquer finish, contrasting with the metal/plated parts, sets this model apart from lesser efforts. Important not only because of its builder, this model encouraged later contestants to venture onto the field of machined and scratch built brass parts assembled with jewelry-like construction techniques.

GSL-XIII (1992)
Sunoco Camaro by Randy Derr

Randy's model struck out on fresh territory by presenting ultra-detailing in a large scale of the entry. Larger models require great attention to the detail, and Randy was up to the task. From the laser-engraved tire tread pattern taken from a computer image to the scratch built Minilite wheels, the metal front and rear suspension components and the exhaustive mechanical details accurately replicating the Sunoco Camaro as it was run during the 1969 SCCA Trans-Am season, even several hours of careful observation would not reveal all that Randy did to create this spectacular and large replica! The aggressive uses of alternative building techniques – often making good use of new technologies — make this model an important benchmark in our hobby. Influenced by prior GSL Best of Show models, but transcending them by the kind of insight unique to great modelers, Randy's effort set new standards for competitors everywhere.

GSL-XIV (1993)
Honda RS 1000 by Russ Schwenkler

With Russ' Best of Show winning model, new territory was explored in the GSL Championship once again. Not only was this another large scale (1/12) model, but it was a motorcycle! Commencing with exhaustive research, followed by page after page of CAD-generated computer images created by Russ from which Cody Grayland fashioned 150 major machined parts, in addition to hundreds of photo etched rivets, this model set a new standard for mechanical detailing that had not been seen previously at a GSL Championship. Though not a scale vehicle in the traditional sense of model car contests, Russ caught the vision of the exploration and risk-taking that has always characterized winning GSL entrants. This model sparked a debate about outsourcing parts that was finally resolved when it became clear that, in the final analysis, it was the craftsmanship and assembly techniques of the builder that distinguished one model from another. That contribution, as well as the breathtaking details that could literally occupy an observer for hours, makes this model epochal in every sense.

GSL-XV (1994)
1957 Ford Thunderbird by Larry Boothe

For the first time in eight years, a GSL contestant pulled out all the stops when constructing a factory stock automobile. Replicating a specific vehicle, Larry successfully took on tasks that had not been attempted before. Starting with cast bronze windshield frame and bumpers (later nickel-plated), this model neatly sidestepped many of the problems of compromised scale realism that have hampered other efforts. Details abound: from the engine-turned dash fascia (40 parts comprised the dash alone) to the realistic photo-reduced Ford Burtex trunk mat, from the hammered nickel wire used to make the skirt trim to the exhaustively detailed Ford Y-block, the range of details in this miniature defies a causal survey. In fact, this model may well have displayed the best, most precise engine compartment seen to date at a GSL Championship. By striking out on fresh territory and doing everything in an exemplary way, Larry's entry is immortalized by its excellence and craftsmanship.

GSL-XVI
1933 Ford Roadster by Augie Hiscano

Aiming his next entry for the return of GSL at the Reunion, Augie spent nearly two years refining his already well-developed modeling talents to produce this magnificent 1933 Ford roadster. Piercing together a wild array of hand-cast, hammered and machined parts, Augie's latest contest champion neatly summarizes the history of GSL to date: aggressive bodywork, superb paint, dozens of machined parts, realistic and exhaustive detail, and a commitment to taking chances and mating it all together with impeccable craftsmanship. Little more could be done here, after all: starting with the machined functioning Jag rear suspension with inboard disc brakes to the Coddington-style front suspension A arms, this model set a new benchmark for competitive builders everywhere. Built by a modeler whose work spans more than 30 years of the history of our hobby, Augie's model will influence future entrants by making it clear that almost anything can, and has, been done to construct a great model.

9

GSL-IX
Airport Hilton Hotel,
Salt Lake City, Utah
April 29-30, 1988

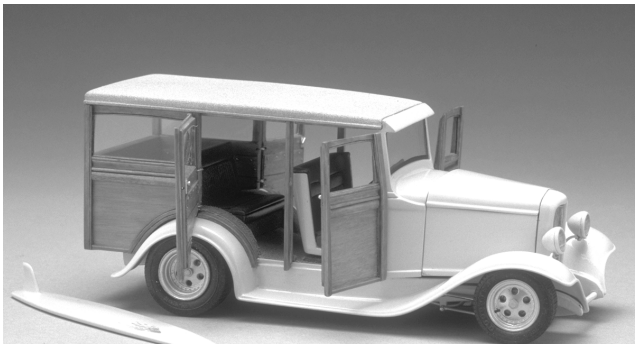
"Where else but GSL can 'best of show' winners from around the world compete, head to head, with one another? 'Wow' and 'unbelievable' best describe my feeling toward the GSL Championship." Jim McKinney, Texas

In For The Long Run

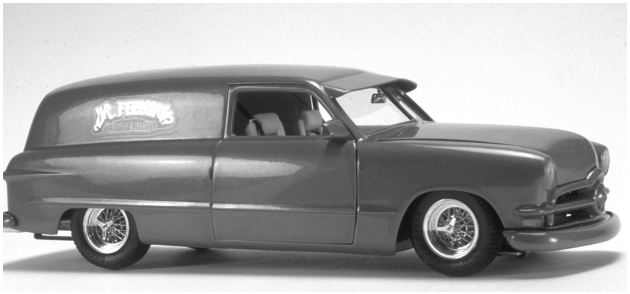
By the time the Ninth GSL Championship rolled around it was clear that, in the parlance of promoters, the show had "legs." With that realization came the increasing understanding that additional efforts would be necessary to keep GSL at the forefront of scale vehicle contests, especially since other contests were vying for our audience and reputation.

The visual and promotional presentation of GSL continued to evolve. I turned increasingly to Bob Wick and Fred Yokel as we further expanded and refined the publicity, image, rules, services, documentation and awards. Their help, useful before, now became essential as GSL continued to grow and attract national media and contestant attention.

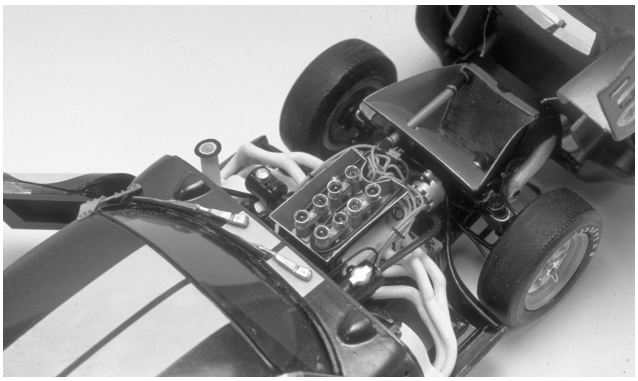
This would be the last year for the Mercury logo artwork which had headed every GSL official mailer up to this point. New GSL logo artwork (more ecumenical in its depiction of the full range of models entered at the Championship) had been created by Bob Wick, and would be used for the remaining Championships; starting at GSL-XV, the content of the official artwork would change, though the basic layout design would remain. Russ Schwenkler also played a significant role by contributing his considerable talents to the effort, producing the avant-garde "new wave" magazine advertisement for 1988. Due in part to my misunderstanding of Russ' evolving role in the GSL Championship and my failure to consider how various responsibilities now shared by Russ and Bob could be allocated and reconciled, Russ thereafter dedicated his efforts to promoting the Southwest Challenge contest in Dallas.



1932 Ford Woody by Fred Grumke



1950 Ford Sedan Delivery by Jairus Watson



Shelby Daytona Coupe by Gary Grassman

To our great fortune, sponsorship for the Ninth Championship increased substantially at the time when the support of individuals and companies was so desperately needed. Sponsors literally doubled in number, matched by a dedicated (but quite private) group of individuals who, every year, sent checks in support of GSL. But, even with their generosity, the Championship continued to run a deficit. One benefit of the openness about GSL's financial and administrative situations was to acquaint those donors and other friends with the economic issues with which the Board and I struggled continuously. That knowledge led to a sense of inclusion and participation on the part of many anonymous financial contributors to GSL, and to their awareness of how valuable they truly were. Those anonymous sponsors were vital to the core of the support base because of the substantial nature of their contributions; without their help, GSL would not have experienced its Tenth Anniversary or any Championship after that.

With that background of support, we felt comfortable in continuing to increase the quality of the event, including a move to a much nicer facility, the Airport Hilton. The official GSL mailer was revised to fit into the eight-page format. That document covered the rules, judging criteria, contest and location information, and myriad details contestants and attendees needed to know. It also included an expanded statement about the underlying policies and philosophy of the Championship. Contestants were advised that the Championship was created " . . . to provide a setting for the serious automotive builder." That front-page "mission statement" was issued to make clear the philosophy that motivated the Championship. It not only clarified the purpose of GSL, but stated the goals of the Championship for the increasing number of new contestants.

GSL-IX also marked an expansion into peripheral services offered to contestants and attendees alike. Several years before, as the opportunities presented themselves, I had been collecting historic models for an idea I had — the creation of a model car museum. Although a few of the people, who knew of my goal (including one very high profile personality!) thought it was amusing or ill-advised , believing that either our hobby had not matured adequately to support such an effort or that there was justification for a Museum. Nevertheless, I was convinced that the idea was both valid and needed so I continued to purchase items as they became available. Two important acquisitions occurred in the mid-eighties: the famous Jim Keeler "*Dodge Fever*" models that played a prominent role in *Car Model* magazine in the late Sixties.

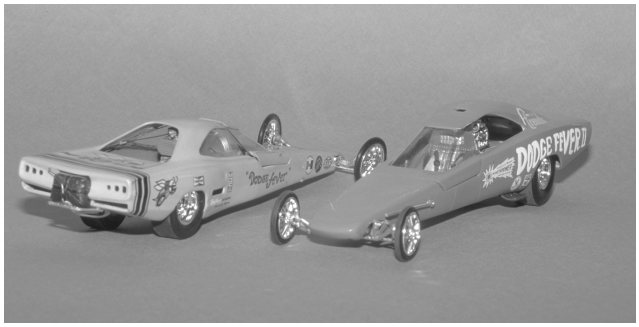
When attending the Toledo NNL events, I had become aware of the profound interest in those Keeler models on the part of two superb modelers, Greg Struhar and Tom Dillion II. I discovered that they, too, had an interest in the preservation of the models, and the three of us decided to restore the two Keeler *Dodge Fevers.* In 1987, Greg and Tom began the restoration of the two chassis while I worked on the bodies. The various subassemblies were rejoined in 1988 to recreate the two models, following which a *SAE* feature article was written.[30] But Greg had something additional in mind. He had constructed a replica of *Dodge Fever I* and informed me, in early 1988, that he wanted to bring it to GSL-IX and present it to Jim Keeler as a surprise. In a formal ceremony on the Saturday afternoon of the show, an unsuspecting Jim Keeler was led to the front of the Contest Hall and presented with the replica model at the same time that the two restored, original *Dodge Fevers* were unveiled for the first time. There were not many dry eyes in the room. To this day, the Struhar replica is prominently



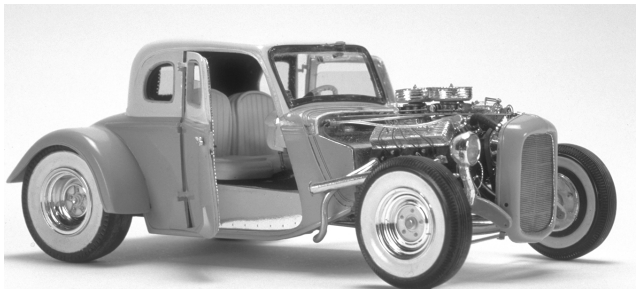
Thunderbird by Don Fahrni



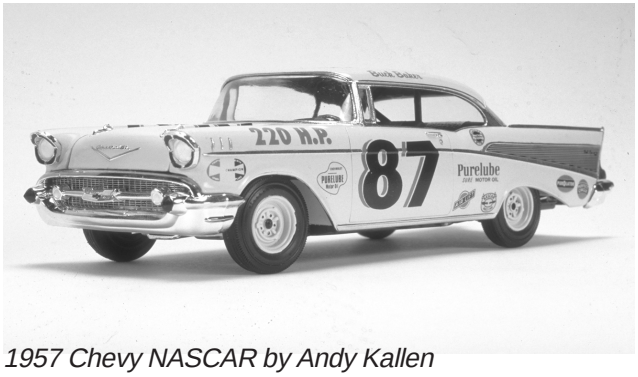
1985 Thunderbird by Larry Boothe



Dodge Fevers I *and* II *by Jim Keeler*



1934 Ford by Ken Hamilton



1957 Chevy NASCAR by Andy Kallen


Ferrari 275 by John MacGowan


1958 Coast by Don Berry

displayed in the Keeler home and the two original, restored *Fever* models now reside in the Museum.

But of course there was much more to GSL-IX than the ceremonial aspects. The competition was fierce but genial. Free seminars were offered to contestants for the purpose of disseminating modeling information to the broadest possible audience. The open exchange of information, how-to sessions, techniques, shop talk and "bench-building" strengthened and expanded the convivial and friendly aspects of our event.

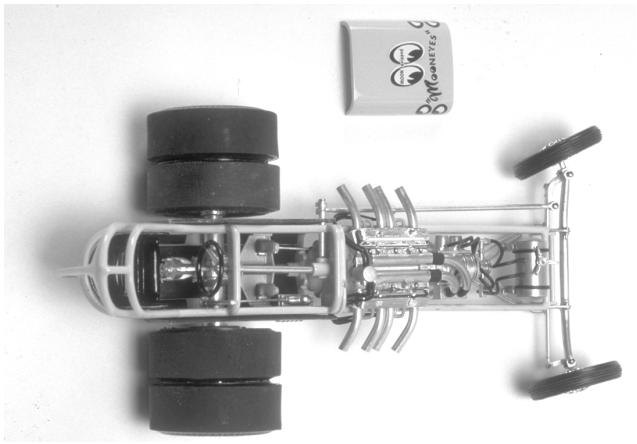
In this third year of his attendance, Fred Grumke's superb craftsmanship was fully evident when he unveiled his stunning Model B "Woody." Fred won Best in Show, Best Interior and First Place Street Rod. Fred's wagon set a new standard as it accurately depicted state-of-the-art street rod building. So significant was Fred's entry that John MacGowan would later acknowledge it inspired his winning 1989 entry. This was the second time that a "woody" wagon had won the top award, but would not be the last.

Others, too, produced leading-edge models. Larry Boothe continued to work on his march to GSL fame by entering a factory stock model of his 1985 T-Bird Super Coupe, neatly converted from a Monogram NASCAR kit. Californian Mike Carroll entered several replica models, and the first of his four "Nuclear Waste" parodies, three of which would eventually win the "Klingon Kruiser" Awards. Phillip Lawless received the First Place Replica Stock Class Award for his superb 1932 Chevy Roadster, demonstrating that the faithful recreation of factory stock vehicles would always play a major role in the GSL Championship. Coloradan Gary Etter won First Place Box Stock for his Williams

Honda F-1, and Texas was well-represented by perennial GSL contestant Gary Grassman's First Place Competition Class-winning Ford Cobra Daytona coupe.

Other well-known modelers were also in attendance. Jairus Watson competed with his phantom 1950 Ford Sedan Delivery, complete with a plenitude of working features, and took home another win. Not to be outdone, the irrepressible Pryor Passarino (affectionately known for his infectious laugh and substantial building skills) made his first trip to GSL and entered a beautifully-executed, crowd-pleasing replica of "Goodguy" Gary Meador's real-life 1932 Ford highboy sedan (this model is now in the Museum's permanent display). Ken Hamilton started a long series of parodies of me when, in concert with Mike Siegman, he presented a diorama which purported to explain the reason I had supposedly missed the 1987 Southwest Challenge. [Appendix S] Great models from competitors Don Fahrni, Dave Roehrle, Don Berry, Rocco Richardson, Mike Litzau, Chris Stames and many others made it clear to everyone in attendance that GSL had confirmed its role as the place to display and see the best work that builders in the world of high-profile adult automotive modeling could produce.

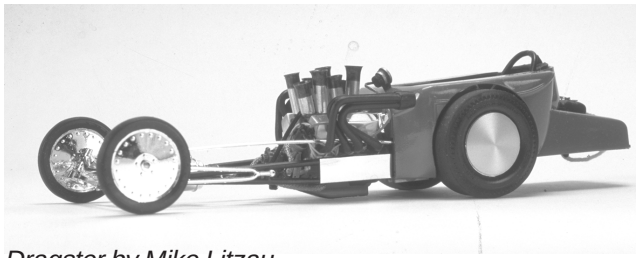
At the Awards Banquet that night, attendees were addressed by special guests Jim Keeler and AMT's John O'Neill. The presence of two men of equivalent experience, but separated by nearly three decades, was an interesting contrast in viewpoints and perspectives. Additionally, Jim Keeler's contributions to the hobby were publicly acknowledged when he received the GSL-IX Award of Merit at the Awards Banquet. *Scale Auto Enthusiast* covered the Championship and the Best of Show model in its issue 56. By this



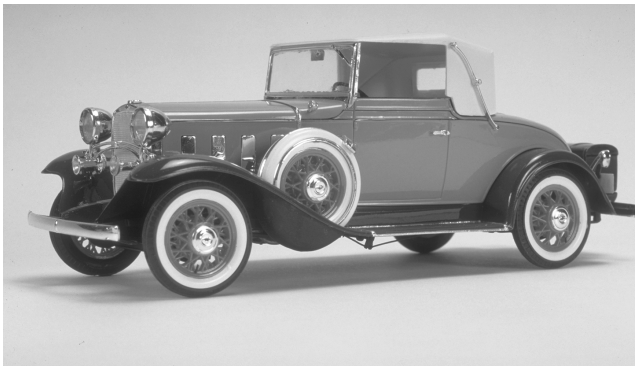
Mooneyes Dragster by Dan Abell



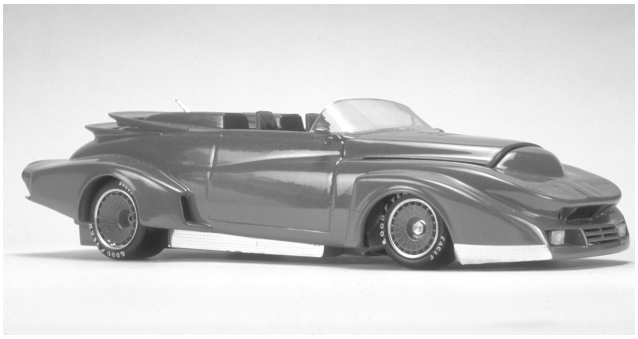
1953 Ford by Bob Wick



Dragster by Mike Litzau



1932 Chevy by Phillip Lawless



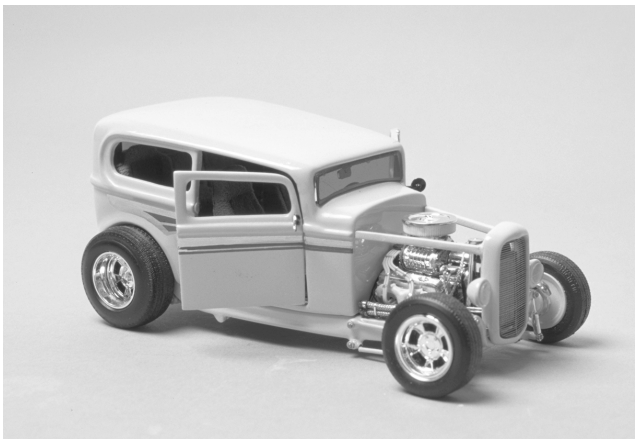
Nuclear Waste by Mike Carroll



1953 Ford Pickup by Dave Roehrle

time, most of the hobby press was on board: *Model Car Journal* presented an article on the contest in issue 71, and *Plastic Fanatic* waxed enthusiastic in its Spring 1988 issue. For the first time, *Scale Wheels* joined in with coverage in its July 1988 issue. There was no coverage for this year's event in *Street Rodder*.

GSL-IX ended on a high note, with dozens of excited contestants reviewing the contest results, discussing their future entries, and planning for the upcoming Tenth Anniversary GSL Championship. As the attendees left for home in their cars or caught the airport shuttle, I met with some members of the Board of Directors to plan the celebrations for the first decade of the GSL Championship. Little did I know that others were planning things for me.



Pryor Passarino's replica of Gary Meadors' 1932 Ford Sedan

GSL IX Results

CLASS AWARDS:

Replica
1st Larry Boothe, 1985 Thunderbird Turbo Coupe
2nd Ken Hamilton, 1934 5-window coupe
3rd Jairus Watson, 1928 Ford Model "A" station wagon
4th Rudd Ruana, Thomas Flyer

Factory Stock
1st Phillip Lawless, '32 Chevy Roadster
2nd Frank Spikes, 427 Cobra
3rd Rudd Ruana, 1970 Superbird
4th Norm Veber, 1934 Ford Tudor

Large Truck
1st Clive Jones, Standard B Liberty
2nd Ron Remark, 1980 Freightliner
3rd Jim Wood, off-road Hauler
4th Bob Powley, International Coal Hauler

Light Commercial
1st David Roerhle, 1953 Ford truck/trailer/mower
2nd Evan Hermel, 1925 "T" Tanker
3rd Evan Hermel, 1914 Stewart Screenside
4th Dave Gonzales, 1953 Ford Pickup

Firefighting *(*there were only two entries in this Class*)*
1st Don Berry, 1958 Coast
2nd Don Berry, 1936 Mack

Motorcycle
1st Mike Barlow, KT Motorcross
2nd Ken Trickle, Harley
3rd Jeff Skillman, Harley

Custom
1st Rocco Richardson, 1947 Buick
2nd Stan Pinnick, 1939 Chevy Roadster
3rd Alan Yoder, 1951 Chevy Speedster
4th Rocco Richardson, 1956 Mercury

Street Rod
1st Fred Grumke, 1932 Ford Woody
2nd Pryor Passarino, 1932 Ford Sedan
3rd John MacGowan, 1930 Ford Coupe
4th John Schmidt, 1924 Essex

Street Machine
1st Jairus Watson, 1950 Ford Sedan Delivery
2nd John MacGowan, Ferrari 275 P
3rd Kevin Myles, 1971 Plymouth
4th Mike Carroll, 1953 Chevy Sedan Delivery

Competition: Drag
1st Don Fahrni, 1988 T-Bird Pro-Stock
2nd Dave Abell, "Mooneyes Dragster"
3rd Dan Himmel, 1971 Plymouth Pro-Stock
4th Dave Abel, 1940 Willys

Competition: Oval
1st Gary Grassman, Daytona Coupe
2nd Ken Hamilton, "A" Main Sprinter
3rd Norm Veber, TWR Jaguar
4th Jim Wood, Dirt Midget

Box Stock
1st Gary Etter, Williams Honda F-1
2nd Andy Kallen, 1957 Chevy Hardtop
3rd Bob Wick, 1953 Ford Pickup
4th Kevin Myles, Vette Pro-Street

Miscellaneous
1st Ken Hamilton, 1952 Chevy "Date Night"
2nd Dean Garlitz, ZZ Top Copter
3rd Bob Powley, "Carolina Cruncher"
4th Charles May, "Damnation Alley Landmaster"

New Modeler/Junior
1st Mike Litzau, Gas Dragster
2nd Scott Litzau, 1940 Ford
3rd Eric Gustavson, 1987 Thunderbird
4th David King, 1964 Chevy El Camino

Diorama
1st Chris Stames, 1929 Model "A"
2nd Ken Hamilton, "Crash"
3rd John Schmidt, "Last Chance"
4th Chris Stames, 1932 Ford

MASTER AWARDS:

Best In Show:
Fred Grumke, 1932 Ford Woody

Best Detail:
David Roehrle, 1953 Ford/trailer/mower

Best Paint/Finish:
Larry Boothe, 1985 Thunderbird Turbo Coupe

Wingrove Scratchbuilding:
Don Berry, 1958 Coast

Dave Shuklis Memorial:
Ken Hamilton, 1934 Ford Coupe

Modeler's Choice:
Larry Boothe, 1985 Thunderbird Turbo

GSLMCC Award of Merit:
Jim Keeler

Klingon Kruiser Award:
Mike Carroll

10

GSL-X: Tenth Anniversary
April 28, 29 and 30, 1989
Airport Hilton,
Salt Lake City

"GSL was more than a model car contest. It was a vehicle many people used to renew old friendships and create new ones. Without GSL, many modelers would never have had the opportunity to meet and share ideas. Some contestants went away with awards, but all went away with good memories."
George Zurowski

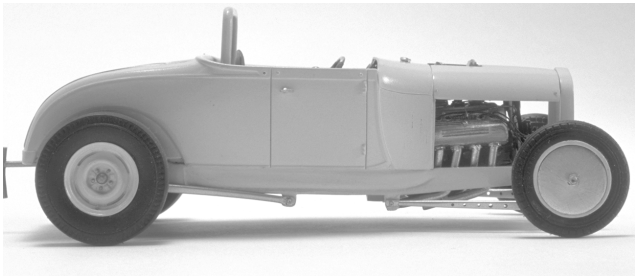
Heavy Competition and Light Humor

Planning for the Tenth Anniversary GSL began in earnest when, in early June 1988, I sent another set of notes to the Board concerning the coming event. But my long memos were wearing me down and had certainly exhausted the Board. Soon, the memos would become shorter and eventually disappear. The "decision by committee" approach had served its purpose well in the early years (when I was trying to develop a diverse base of support for the contest) but as the Championship started to offer more services and become more complex, it became clear to me that the effective administration of the Championship would require a centralized administration with a satellite group of trusted friends to review and carry out the decisions regarding the show.

In early February, I opened discussions with John O'Neill and Karen Sands of AMT concerning our proposal for GSL to offer a commemorative kit (bearing a printed GSL sticker on the box lid and two more in the kit) that would be handed out without additional charge to every paying registrant. The idea of a free giveaway kit with special badging (that would remain unique in the hobby), was a bit of a surprise to the folks of AMT, but they adopted the idea with gusto. Following the completion of the deal, I placed a frantic call to Bob Wick who, while working on designing the new mailing as I was drafting its contents, quickly had 500 official GSL logos on a clear background produce and drop-shipped to Karen Sands. A week or so later, Karen called to tell me that, despite GM's



1937 Ford Woody by John MacGowan



1929 Model A by Steve Catron



1965 Chevelle by Dave Abell

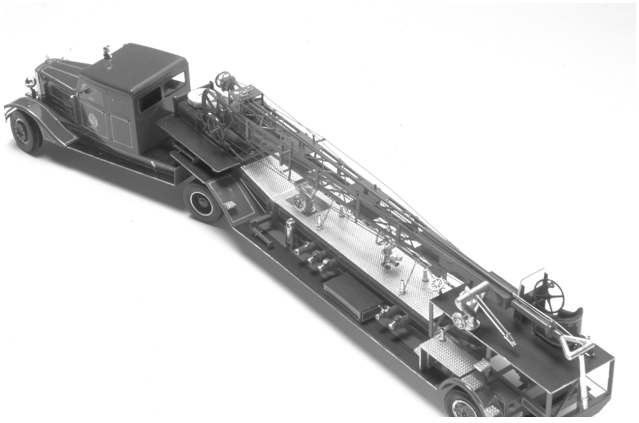
attempt to force a recall of the kit, the 1989 "King of The Hill" ZR-1 Corvette would be the first GSL commemorative kit. Additionally, Bob Johnson from Revell made arrangements to give away the new Corvette Indy show car kits to those registering for the Championship: Everyone who registered at GSL-X received *two* kits!

The official informational mailer, while bearing the new logo that would be used through GSL-XV, dropped substantially in size to four pages, thereby reducing printing and postage costs. Reducing the page count was probably a mistake because the amount of information conveyed to the contestants was reduced. The decision — through driven by the perennial problem of a meager budget — was a mistake because it had the unintended effect of encouraging one of the key trends in the last third of the GSL Championships. With competition becoming more keen and the Championship growing in stature, more and more contestants "pushed" the rules to gain competitive advantage (or just to have fun with the rules). On occasion, this took on unpleasant overtones, especially with other contestants who took offense with what they saw as cynical and self-serving manipulation of the rules by some builders. This ultimately led to a revision in the materials by GSL XII, with a substantially expanded annual mailer the next year that included long and undoubtedly "legalistic" definitions intended to clarify GSL guidelines, requirements and Class definitions.

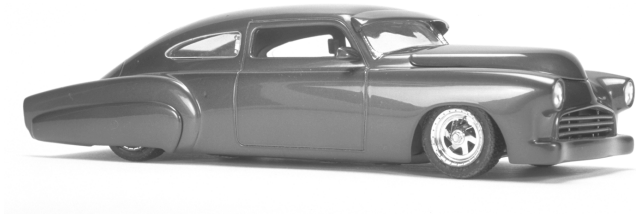
Other major changes were going on as the Tenth Anniversary GSL was being planned. First, leading model car clubs around the country, including The Lake Michigan Model Car Club, Scale Auto Builders' Association, Tri-State Scale Model Car Club, Metroplex Car Modelers' Association, Kustom Kemps in

Miniature, Automotive Modelers Society (including the full-size West Coast Customs) joined the host club, the Utah Model Car Association, in supporting the show and by motivating their members (along with everyone who received their newsletters) to attend and participate at this special Tenth Anniversary GSL Championship. Second, the burgeoning aftermarket industry increased their participation by donating products for prizes. The 74-count sponsor list for 1989, a full one-third larger than at GSL-IX, reflected the explosive growth in that segment of the hobby. Third, other hobby associations got in on the act, with sometimes off-the-wall involvements of their own. In particular, the over-the-top Adirondack Glue Crue crafted a special announcement and photograph and sent to GSL for display. **Appendix T** Fourth, economic and political interests in the hobby had become interested in GSL, leading to a seductive proposal which, had it been accepted, might have irrevocably diluted the character and focus of GSL. [31]

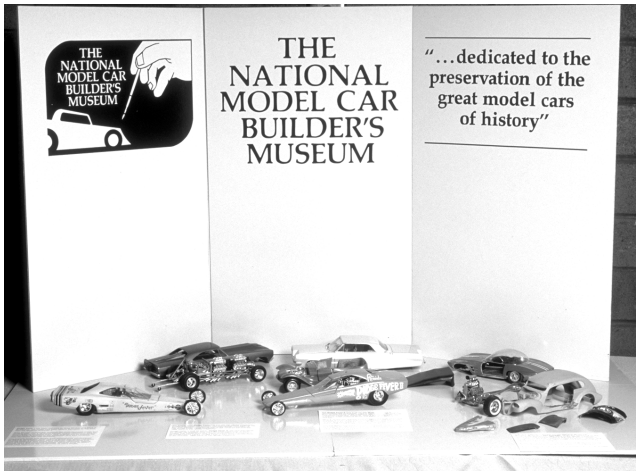
Success also had its downside. With the increasing national presence of the Championship, hobby publications started to vie with one another for the best coverage and advantageous photographic access. No one was ever denied photographic rights, but special "salon" photographic rights (the moving of models from the contest tables to a separate photography area with a special background and professional lighting) were properly reserved for Highland Productions.[32] Though I was deeply sympathetic with the publishers of magazines in competition with *Scale Auto Enthusiast* (all of them were close friends), Highland Productions had been instrumental since the first GSL in promoting the contest to a national audience and I tried to make it gently clear that I was going to embrace my



Fire apparatus by Tom Showers



1951 Chevy by Don Fahrni



Museum display of project models. This was the first time the Museum presented a display. Note the partially restored Crusader *on the right front, the two Dodge Fevers, and the Keeler* MCS-XI *in the back right corner.*



1946 Ford Wagon by Jairus Watson



Maphis Custom Mustang



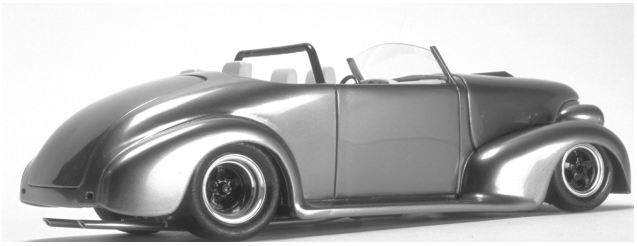
L-700 by Dave Roehrle

reciprocal agreement with Gary Schmidt by giving him exclusive salon photography rights.

As with most other GSL controversies, this and other matters at GSL-X were largely hidden from public view. One of the principal objectives of the GSL Championship was to shield attendees from the inevitable political jockeying that was increasingly prevalent in the background. It was not the purpose of the Championship to immerse its participants in the politics that too often go hand-in-hand with success; in fact, the Board and I decided at GSL-X to take a lot of "hits" without response in the attempt to avoid having unpleasantness spill over into the public arena. We had not worked so long and hard to permit the political or economic struggles of some to disrupt or diminish the great fun and enjoyment that attendees experienced. There was a lesson here: event promoters must be willing to stifle their natural desire to respond to their critics, and must often refrain from engaging in public debate for the good of the event. And they must be prepared to suffer the few individuals who have no understanding of the larger issues in such contests, and who place in jeopardy the great benefits that accrue to the hobby when good events are presented. I had an outlet, though, that few other enjoyed: some hobbyists were aware that my editorials in my "Putty Thrower" column at that time were a direct response to the conduct of a few, but very vocal, people. [33]

There were new developments in the rules and classes for GSL-X. The "New Modeler/Junior" Class was replaced with the "Junior" Class, since we decided there was no need to provide a "safe harbor" to emergent adult builders. Additionally, we rejected the suggestion that GSL should permit multi-builder "contract" models to be entered; the argument presented was that, by not allowing them, we would hamper the burgeoning aftermarket industry. Our position was that the prohibiting

"contract" models was necessary because entering a model that had been built in part by professionals was the antithesis of the GSL insistence upon *individual* craftsmanship and achievement. Additionally, memories of the earlier time when I unintentionally painted a MPC Best Paint model were still vivid. However, the absolute "purity" of our original position was ultimately softened by the recognition that virtually every builder used parts from *somewhere* else. By the time GSL-XII came around, GSL amended its position to the extent that we permitted the use of custom "one-off" parts on any model, as long as the part(s) were actually *assembled* by the entrant. That decision responded to a trend that was precipitated by a Larry Boothe model, and made acute by a later Russ Schwenkler entry.



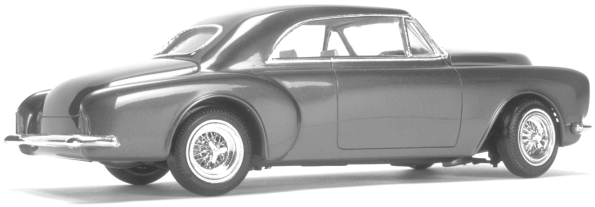
1939 Chevy by Wadus Exum

Each year brought changes in the judging staff to ensure the diversity I believed was critical to the independence and integrity of the Championship. The judging staff for the Tenth Anniversary GSL increased to four persons: Mike Siegman, Russ Schwenkler and Salt Lake model fabricator Don Henriksen and me (I have judged at every GSL).



Traveling Model Car Museum by Ken Hamilton

To honor earlier GSL winners, a special effort was undertaken to encourage these past GSL Class and Master Award winners to display their models at GSL-X. When nearly half of the eligible models showed up, attendees could easily chronicle the ascending level of craftsmanship that characterized the winners of each succeeding year. That was one of the hallmarks of GSL: The Championship became fertile ground for creative modelers who understood that there were virtually no limits to the level of ideas, innovation, and craftsmanship that could be achieved.



1951 Chevy by Andy Kallen

Because of the greatly increased participation from the modeling public and attention from the

media, I realized that the Board had to provide "off-hours" activities for those in attendance. Though vestigial efforts had occurred previously, GSL-X marked a more comprehensive attempt to offer a full range of events for those who had spent so much time and money to come to Salt Lake. That decision cost GSL more money, but we reaffirmed our decision that no charge would ever be made for any of the seminars or other events that GSL would provide, with the exception of the Awards Dinner, in order to create the congenial (or guild) atmosphere for participants that helped make GSL so distinctive.

A Sponsors' Display room was provided so vendors could display their wares. Additionally, the Utah Model Car Association again offered their longstanding blindfolded building contest; life is not complete without seeing the video of the blindfolded Mike Carroll and Roy Sorensen assembling models as Jim Keeler circled the table, substituting parts. The judges could hear the convulsive fits of laughter as they labored in the adjoining Contest Hall.

By the time the Tenth Anniversary Championship closed its doors after the awards presentation, 256 models had been entered by 129 modelers from 29 states and Canada. GSL was also privileged to have two great modelers from the Revell-Pactra contest era in attendance, Augie Hiscano and Richard Mike Johnson. A photograph of Augie and Richard, along with Revell-Pactra judge Jim Keeler, is a now-treasured possession on display at the National Model Car Builders' Museum. **Appendix U** That first appearance at GSL by Augie would mark his powerful re-emergence into our hobby, and introduce him into the elder statesmen roles shared by with Jim Keeler, Bob Paeth, Dennis Doty, Jose Rodriguez, Phil Jensen and other legendary builders.

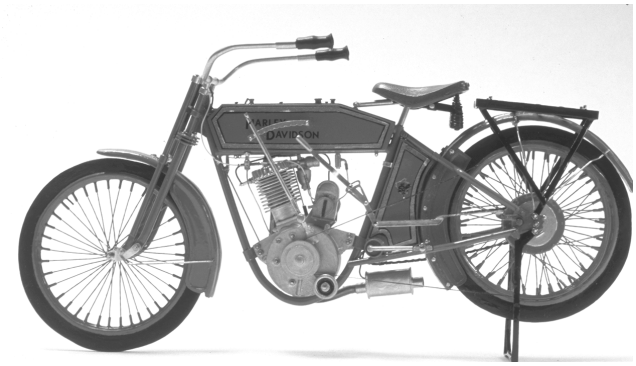


1/16th '34 Ford by Ken Trickle

The models entered in this Championship were the best to date. Previous Best of Show winner John MacGowan repeated his earlier win (to become the first of only two Best of Show winners in GSL history) with a trendsetting 1937 Ford woody wagon, the first GSL entry to feature machined aluminum wheels. The burnt-cinnamon, tudor wagon featured lovely woodwork on the body and was typical of John's pristine building style. Interestingly, station wagons of one description or another played major roles in many of the Championships (remember that Jairus Watson and Fred Grumke had won the earlier GSL Best of Show awards with "woody wagons").



Display of early GSL winning models, the gathering of so many historic GSL top winners was a real treat!



Motorcycle by Bill Taylor

Fred Grumke entered a subtle but stunning Model A Ford closed cab pickup painted a flawless black lacquer. An "unknown" builder, Steven Catron, made the trip from Santa Fe, New Mexico for the first time. Terry Jessee remembers that Steve walked up to the registration table and asked "Can anyone enter here?" He was assured he could, and entered a nostalgia 1929 Ford roadster which, though not technically a Bonneville car, stimulated thinking about that unexplored modeling territory as a Class for future GSL Championships.

Don Fahrni entered a beautiful 1951 Chevy custom, proving his versatility in building styles and interests; Bill Taylor entered a scratchbuilt 1913 Harley Davidson, Wadus Exum competed with an innovative drop-top 1939 Chev while Mike Carroll displayed the next in his "Nuclear Waste" series and received his second Klingon Kruiser Award in the process. Additionally, Jairus Watson entered another of his beautiful woody wagons (this time, a 1948 Ford), Andy Kallen entered a nostalgia-styled custom 1951 Chevy (which later would win the Australian Model Car Championship) and Dave Abell entered a 1965 Chevelle that won Best Interior and Best Detail. Evan Hermel, now firmly established as one of the best scratch-builders anywhere, entered his 1918 Oshkosh truck. Tom Showers, Mike Adams, Norm Veber, Andy Aspenwall, Chuck Larsen, Jim Burky, Jim Wood, Ron Bolton, Garth Devries, Mike Barlow, David Mars, Gary Morris, Mike Pearsall and Ross McGloshen also contributed to the excellent range of models with their superb entries. Chris Stames, ever the satiric (and occasionally sardonic) diorama builder, competed against entries from Ken Hamilton, Stan Pinnick and Terrill Hunting, focusing attention on the growing appeal and importance of the Diorama Class.



Roasters and Roastee - Andy Kallen, Terry Jessee, Mark Gustavson, Mike Carroll, Bob Barnett

After hours of grueling judging, everyone gathered for the long-anticipated dinner and awards ceremony Saturday evening. Tim Boyd expanded upon his earlier GSL presentation when he discussed the importance of the role in the hobby GSL had earned over the last ten years. Revell's Bob Johnson spoke at the Awards Banquet where he first coined the phrase "hobby aftermarket" and discussed the emergence of serious adult scale auto models, as well as the role that GSL played in that development. Highland Productions presented the first and only *Scale Auto Enthusiast* Craftsmanship award to John MacGowan. Mike Carroll baked and transported to Salt Lake a beautiful GSL Birthday Cake, which was served on specially-monogrammed napkins as desert to everyone in the huge banquet hall. In an outburst of enthusiasm,



'40 Willys Pickup by Jim Wood



Opel Blitz car crusher by Andy Aspenwall

assembled modelers sang 'Happy Birthday' to GSL as Mike dramatically cut up the cake. However, he left abruptly and early, prompting several to wonder if he was ill.

As the planned festivities were about to end, something totally unexpected (well, at least to me!) happened. Without warning, blaring music (the theme from the SWAT TV series) filled the dining room. Real-life policemen Mike Carroll and Terry Jessee, in full uniforms, burst through the back doors of the Awards Banquet hall and began a search of the audience. My wife, Janet, and I were facing those doors and, with a hundred or more others, were stunned by their sudden entrance. Though few realized it, three modelers on the far side of the banquet hall (visible only to those facing the rear doors) bolted for the door (one falling down in the process) when the cops entered the room, stumbling over themselves in their frantic effort to distance themselves from the constabulary. Though Mike and Terry didn't notice their departure (intent as they were in their search for another subject), many did.

Soon, it became clear that Terry and Mike were looking for me. I was unceremoniously thrown against the wall and subjected to a full frisk. The audience was laughing hysterically at this point, as Mike and Terry stood on either side of me, now satisfied that I was no threat to the public good. Russ Schwenkler, Andy Kallen, Jim Keeler, Bob Paeth, Bob Barnett, Tim Boyd and Mike Siegman proceeded to roast me, calling into question whether I built my models, pointing out my huge hands. Barely controlling his laughter, Russ

Schwenkler opined that perhaps my wife, Janet, was the actual builder of the models for which I claimed credit. Though this roast lasted for only a few minutes, it seemed like an eternity to me. Terry Jessee and Mike Carroll hatched the scheme, with the other key "players" joining in later. It was a wonderful — if embarrassing — coda to the Tenth Anniversary GSL, and gave birth to the only acting troupe in the hobby, the now-famous GSL Plastic Players. Later, as the Awards Banquet ended, Bob Wick presented me with a beautifully hand-lettered plaque acknowledging the accomplishments of GSL and my role in them. In turn, I presented each GSL Board member a monogrammed GSL-X mug.



1961 Dodge by Rob McCann

Though later GSL Championships would surpass the demographics of the Tenth contest, it was a unique display of the enthusiasm and heart-felt friendship that the entire GSL "family" of entrants, attendees and supporters felt for the GSL Tradition and one another, and set the tone as the Championship entered its second decade.



1951 Ford Crestliner by Mike Carroll

The Tenth GSL Championship benefitted from widespread and positive press coverage. *Scale Auto Enthusiast* celebrated the show and the Best of Show winner in its 62nd issue. *Model Car Journal* dedicated space in its 76th issue to the Championship as did *Plastic Fanatic* in its 16th issue. *Scale Wheels* joined in the chorus in its April 1990 issue, and the October 1989 issue of *Street Rodder* carried another great Tim Boyd article. Even the short-lived *Commercial Truck Modeler* focused on the trucks at the Tenth Championship.

GSL X Awards

CLASS AWARDS:

Junior
1st Steven Barlow, Porsche 911
2nd Russell Mason, Slantnose 930
3rd Blake Skillman, Porsche 959
4th Eric Gustavson, 1963 T-Bird

Motorcycle
1st Norman Veber, VF750F
1st Bill Taylor, 1913 Harley
(Tie)
2nd Gary Hull, 500cc Hill Climber
3rd Mike Barlow, VF250F
4th Gary Hull, 1000cc Honda Road Racer

Box Stock
1st Andy Kallen, 1967 Corvette
2nd Jim Burky, NASCAR Tide Monte Carlo
3rd Bob Wick, 1953 Ford Pickup
4th Ron Remark, 1957 T-Bird

Factory Stock
1st Garth Devries, 1907 Fiat
2nd Jairus Watson, 48 Ford Woody
3rd Mike Carroll, 1957 Black Widow
4th Mike Carroll, 1951 Crestliner

Replica
1st Andy Kallen, 1966 Ford "Gurney"
2nd Ray Buck, 1958 T-Bird
3rd Ron Bolton, Goldenrod L.S.R.

Competition Drag
1st Dave Abell, 1965 Chevelle
2nd Paul Erhart, 1955 Chevy
3rd Jim Wood, 1940 Willys
4th Steve Catron, 1929 Ford

Competition Oval
1st Steve Lowe, Renault R-5
2nd Jerry Ott, Porsche
3rd Chuck Larsen, Scarab
4th Jim Wood, Super Modified

Street Machine
1st Mike Pearsall, 1966 Chevelle
2nd Gary Morris, 427 Cobra
3rd Ross McGloshen, Beretta St. Mach.
4th David Mars, Pro Street Probe

Street Rod
1st John MacGowan, 1937 Ford Woody
2nd Fred Grumke, 1929 Ford Pickup
3rd John Schmidt, Mack II
4th Larry Boothe, 1934 Ford

Custom
1st Don Fahrni, 1951 Chevy
2nd Andy Kallen, 1951 Chevy
3rd Rocco Richardson, 1958 Chevy
4th Ken Trickle, 1949 Mercury

Large Truck
1st Evan Hermel, 1918 Oshkosh
2nd David Roehrle, Dodge L700
3rd Gene Hunting, K.W. Cattle Truck
4th Terrill Hunting, K.W./D8 Combo

Light Commercial
1st Joe Cavorley, 1929 Ford Pickup
2nd Evan Hermel, 1924 Velie
3rd Gene Hunting, 1979 Ford Pickup
4th Chuck Carter, 1978 Ford Flatbed

Fire Fighting
1st Tom Showers, 1937 A.L.F. Water Tower
2nd Tom Showers, 1918 Seagrave Aerial
3rd Tom Showers, 1947 Seagrave Pumper
4th Mike Adams, Citroen

Miscellaneous
1st Norman Veber, Ferrari 3 Litre Engines
2nd Andy Aspenwall, 1946 Opel Blitz
3rd Chuck Larsen, go-kart
4th Chuck Larsen, 1962 Chevy

Diorama
1st Chris Stames, Fools Gold
2nd Ken Hamilton, Springtime in the Playground
3rd Stan Pinnick, "Canine" Diorama
4th Terrill Hunting, D8/Pick-Up

MASTER AWARDS:

Best in Show: John MacGowan, 1937 Ford Woody
Best Interior: Dave Abell, 1965 Chevelle
Best Detail: Dave Abell, 1965 Chevelle
Best Paint: John MacGowan, 1937 Ford
Shuklis Engineering: Garth Devries, 1907 Fiat
Wingrove Scratchbuilt: Evan Hermel, 1918 Oshkosh
Modeler's Choice: John MacGowan, 1937 Ford Woody

11

GSL-XI
May 4-6th, 1990
Little America Hotel,
Salt Lake City, Utah

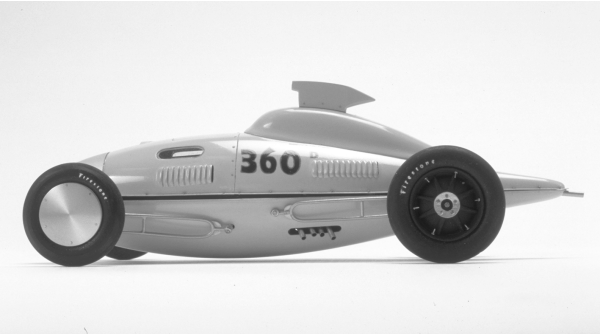
A Year of Fresh Perspectives

"I will always remember GSL for the willing personalities, like Clive Jones spending an hour with Terry Jessee to show how to make wire wheels. That on top of 10 drawings that Clive did on the spot! What an experience!" Roy Sorenson

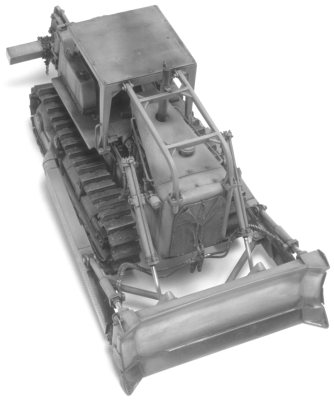
"During the years I spent going to GSL, I met many new friends. I had more fun and saw some of the best examples of the art of auto modeling the world had to offer. They were the best years of my life." Andy "Moose" Kallen

With the start of the second decade of the GSL Championship, several significant changes occurred. First, we moved back to the center of Salt Lake City from the Airport Hilton in response to the strong encouragement of several longtime contestants. That move pointed out one of the greatest difficulties in administering the show: the balance between the cost of the host hotel facility (to the attendees as well as to GSL) and the quality of the rooms, food, services and location. In spite of budgetary concerns, the Eleventh Championship was held at the Little America Hotel, the most luxurious in the city.

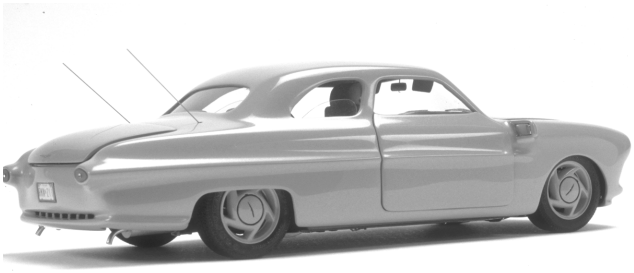
Additionally, the rules of the game changed, and led to a total of 17 Classes for the 1990 event. The large number of models in the Street Rod category at GSL-X precipitated creation of two street rod Classes for the Eleventh Championship: 1934 and earlier, and 1935 through 1948. The General Miscellaneous classification expanded to include a wider range of models and was renamed the "Specialty" Class. The Firefighting Class was created to reflect the strong presence of work from such national-quality builders as Don Berry and Tom Showers, though that Class would later be eliminated because of a sharp drop-off in such models. We added the Competition-Bonneville Class for builders whose interest in building land speed record cars was fostered by the Championship's proximity to the Salt Flats and the interest in such a Class generated by the 1989 model of Steve Catron. In one of the few times ever, I overruled the strong objections of



Markley Bros. Bellytanker Replica by Steve Catron



D8H Bulldozer by Dave Abell



1949 Ford by Larry Boothe

two Board Members to the geographically-specific reference and we kept the Class. Additionally, we changed the name to the GSL *International* Model Car Championship to reflect the participation of entrants from Canada, Great Britain and Australia. Inevitably, many chuckled about the alphabet soup of the "GSLIMCC" title, but that was okay.

There were other changes behind the scenes. Because of the serious financial deficits the Championship was now running, I accepted Gary Schmidt's generous offer to pay for the salon photography. The cost of the superb work by Jan Stevenson was too expensive to fit into GSL's limited budget, especially when other expenses continued to grow with our expanding services and awards. The decision to accept Gary's offer was sensible and greatly benefitted the Championship by freeing up our scarce funds for other pressing needs; this event was central to the economic survival of GSL. It also marked another turning point in the Championship, since editorial influence over the coverage of the show in any publication was now entirely beyond my direct involvement; before, I'd had some greater control over the coverage based on the photos that I'd submit. Still, the coverage remained superb and essential to the success of the GSL Championship.

The GSL documents took on a new look and brighter colors. Replacing the traditional black ink on buff paper was dark blue ink on an eye-opening green background and all printed materials associated with the show were rendered in those colors. The need to acquaint attendees with the features of the Eleventh Championship required the presence of a one-page insert which fit into the mailer. That insert, called the "GSL-XI Update," revealed that the

GSL Commemorative Kit would be the Revell 1990 XR-7 Cougar which that year, for the first time, would include both the identifying stickers and a pair of photoetched Utah "GSL-11" license plates. **Appendix V**

The peripheral activities available, still without charge, to all GSL contestants and attendees continued to expand, mostly through the efforts of the Utah Model Car Association. Seminars featured Don Henriksen presenting his "Building from Blueprints: Scaling for Accuracy," in which he debuted his in-progress 1/8-scale 427 Cobra, built from original blueprints. Dale "Madame Woo Productions " Angell presented a well-attended seminar focusing on casting parts in resin. Custom car builder and early GSL Best of Show winner George Layton instructed attendees in the intricacies of fashioning model parts from hammered brass. And John MacGowan, the two-time Best of Show winner already well-known for his machining prowess, led a discussion and demonstration of how every modeler could machine parts from metal. Saturday afternoon, Bob Wick moderated a round-table discussion focusing on "Establishing Basic Criteria for Judging Model Vehicle Contests" in the attempt to open a discussion about standardizing judging rules hobby-wide. The effort met with some success as GSL contest philosophy, standards and judging documents began being used, in part, across the country. Nowhere else in the adult modeling world could so many interested scale auto builders be instructed by such a cadre of sophisticated technicians, craftsmen and artists. From that time on, seminars became a regular part of the GSL Tradition.

The contestants were plentiful and new faces continued to appear, reflecting the growing



B-17 Bomber by Ken Hamilton



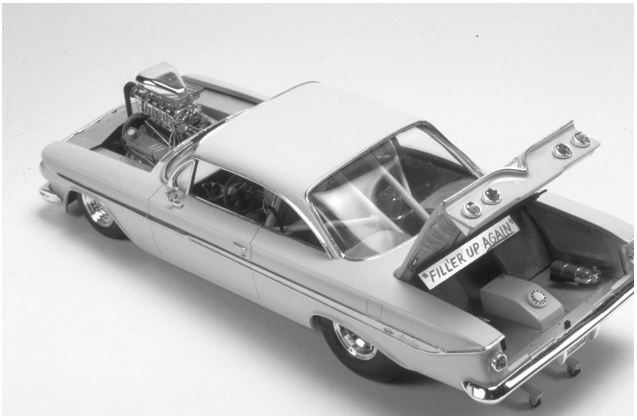
Nissan 300 ZX by Russ Schwenkler



Plenty of model car discussions went on all weekend



1966 Nova by Gary Etter



1961 Chevy by Ross McGloshen



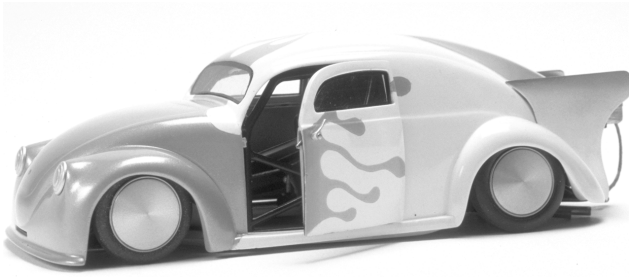
E-Type Jaguar by Andy Sapiro

national and international attention that the Championship was receiving. Dan Himmel, Andy Sapiro, Vern Shultz, John Baczuk, Steven Payne and Chris Delfico were among those newcomers who contributed their great work to that of established participants. Simply, more and more builders wanted to participate as contestants or attendees, and to play a role in the competition and experiences that had been so widely reported in virtually every element of the hobby media.

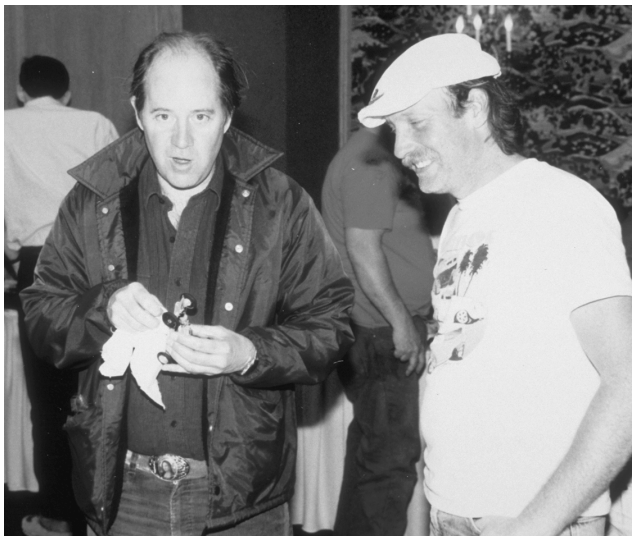
Several epochal models were entered this year. Larry Boothe fashioned a custom 1949 Ford, striking out on fresh ground by grafting a T-Bird Super Coupe undercarriage to that model, creating a mixture of traditional custom styling and modern mechanical details. Painted a delicate monotone pearl aqua, Larry's model defined the way one element of custom model construction might appear in the future. Garnering a large share of attention was the scratchbuilt model of Santa Fe builder Steve Catron. A dedicated advocate of historic hot rod and competition construction, Steve contacted the Markley Brothers for information about their famous bellytank dry lakes and Bonneville record holder. After weeks of research, Steve carved a wood buck in the shape of the body, then vac-formed a thin styrene body and clear canopies. These covered a hand-built chassis, running gear and detailing. Steve's model was not only a study in precise detail and the second entirely scratchbuilt model entered, but his chosen subject matter helped expand the scope and depth of the GSL Championship. The superb model earned him the Best of Class, the coveted Wingrove Scratchbuilding Award and Best of Show.

Additionally, Coloradan newcomer Dan Himmel created a model of Dick Kraft's "Bug," one of the first dragsters ever raced. Like Catron's work, Himmel's model was a study in subtlety and precision, and is now on display at the Garlits' Drag Racing Museum. Dave Abell was a very strong contender for the Best of Show award with his magnificently detailed and painted D8H Caterpillar dozer; his painted steel welding and rivet detailing may well have been the best ever witnessed at the show. The fact that this model came so close to winning the Best of Show Award reminded everyone that the Championship was dedicated to excellence in modeling in *all* subjects, not excellence in just popular or "gotcha" modeling. Substantial efforts lavished on unusual subjects were accepted and valued by the viewers and judges alike.

Other great models were also entered: Chris Stames expanded his reputation as a diorama builder, and Ken Hamilton just couldn't let up the pressure on me. Ken built the now-famous diorama featuring a B-17 bomber converted into a gas station (a fairly common sight after the Second World War). Typical of Ken's sense of humor, I was in the diorama, peering up the skirt of a shapely woman who was climbing the ladder into the plane. The Canadians continued their strong presence, with Don Benjamin's 1941 Willys coupe leading the charge. The fertile mind of Jairus Watson gave birth to his Concept 2032 roadster, and he was awarded the *SAE* Best Original Design Award (that replaced the *SAE* Craftsmanship Award of the year before). Finally, the versatility of GSL contestants was another point of particular interest: Don Fahrni entered his multi-discipline land speed Volkswagen "Bug," and Andy Sapiro entered a low-key but stunning E-type Jag. Russ



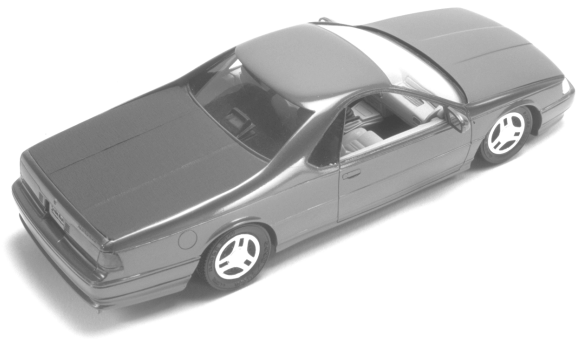
Volkswagen Bonneville car by Don Fahrni



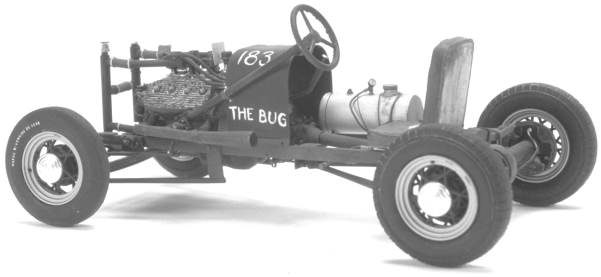
Steve Catron (L) shows his model to an obviously pleased Fred Grumke



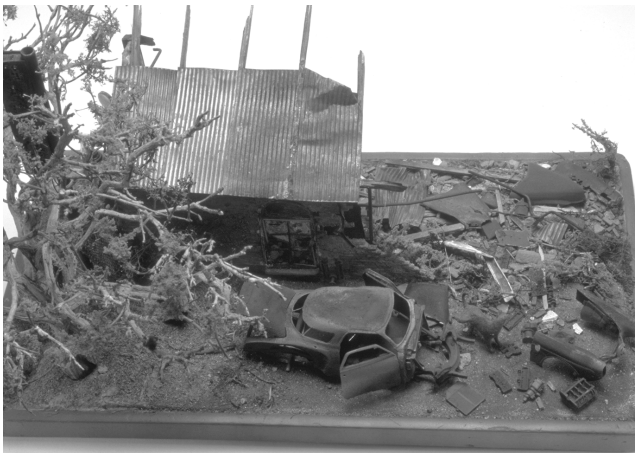
Occasionally we were able to get everyone together for a group shot. How many modelers can you pick out?



1989 Ranchero by Vic Demeichi



The Bug by Dan Himmel



'48 Studebaker diorama by Chris Stames

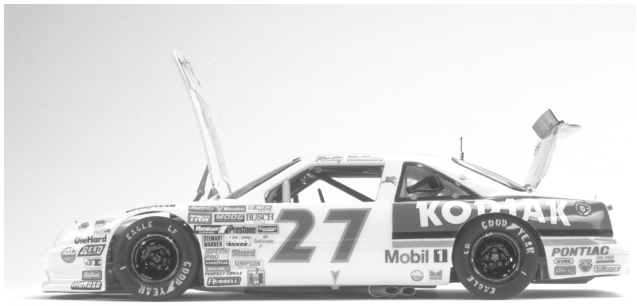
Schwenkler presented a Honda dirt bike, another in the series of motorcycle models for which he would become well-known. Ross McGloshen upped the stakes in Street Machine competition with his 1961 Chevrolet hardtop. Paint jobs continued to improve, especially with the appearance of Gary Etter's stunningly executed black, candy red and silver 1966 Nova.

At this point another GSL tradition began when a group of modelers looking for respite from hotel food discovered the Market Street Grill in Salt Lake City — a superb seafood restaurant in downtown Salt Lake where excellent (and often boisterous) Saturday lunches were enjoyed to the delight of the modelers, and (probably) to the mild annoyance of the other patrons. Terry Jessee's attendance guaranteed some wonderful and ribald stories that can't be told here. I always wanted to join that annual pilgrimage to fine food and fun, but contest duties prevented my attendance.

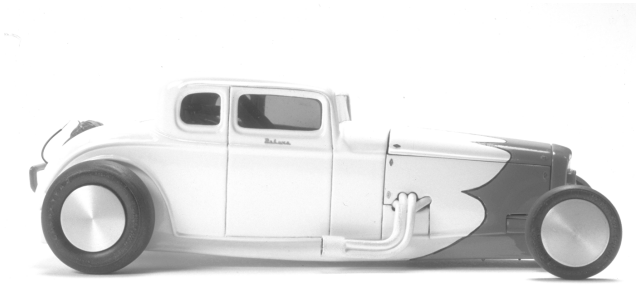
The Awards Banquet featured the remarks of longtime builder, model car journalist and GSL sponsor Tom Gaffney who, with his wife Linda, founded LMG Enterprises. At this time, the now-famous acting troupe, the GSL Plastic Players, made their first designated, "official" appearance (though the "roast" of the previous year is generally considered to be the first appearance of The Plastic Players) with their "Who Won First?" act — Andy "Moose" Kallen and Mike Carroll were hilarious. The idea behind creating that entertainment segment during the awards ceremony was to relieve some of the tension that naturally built up before and during the Awards Banquet. It would also provide a way to vent the humorous instincts of several GSL "regulars" and provide GSL an avenue to make often pointed (and occasionally sardonic)

observations and comments about the hobby. The Troupe's efforts, which were presented through most of the rest of the GSL Championships, became legendary and actually attracted "extras" who regularly requested the opportunity to be part of the fun.

The hobby press continued to tell the tales of GSL. *Scale Auto Enthusiast* lead the charge in its issue #68 with same-issue coverage of the Championship and the Best of Show model, now the established practice. *Model Car Journal* published its article in the October 1980 issue at the same time that *Plastic Fanatic* carried news of the event in its issue #20. Tim Boyd featured street rod models from the show in the November 1990 issue of *Street Rodder*.



NASCAR by Paul Erhart



1932 Ford Streamliner by Fred Grumke



"2032" Roadster by Jairus Watson

GSL XI Awards

CLASS AWARDS:

Replica
1st Dan Himmel, "The Bug"
2nd Andy Sapiro, Jag Lightweight E Type
3rd Vern Schultz, Knott's Berry Farm Wheelstander
4th John Baczuk, Rohrer & Morrison Pro-Stock Camaro

Factory Stock
1st Russ Schwenkler, Mazda RX-7
2nd John Baczuk, Buick GSX
3rd Mike Carroll, 1955 Studebaker
4th Jairus Watson, 1938 Ford

Large Truck
1st John Hanson, Man 8 x 4
2nd Evan Hermel, 1923 T Tanker
3rd Fred Yokel, Mack Flat Bed
4th Evan Hermel, Selden Tanker

Diorama
1st Chris Stames, "Territories"
2nd Russ Schwenkler, "Honda City"
3rd Ken Hamilton, "The Bomber"
4th Lynn Austin, "30's Gas Station"

Competition
1st Steve Catron, Markley Bros. Bonneville Bellytank
2nd Don Fahrni, VW Bug
3rd Fred Grumke, 1932 Ford Coupe
4th Ken Hamilton, Bonneville Bike

Competition
1st Bruce Miller, 1932 Ford Puller Drag:
2nd John Baczuk, 1934 Ford Coupe
3rd Greg Struhar, Dodge Fever
4th Chris Delfico, 1941 Plymouth Funny Car

Firefighting
1st Don Berry, 1930 Ahrens Fox
2nd Tom Showers, 1940 Seagrave Aerial
3rd Don Berry, 1989 Mac-Pierce
4th Joe Porche, ALF Ladder Truck

Street Rod - I
1st Jairus Watson, '32 Ford "2032"
2nd Wadus Exum, '33 Ford C-400
3rd Steve Payne, '33 Ford Sedan
4th Roy Sorenson, '34 Ford Roadster Pickup

Street Rod - II
1st Don Benjamin, '41 Willys
2nd Jeff Tischler, '41 Plymouth
3rd Ray Miller, '37 Ford Woody
4th Mike Adams, '37 Ford Sedan

Light Commercial
1st Lynn Austin, Willys Jeep
2nd Russ Schwenkler, Suzuki Samurai
3rd Evan Hermel, 1912 Buick C Cab
4th Gene Hunting, Bovine Hauler

Custom
1st Larry Boothe, 1949 Super Coupe
2nd Andy Kallen, 1951 Chevy
3rd Victor Demeichi, 1989 Ranchero
4th Dick Groenheide, 1959 Pontiac El Camino

Competition
1st Russ Schwenkler, Toyota 88C-V Group C Oval
2nd Paul Erhart, Rusty Wallace Grand Prix
3rd Joe Malecki, Super Modified
4th Duncan McGeorge, 1966 NASCAR Galaxie

Street Machine
1st Ross McGloshen 1961, Chevy Pro Street
2nd Dave Roehrle, 1949 Ford Pro Street
3rd Rick Hanmore, "Hot Rod Lincoln"
4th Mike Adams, 1967 Chevelle

New Modeler
1st Sean Gaffney, Corvette Indy
2nd Eric Gustavson, 289 Cobra
3rd Travis Baczuk, Indy Car
4th Wayne Bunch, 1966 Nova

Motorcycle
1st Russ Schwenkler, Honda NXR-750
2nd Russ Schwenkler, Honda RC-30
3rd Bill Taylor, 1908 Indian
4th Gary Hull, Kawasaki

Specialty
1st Dave Abel, Cat D8H Bulldozer
2nd Augie Hiscano, Chevy Straight 6
3rd Russ Schwenkler, Yamaha FZR-750R
4th Fred Grumke, 1929 Chassis

Box Stock:
1st - Russ Schwenkler, Nissan 300ZX
2nd - Gary Etter, 1966 Nova
3rd - Garth Devries, Porsche 934RSR
4th - Greg Struhar, Corvette ZR-1

PRIVATE AWARDS:
Scale Auto Enthusiast - Best Original Design: Jairus Watson, "2032" Rod
Klingon Kruiser Award: Mike Carroll, Nuclear Waste III

MASTER AWARDS:
Best in Show: Steven Catron, Markley Bros. Bellytank
Wingrove Scratchbuilding Award: Steve Catron, Markley Bros. Bellytank
Dave Shuklis Memorial: Jairus Watson, 1932 Ford "2032"
Best Detail: Dave Abel, Caterpillar D8H Bulldozer
Best Interior: Russ Schwenkler, Mazda RX-7
Best Paint/Finish: Gary Etter, 1966 Nova
Award of Merit: Dennis Doty, Journalist, Editor
Modeler's Choice: Larry Boothe, '49 Ford

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GSL-XII
May 3-5th, 1991
Downtown Salt Lake Hilton,
Salt Lake City, Utah

An Unpleasant Year for Management

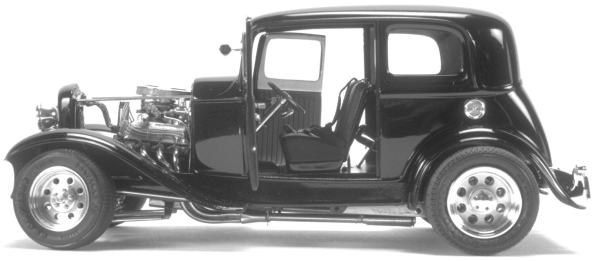
"Thanks to Mark and the GSL Board for getting me back into model car building, and being able to meet all the great people of GSL." - Augie Hiscano

"Quite probably the most outstanding part of all of the GSL contest was not winning but the gathering of model builders from a broad geographical areas. Meeting old acquaintances (for example, Augie Hiscano, 1962 Revell National Contest Winner) brought back many memories. Being able to gain new ideas from a spectrum of builders was an opportunity seldom experienced. Future major contests have a hard act to follow." Bob Paeth

In 1991, we moved the Championship to the downtown Salt Lake Hilton Hotel because of the high cost of the Little America Hotel facility. With that move additional changes occurred and, with them, additional responsibilities and expenses.

Materials and presentation of GSL-XII were upgraded and refined yet again. Bob Wick and I spoke by phone regularly (often with Fred Yokel) and, when I was in Berkeley, California, on business, the three of us got together regularly to work on improving the professionalism of the event and its presentation. The revised GSL mailer now reflected a lot of rethinking of the image and functions of the Championship. Our official colors for the Twelfth Championship were royal blue ink on academy grey paper, and the informational insert featured the same ink on blue paper. Reflecting the growth of the Championship and the inevitable commercial aspects of the show, the registration form (placed under the model) was now a full page in size and prominently displayed both the GSL Championship and the *Scale Auto Enthusiast* logo. These new forms made it much easier to track each of the ever-increasing number of entries. Every GSL document was now marked with our copyright to head off efforts by others to directly copy our work (though that restriction was not always observed).

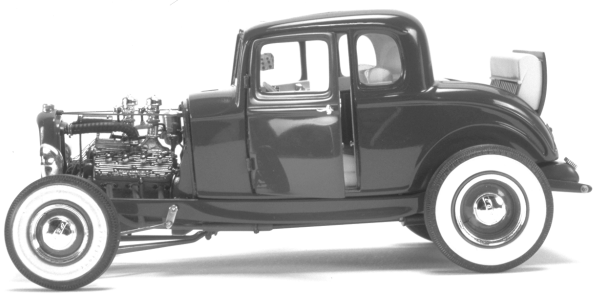
Bob and I were still resisting a full rewrite of the contest announcement, rules and documentation because we continued to believe, mistakenly, that by informal persuasion and an appeal to



1932 Ford Victoria by Augie Hiscano



Garage Scene by Don Strong



1932 Ford 5 Window Coupe by Larry Boothe

the better nature of some builders, we could manage the ongoing and increasing trend by some competitors to challenge both the spirit and the letter of the rules. We would find that our assumption was seriously in error.

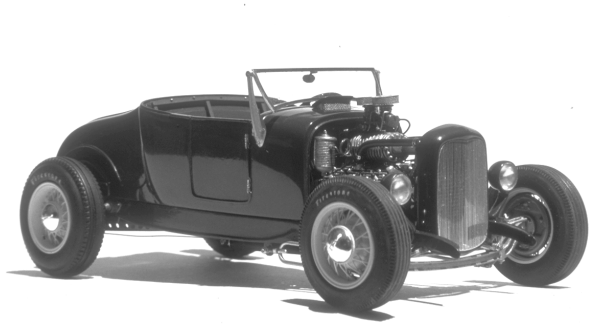
Other changes were also underway. The National Model Car Builders' Museum would be opened by the start of GSL-XII after years of rumors and general skepticism concerning its debut. To help ease the ongoing financial crunch of opening the Museum, I thought it would be appropriate to ask those in attendance to bid upon and purchase items donated for the purpose of generating money for the Museum. Aware of my plans, AMT's John O'Neill called my office one afternoon and asked if the Museum would be interested in receiving several hundred "box art" models to auction. Responding with equal measures of surprise and gratitude, I quickly confirmed my interest, and about a week later the first of several major shipments of box art models arrived at the Museum.

Under Ed Wright's guidance and restoration/repair efforts, the models were sorted, evaluated, and separated into two categories. The most unusual items were saved for the Museum collection, and the rest were prepared for an auction the Saturday afternoon of GSL. Subsequently, the sale of those models, and additional items donated by hobbyists including Robert Bentley, Augie Hiscano, Bob Koronow and others greatly supported the financial well-being of the Museum. Without the support of John O'Neil and AMT/ERTL, as well as other contributing hobbyists, the Museum would never have survived the early, critical years. The Museum found a natural forum at GSL; with so many dedicated and motivated modelers present, the surprisingly inclusive collection was enjoyed and well-received by the many

attendees. The debut of the Museum was greatly assisted by the artistic support of Russ Schwenkler who designed an enduring and memorable logo.

For the first time, we attempted to computerize the registration process. Inspired by my observations at the 1990 Southwest Challenge, I asked Mark Benton to write a program that would produce demographic and other data (in addition to the ordinary registration information) that we would need to guide future GSL Championships. He did a great job but we did not realize how time-consuming gathering all of the desired information would be at the point of registration. Consequently, long lines formed at the GSL-XII registration table, causing some justified grumbling even among the good-natured competitors. Messrs. Siegman and Schwenkler (promoters of the Challenge) made no secret of their great amusement by that spectacle, an experience made worse when the plug for the computer was knocked out of the wall socket by a GSL Board Member, destroying the gathered information and throwing the registration process into chaos. The UMCA members staffing the registration table, Bob Wick and I quickly moved to placate those who had already stood in line for some time. Meanwhile, Bill Helm, Mark Benton and Mike Barlow kept their collective sense of humor and worked hard to manually process the registration and reconstruct the previous record. Fortunately, with soothing words and apologies, we avoided a major problem, but the adage about the best laid plans going awry came to mind. Thereafter, all registrations were done manually, the success of which was in no small way due to Mike Barlow's authoritative administration and the assistance of the ever-affable Ed Wright.

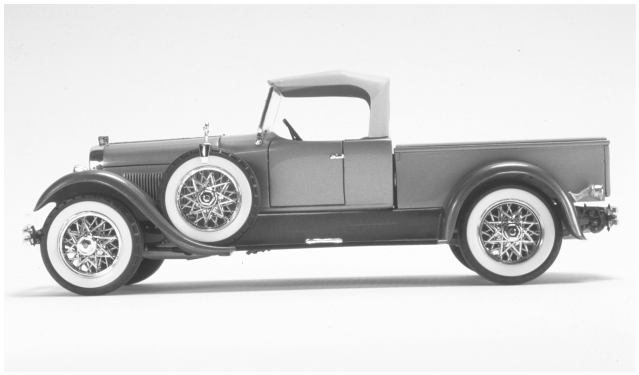
At GSL-XII, each entrant received a commemorative kit of AMT's 454 Chevy Pickup (with GSL stickers and photo-etched license plates) in the registration package, plus a second Cougar



1927 Model T Roadster by Steve Catron



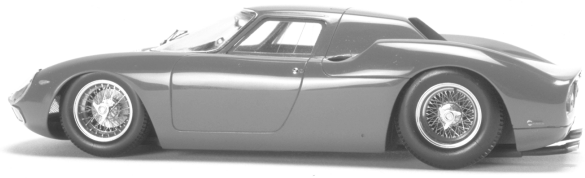
Gustavson Diorama by Ken Hamilton



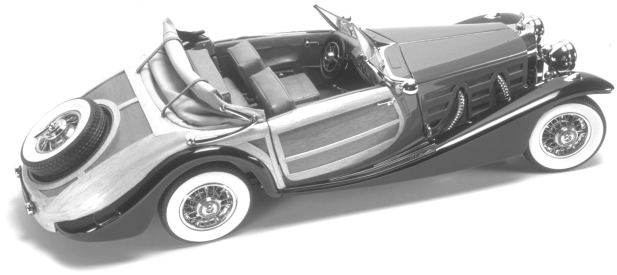
1928 Lincoln by Dick Groenheide



Honda VT 250 F by Mike Barlow



1964 Ferrari 250 LM Ferrari by John MacGowan



1935 Mercedes by Bob Plut

kit for a special event to be held at the following year's GSL Championship. A double-batch of the Revell 1990 Cougar kits had been sent to us mistakenly as supplementary kits for GSL XII, permitting us to give out those to start Group '92 at GSL-XIII.

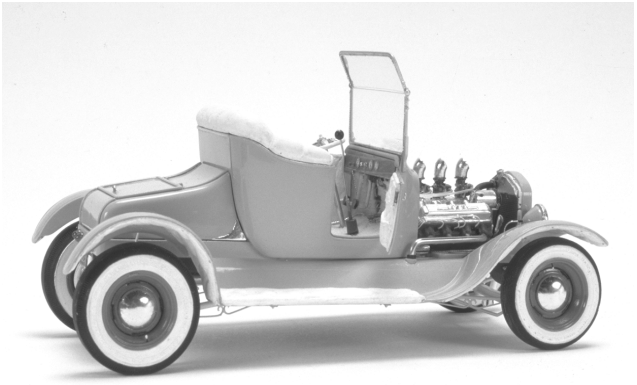
The administrative chores were growing, too. For the first time, we went "on-line" (but off-site) with computer administration handled by my law office secretary, Alana Drown. Long an assistant to me, she was fully acquainted with my modeling activities and, when asked, promptly created the computer programs and files necessary to meet the GSL management objectives. Lists of sponsors (past, present and potential) were created and sorted by name and geography. Lists of all past GSL registrants were also created, and similarly sorted. With the help of Bob and Fred, standardized sponsor and participant solicitation forms were created. To speed the process, my signature was digitally scanned and would appear on all documents in the future. Finally, enormous three-ring binders containing all administrative information were created; I duplicated copies for the use of Bob Wick and Fred Yokel. The upshot was that, despite the enormous initial effort, the growing administrative burden I had felt the last several years was brought back into line.

For the first time, a printed itinerary covering the full range of activities presented at the Championship was distributed to all participants. In addition to the first tour of the newly-opened National Model Car Builders' Museum (which more than 100 people attended), we presented a wide array of sophisticated builders' seminars: Russ Schwenkler ("Painting For Realism"), Bob Wick and Steve Catron ("How To Prepare Artwork For Photo Etching"), Rick Hanmore ("How To Create Your Own Graphics"), Dale Angell ("Resin

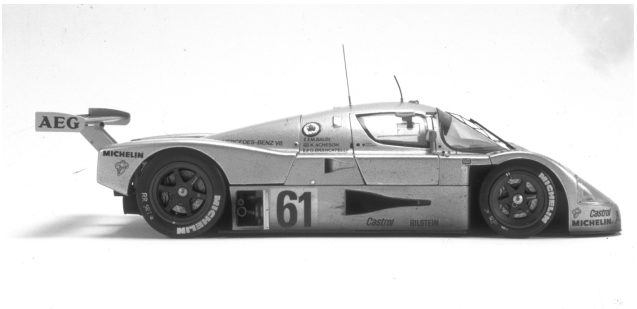
Parts Casting"), Revell's Bob Johnson and Ed Sexton ("Creation of a Model Kit") and a GSL Roundtable ("Passing The Torch to Younger Modelers"). With the addition of the first Museum auction, there was literally something for every participant to do throughout the entire weekend.

The contest itself was as busy and varied as the rest of the Championship. Unfortunately, there were a few modelers who over reacted to the conduct of another modeler. I spent an uncomfortable — but necessary — amount of time on Saturday attempting to adjudicate those silly disputes. Sadly, I was unable to remedy one problem (precipitated by a dispute about the interpretation of the rules among a few competitors in one Class), prompting one modeler to leave the show. In stark contrast to that unpleasantness, Cody Grayland showed up for the first time and marked his appearance by his professional concession to the rules of the show when his first GSL entry was disqualified from Best of Show eligibility because it was incomplete. More than a few modelers watched with interest as GSL Judge Terry Jessee took Cody aside to discuss the issue. Cody's graciousness in the face of disappointment was noble and greatly appreciated. In stark contrast to the problems earlier in the day, Cody epitomized the character of the vast majority of competitors at GSL.

Before judging started in the early afternoon, I took a long walk around the hotel in the attempt to regain a perspective and focus on the important task of being fair to the many friends who had trusted the Board and me to ensure GSL's integrity and services to the competitors and attendees. I worked hard to control my upset concerning the conduct of several attendees two of whom informed me that they had also judged the show to see "how well" the GSL judges had done *their* job. During the awards ceremony, one of them could be



1925 T roadster by Ken Hamilton



Sauber Mercedes by Russ Schwenkler



1937 Ford Woody by Fred Grumke



1979 Williams by Cody Grayland

seen publically nodding or shaking his head as he consulted "his" list. The twelfth Championship was my most difficult time with the event; I was angry and distressed in equal measure. So many good intentions had not been effective with a few attendees who persisted in advancing their personal agendas at the expense of so many others. **(See Footnote #30, again)** Still, the overwhelming good humor and conduct of the vast majority of those in attendance helped me to maintain a balanced view of what the Championship's goals and purposes were.



Rob Smorey's replica of Bill Elliott's NASCAR T-Bird

After a half-hour of solitude, I found fellow Judges Terry Jessee, Bob Wick and Jim Keeler. We began judging, a task made unusually difficult because of the quality of the entries. Augie Hiscano was there with his first competitive model in nearly three decades, a jewel-like 1932 Ford Victoria. Steve Catron was back, this time with a stunning scratchbuilt dark green Model T Ford vintage hot rod, the follow-up to his earlier Best of Show model. Russ Schwenkler was also eyeing the gold with his magnificently detailed Sauber Mercedes. And Salt Lake modeler Ken Lisonbee entered a 1/8 scale street rod with a V-8 engine that actually ran (before the show, Ken fired the engine up in the parking lot and promptly melted the front tires with the exhaust). Dale Angell came to the rescue and loaned a set of Monogram "Big T" front tires to Ken for use in the contest. To this list of competitors were added Fred Grumke, Ross McGloshen, Don Fahrni, Dale Angell, Tom Showers, and newcomers John Hubbard, David Roehrle, James Warkintin, Wayne Swayze, Jim Wood, Travis Baczuk, Don Strong, Jim Richards and a plethora of other returning entrants. The battle lines had been drawn; in counterpoint to the earlier (if very limited) unpleasantness, the atmosphere was electric.

For the first time, I assembled a judges' kit that consisted of a small flashlight, dental mirror, pencil and pad, and white cotton gloves. We looked, evaluated, compared, discussed, argued and judged until very late in the afternoon, with the *Scale Auto* representatives quietly photographing the models in one corner of the Contest Hall. Judging completed, we scrambled to get ready before the Awards Banquet.

Before the formal program, the GSL Plastic Players again lightened the mood with their zany

humor as Ken Hamilton and Terry Jessee presented the satiric "The Great Model Carnac" – a send-up of the old Johnny Carson character. In his apparent farewell address to the hobby, Robert Johnson stunned the audience with the announcement of his retirement from Revell, Inc. Though not a down-beat presentation, it was clear that a unique voice in the hobby might soon be lost. Robert would later help launch Accurate Miniatures and then move on to other hobby kit activities.

Finally, the main focus of the evening was at hand: The winners were announced Saturday night, Class by Class, to great applause and enthusiasm from the crowd. Though my own enjoyment of that Awards Banquet was initially blunted by the weekend's political unpleasantness and a couple of critics in the audience; being in the room with the winners, entrants, supporters and others who were so thoroughly enjoying GSL brought my perspective back into focus, and I found my own enthusiasm and commitment returning.

On Sunday morning, a procession of interested builders (nearly everyone who had come to GSL- XII) again headed to the National Model Car Builders' Museum. As the collection was presented to the attendees, the comments and reaction of all those who saw the collection made it obvious that the hobby had come quite a distance since the Fifties, and did indeed have a rich tradition and history. This was the perfect — and wonderfully upbeat — note on which to end the Twelfth GSL Championship.

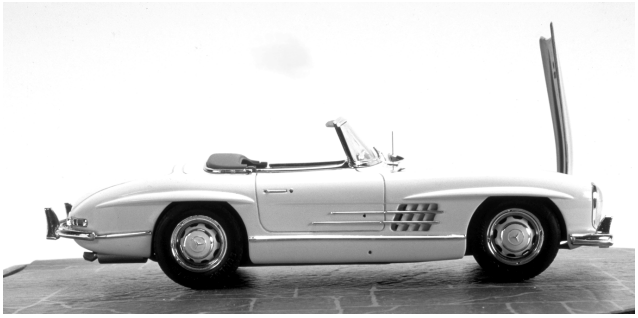
Scale Auto Enthusiast once again trumpeted the Championship with coverage of the event and the Best of Show winner in its 74th issue. *Plastic Fanatic* carried the contest in its August 1991 issue, and *Model Car Journal* did the same in its August 1991 issue. *Street Rodder* spoke glowingly about the show in its October 1991 issue, and the June 1991 issue of *Scale Wheels* also featured coverage. For the first time, the new magazine *Custom Rodder*, through Rick Hanmore's column, also featured some of the customs in its Winter 1991 issue. [34]



1991 Mercedes Roadster by Russ Schwenkler



Sunoco Camaro by Gary Grassman



John Hubbard's '57 Mercedes 300SL Roadster

GSL XII Awards

CLASS AWARDS

Replica
1st Russ Schwenkler, 1989 Mercedes
2nd Larry Boothe, 1932 Ford 5-W
3rd John Baczuk, 1966 Mustang
4th Mike Litzau, 1927 Ford

Factory Stock
1st John Hubbard, 1957 Mercedes
2nd John MacGowan, 1964 Ferrari
3rd John Baczuk, 1968 Charger R/T
4th Mike Carroll, 1964 Thunderbolt

Large Truck
1st David Roehlre, Mercari Hunter
2nd Evan Hermel, 1922 Gersly
3rd Russ Schwenkler, 1914 Peerless
4th Joseph Cavorley, 1926 Mack AC

Light Commercial
1st James Warkentin, 1989 Chevy
2nd Dick Groenheide, 1928 Lincoln
3rd Joseph Cavorley, 1930 Ford Pickup
4th Joel Klassen, 1963 Olds

Custom:
1st Wayne Swayze, 1949 Merc
2nd Dick Groenheide, 1953 Studebaker
3rd Tom Kobrick, 1957 Buick
4th Gary Etter, 1949 Mercury

Street Rod I
1st Augie Hiscano, 1932 Ford
2nd Steve Catron, 1927 Ford
3rd Ken Hamilton, 1925 Ford
4th Rick Suit, 1929 Ford

Street Rod II
1st Fred Grumke, 1937 Ford
2nd Ron Jones, 1940 Ford Coupe
3rd Wadus Exum, 1937 Ford Coupe
4th Calvin Brown, 1939 Chevy Coupe

Competition/Dry Lakes
1st Jim Wood, 1933 Ford (Bonneville)
2nd Chuck Easton, 1932 Ford
3rd Joe Woodcox, 1953 Studebaker
4th Mike Barlow, 1965 Pontiac

Competition/Circle Track
1st Russ Schwenkler, 1990 Road Course Peugeot
2nd Gary Grassman, 1969 Camaro
3rd Rob Smorey, 1989 T-Bird
4th John Baczuk, 1965 Ford

Street Machine
1st Ross McGloshen, 1973 Malibu
2nd Mark Smakal, 1986 Buick Grand National
3rd Rob Smorey, 1989 Probe Convertible
4th Roy Sorenson, 1989 Taurus

Competition - Drag
1st Don Fahrni, 1953 Studebaker
2nd Randy Remmey, 1995 Top Fuel
3rd Rob Smorey, 1957 Chevy
4th Steve Cerka, Mustang Pro-Mod

Junior
1st Travis Baczuk, 1989 Olds Funny Car
2nd Deo Read, Kenworth Race Truck
3rd Travis Baczuk, 1968 Roadrunner
4th David Gardner, 1966 Nova

Diorama
1st Don Strong, Garage Scene
2nd Chris Stames, Sheaffer's
3rd Ken Hamilton, Ambulance Chaser II
4th Chris Stames, Caveman

Firefighting
1st Tom Showers, 1935 Seagrave
2nd John Ackerman, 1925 American LaFrance
3rd Don Berry, 1971 Crown
4th Tom Showers, 1920 AFCO

Box Stock
1st John Baczuk, 1937 Packard
2nd Jerry Flynn, Funny Car
3rd Dirk Johnson, Honda F-1
4th Dick Groenheide, 1970 GTX

Foreign/Exotic
1st Russ Schwenkler, '91 Mercedes
2nd Bob Plut, 1935 Mercedes 500K
3rd Mike Siegman, 1985 Porsche
4th Mike Barlow, 1986 Ferrari

Motorcycle
1st Jim Richards, 1942 H-D
2nd Bill Taylor, 1915 Cyclone Racer
3rd Mike Barlow, Honda VT250F
4th Mike Barlow, 1980's Yamaha Virago

Specialty
1st Dale Angell, 1990 Kit 6877
2nd David Roehrle, 1940 Ford Coupe
3rd Clive Jones, 1910 Phoenix Logging Tractor
4th Bill Helm, 1990 Kit 6877

MASTER AWARDS:
Best of Show: Augie Hiscano, 1932 Ford Vicky
Best Paint/Finish: Cody Grayland, 1979 Williams FW07
Best Interior: Russ Schwenkler, Sauber/Mercedes C-9
Best Detail: Russ Schwenkler, Sauber/Mercedes C-9
Dave Shuklis Memorial Engineering Award: Ken Lisonbee, 1915 Ford T-Bucket V-8
Gerald Wingrove Scratchbuilding Award: Steve Catron,1927 "T" Roadster
Modeler's Choice: Augie Hiscano, 1932 Ford Vicky

PRIVATE AWARDS:
Scale Auto Enthusiast *Best Original Design: Dick Groenheide, 1960 Ford Custom*

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Rebirth of Comaraderie

GSL-XIII
Airport Hilton Hotel,
Salt Lake City, Utah
May 1-3, 1992

"A true championship of any kind needs to draw competitors from all over the map. What impressed me even more was the way first-time visitors were openly welcomed into the GSL family. My favorite example of that focuses on Kelvin Brown. He eagerly told me how wonderful his first trip to GSL was, his enthusiasm about the great time he had getting together with other contestants, discussing and sharing ideas, and so forth. It was only as an afterthought that he mentioned winning an award. That was the GSL experience." Rick Hanmore

"GSL wasn't just a contest, it was an experience. It was like belonging to a club that met once a year. I attended because of the people. The great models on display were icing on the cake." Norman Veber

The tough political experiences of the Eleventh and Twelfth Championships caused those of us running GSL to take a sobering look at the Championship, the risks it was facing, and the possibility for even greater success than had been enjoyed to date. It was clear to the Board, Bob and me that our low-key administrative style (arising out of the earlier, simpler days of the event) had become inadequate to the challenge presented by some people who were stretching — or interpreting, for their own purposes — the rules and spirit of the Championship to match their own interests and expectations. That, plus the accelerating pace and the changes in competitive building, the increasing availability and sophistication of parts, materials, technologies, combined with the increasing levels of scale realism, led to a serious and thorough reevaluation of the ways in which the Championship could be better presented, and how the GSL goals could be best achieved in the future.

As part of that effort, the Class rules were thoroughly revised and tightened to better govern the contest. Particularly, the Box Stock Class definition was treated to a 39-line definition that was fairly characterized as legalistic but the enhanced changes were necessitated by the increasing sophistication of the models entered in the Class. And, as it turned out, it was a very successful decision — it certainly encouraged even better and more disciplined entries in that Class. We also added a comprehensive one-page "Judging Guidelines" section to the GSL Mailer that outlined policy, judge selection, criteria, building restrictions and disqualification rules. Those guidelines amounted to a codification of the

defacto rules that governed GSL for the first twelve years. Now, we had a public document to which we could turn when faced with a challenge to the rules, or when called upon to address a new problem. Its eight-page format amounted to a preemptive strike on the few troublemakers who had occasionally — but still too often — caused the Board and me some headaches. A few people (primarily those who had presented the greatest challenges to those rules in the preceding years) complained about the changes, but the problem of entries that didn't meet the letter and spirit of the Classes dropped dramatically. And most of the "challenges" ceased — our gamble to strengthen the rules and to clarify their scope and meaning had paid off handsomely.

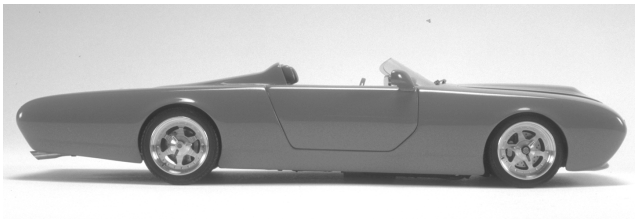


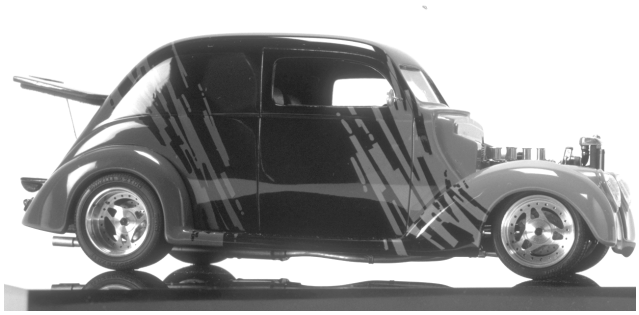
1969 Sunoco Camaro by Randy Derr

Concerning judging, I instituted a new rule that all GSL judges had to be genuinely independent of any conflict of interest, thereby prohibiting representatives of aftermarket or major kit manufacturers, magazine publishers and anyone else whose judgment might be clouded by an agenda unrelated to the purposes of the GSL Championship from serving as judges. The GSL Judges had to be solely devoted to the Championship, its goals, and to rewarding top-quality, high-caliber model building rather than run the risk of compromising the independent judgment necessary to fairly evaluate the entries, free from the possibility of split loyalties or conflicts of interest.


Oakland Roadster Show Diorama (not in competition), built by Ken Hamilton. Models by various builders (see Appendix W).

Another major change was the significant increase of activities offered to those attending the Championship. As a companion special event to the "Group 92" contest announced at GSL XII (where all entries had to be based upon the Revell Cougar kit), we came up with the idea of a second special "for-fun" category within the overall Championship. Based on the release of the new AMT 1955 Chevy Cameo truck kit, the AMT "Cameo Carrier Contest" was announced in the


1962 Thunderbird by Larry Boothe



1937 Ford by Rob Smorey



Ron and Sue Jones in Contest Hall



1956 T-Bird by John Baczuk

regular mailer. AMT responded by producing four unique, metal-plated and hand-finished Chevy truck promotional models to be awarded as Fourth through First place prizes, as judged by AMT representatives at GSL. The modeling public responded well to the Cameo Carrier Contest, but the "Group" event would go back to the drawing board for revisions prior to the 1993 Championship.

Again this year, paying registrants received a goodie bag filled with catalogs, information, and a Monogram Pennzoil Pontiac commemorative kit with the now-standard GSL stickers and photo-etched license plates drawn by Bob Wick and etched by Fred Hultberg's Fotocut company.

Other activities for the GSL attendees were also presented. The now-standard insert in the official mailer announced that the debut of the long-planned Oakland Roadster Show Diorama, brilliantly executed by Ken Hamilton and designed to house 24 models of both famous and typical period-piece cars built by a satisfyingly wide array of committed hobbyists from the United States, Canada and Australia. **Appendix W** That many-year project was chronicled in *Scale Auto Enthusiast* #81, but few understood the substantial amount of time and money that continent-spanning project consumed. Not only were Bob, the Board and I deeply involved in the most significant revision to the Championship since its inception, but Bob and I were also working closely with Ken Hamilton to research, plan, construct, fund and transport the massive diorama. Dozens of phone calls and faxes crisscrossed the country and last-minute details were still being worked on just a few weeks before the Diorama's debut at GSL-XIII. Ken has his own tales to tell, but I breathed a sigh of relief when he arrived in town just two days before the show started, the diorama safely and securely transported across the country in a five-day trip from New

Jersey in the back of Maryland modeler Mike Adams' van.

This year, the Championship moved back to the Airport Hilton, now under new and more hospitable management. The night before the Thirteenth Championship opened, GSL Board and UMCA members labored long into the night setting up the tables, placing the class signs, hanging the Renee Kallen GSL banner, and attending to the endless details critical to GSL's success. No one but Ken really understood the scope and scale of the Oakland diorama, and we discovered that the space originally allocated for it simply wasn't large enough. Bob, Ken and I took an hour and rearranged the layout at the far end of the room to accommodate the Diorama.

Finally, we closed the room to spectators and Ken, Bob, another modeler and I maneuvered the very heavy diorama into the Contest Hall and placed it on the metal base constructed by Salt Lake machinist Joe Flurer. After filling the floor of the Diorama with the models, we covered the Diorama in preparation for the formal unveiling the following day. Later that night, when the Contest Hall had been closed to the public and after everyone had retired for the night, I slipped back into the room to privately enjoy the Diorama. Looking at the completed project, I realized how incredible the scope of that effort was: Never before in our hobby had so many people, spread across the North American continent, worked so hard to build such a magnificent project. It was hard to keep my eyes dry that night. I also gained a new appreciation of how important our hobby was to so many people.

Appendix X

The level of competition at GSL-XIII leaped forward dramatically. With each new Championship, the inspiration of the previous year's models stimulated a wider and more diverse range of



Ferrari California and Ferrari Mythos by John Hubbard



Cameo SS by Don Strong



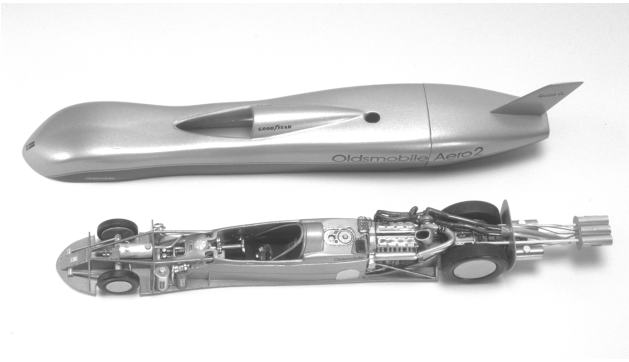
Hamilton's garage diorama



Dodge Stealth by Eric Gustavson



Every GSL Championship participant was greeted with the hotel's marque.



Olds Aerotech Bonneville concept study by Ron Christensen

builders to develop more and better techniques and craftsmanship. As the models filled the contest tables, the Board and I took a few moments to reflect on the significance of the Championship. Surely, we decided, no one could have foreseen that such incredible levels of detail and precise modeling would ever have been realized. We were all watching the dream — started in the late Seventies — unfold: the creation of a forum which could cradle, protect and ultimately foster superb model building in our scale auto hobby. I could hardly believe it.

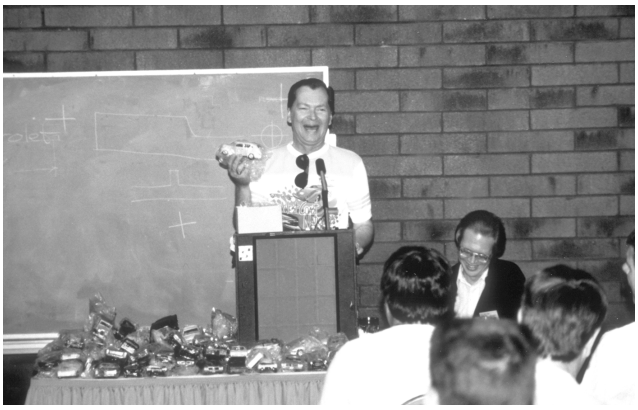
The contestants certainly responded at GSL-XIII. From the breathtaking craftsmanship of Randy Derr and his Sunoco Camaro to the subtlety of Dave Roehrle's junkyard-dog 1953 Ford truck, the work was astounding. Randy's model could hardly be described; its detail and operating features and new techniques (including computer-generated pattern for the tires) stunned the audience. It was a tour-de-force of working features, scale detailing, and demonstrated the important role that research had come to play in top-drawer model building.

Longtime competitor Jairus Watson entered his splendid version of the "Backaruda", seen on the cover of an old *CarToons* magazine and was created in three-dimensional form. Joel Dirnberger once again displayed his prowess in replica stock building by offering a 1931 Chevy Laudau Phaeton that easily won its Class. Dave Turner's two 1/8 scale 1932 Fords joined Bruce Miller's 1/8 scale speedster to dominate the Street Rod Class (this year returned to a single Class). A slick, red, sectioned, full custom 1963 Thunderbird roadster that struck out on fresh styling territory was Larry Boothe's entry in the Custom Class, while the competition models of Dave Roehrle and Don Strong established new benchmarks for that subject. John Baczuk entered a crisp 1956

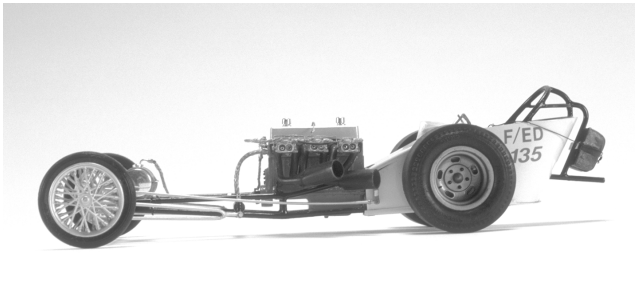
Thunderbird in the Box Stock Class, and Charles Costello's "Back To The Future" diorama was very well-received. Cody Grayland's tuxedo black Nissan 300 ZX defined the ideal of craftsmanship, and Rob Smorey was awarded Best Paint for his very visual and graphically-stunning 1937 Ford. The competitive abilities of new, especially younger, builders were amply demonstrated by the strong showing of Kelvin Brown's Chrysler 300.

Russ Schwenkler presented an extraordinarily-detailed motorcycle that caused some controversy because of its extensive use of commissioned, one-off machined parts created by Cody Grayland from Russ' engineering drawings. The entry fit the rules, of course, which merely prohibited contract *construction* and treated as irrelevant the source of any part used on a model. Our position was that, unless the model was totally scratch built, *everyone* used parts or components made by someone else, whether it was a kit produced by a major manufacturer or parts from an aftermarket supplier. Still, the image of "checkbook modeling" — so designated by some detractors — would be discussed throughout the rest of the GSL Championships though it was not a rational criticism of those who out-sourced parts for their entries.[35]

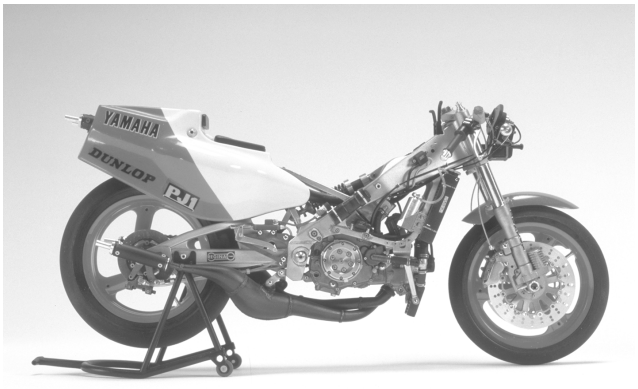
There was plenty for the attendees to do during the Championship. A single Saturday tour of the National Model Car Builders' Museum was hosted by members of the Utah Model Car Association. Almost 130 people crowded into the Museum in groups of thirty to view the thousands of items on display. Unfortunately, so many people attended that too few could adequately appreciate the collection. In subsequent years, we opened the Museum all day Saturday to permit the greatest number of visitors to spend the time necessary to enjoy the collection at a more leisurely pace. The first National Model Car Builders' Museum/*Scale*



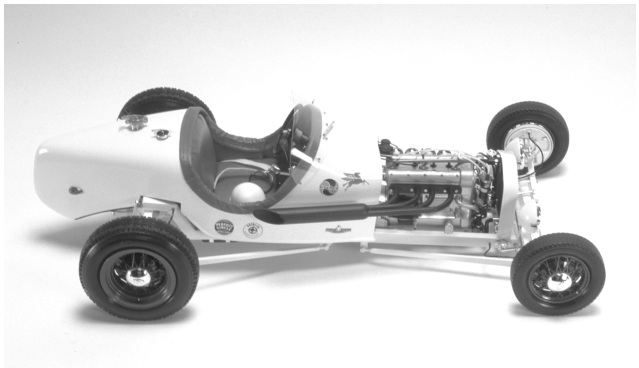
Mike Carroll (L) and Bob Wick (R) enjoy the Museum benefit auction while they run it!



Dave Roehrle's six-cylinder dragster



Yamaha YZR 500 by Russ Schwenkler



Bruce Miller's 1/8 scale vintage speedster



The Oakland Roadster Show Diorama is seen here with its organizers: left to right, Bob Wick, Ken Hamilton and the author



Bruce Pearce built this replica of Carl Casper's Undertaker *show dragster.*

Auto Enthusiast "Hall of Fame Award" (previously agreed upon between Gary Schmidt and me as an appropriate way to honor the founding members of our hobby), was presented in a ceremony at the Museum by Rick Hanmore to honor the first two inductees, Dave Shuklis and Budd "The Kat" Anderson. A beautiful laser-cut plaque was donated by *Scale Auto Enthusiast*, and now hangs in the Museum. **Appendix Y**

Back at the Airport Hilton, interested supporters of the Museum bid on several hundred items donated by AMT/ERTL, Augie Hiscano, Robert Bentley, Bob Koronow and other donors. In excess of $1,600 was raised, all of which was allocated to fund the Museum. Other activities were also offered, once again free of charge, to everyone present Friday and Saturday. Cody Grayland presented his "Basic Machining Techniques," Bob Wick reprised the seminar of the previous year on preparing artwork for photo-etching, and Mike Carroll gave many suggestions on how to build more authentic models with his "How to Research Your Next Modeling Project." We had realized at GSL-XII that the practice of Saturday afternoon judging and the Awards presentation on Saturday night no longer left the judges enough time to fairly and fully evaluate the entries. So this year we made a substantial revision: As the Southwest Challenge had been doing for several years, judging would take place Saturday night, and the awards would be presented at a Sunday morning brunch. This decision also allowed us to keep the contest hall open for public viewing and enjoyment until late afternoon on Saturday. Saturday night found the three judges (a number Bob and I decided as ideal) once again viewing, debating, reviewing, evaluating, comparing, arguing and, ultimately, agreeing on the winning entries in each Class. Judging ended about 4:30 a.m., and we headed to our rooms for a couple hours of sleep before the morning's activities.

The Awards Brunch would have worked as planned except for a gross misunderstanding on the part of the hotel personnel. They had miscalculated the time of the brunch, expecting to serve it at 11:00 a.m. on Sunday morning, rather than 8:30 a.m. as specified in the contract. That mistake caused Bill Helm, Bob Wick and me to scramble hard to flip the presentation schedule upside down to accommodate those attendees who had early flights out of town. Frankly, the Board and I were in a bit of a panic as we faced perplexed (and occasionally irascible) GSL attendees equally anxious for food and contest results. In response, we started the Brunch with the now-famed GSL Plastic Players demonstrating how hostile airport security measures could be to model car builders. After the frivolity, the GSL-XIII awards presentation preceded the meal. We found the "awards first, then the meal" sequence worked better than our original plans would have, and that established the format from then on, but would change back to the meal preceding the awards at GSL-XVI.

After everyone departed on Sunday morning, it was clear, in reviewing the weekend's success, that we had turned a corner. We had successfully managed the growing demands placed upon the Championship's administration, we had successfully controlled those negative influences that had, the previous two years, threatened the well-being of GSL. And our audience had grown substantially! It had been a difficult and time-consuming effort, but things were once again on an even keel.

Scale Auto Enthusiast celebrated Randy Derr's Camaro in issue 79, and followed in issue 80 with its coverage on the Championship itself. The September 1992 issue in *Street Rodder* featured a story on the event, and *Plastic Fanatic* included the event in its August 1992 issue. In his article in the Winter 1992 issue of *Custom Rodder*, Rick Hanmore covered the Championship, and even AMT's *Blueprinter* printed coverage in its September/October 1992 issue.



Backaruda magazine concept Car by Jairus Watson


1931 Chevy by Joel Dirnberger



1963 Chrysler by Kelvin Brown

GSL XIII Awards

CLASS WINNERS:

Replica
1st Frank Olsen, 1949 Chevy Conversion
2nd Wayne Puffer, 1970 Superbird/Yellow
3rd Verner Scholz, Sweet Thrills AA/FA
4th Tim Pentecost, 1970 Plymouth Superbird

US Factory Stock
1st Joel Dirnberger, 1931Chevrolet
2nd Jairus Watson, 1950 Ford Convertible
3rd Eric R. Hight, 1970 Boss 302 Mustang
4th Bruce Fowler, 1971 Pontiac Trans Am

Custom
1st Larry Boothe, 1963 Thunderbird Roadster
2nd Bob Plut, Rolls Royce 4-Door Hardtop
3rd Richard Howell, 1950 Mercury
4th Frank Olsen, 1937 Chevrolet

Street Rod
1st Dave Turner, 1932 Ford Pickup
2nd Dave Turner, 1932 Ford Roadster
3rd Bruce Miller, Speedster
4th Bob Smorey, 1937 Ford

Street Machine
1st Kelvin Brown, 1963 Chrysler 300 Pro-Street
2nd Rob Smorey, 1964 Ford Galaxie Pro Street
3rd Harold Perry, 1988 Silverado
4th Rob Smorey, 1990 Chevy Pickup

Competition-Drag
1st Dave Roehrle, F/E Dragster
2nd Jairus Watson, '65 "Backaruda"
3rd Verner Scholz, Fiat Dragster
4th Jim Richards, Competition Dragster

Competition - Bonneville/Dry Lakes
1st Don Strong, Streamliner
2nd Dave Roehrle, Model A Dry Lakes Racer
3rd Ken Finney, Bonneville Salt Flat Racer
4th Ron Christensen, Olds Aero Z Bonneville Streamliner

Competition -Circle Track
1st Randy Derr, Penske/Sunoco Camaro
2nd (Tie) - Jim Drew, Chaparral
2nd (Tie) - Russ Schwenkler, Ferrari 641/2
3rd Rob Smorey, 1992 Winston Cup T-Bird
4th Mark Klos, Ferrari 641

Foreign/Exotic
1st Cody Grayland, Datsun 300 ZX
2nd John Hubbard, Ferrari California Spyder
3rd John Hubbard, Ferrari Mythos
4th Russ Schwenkler, Mazda MX-5 Miata

Box Stock
1st John Baczuk, 1956 T-Bird
2nd Larry Boothe, 1992 Acura NSX
3rd Mark Benton, 1990 T-Bird Black 35th Anniv. Ed.
4th Ron Jones, 1939 Mercedes Benz GP Racer

Motorcycle
1st Russ Schwenkler, Yamaha YZR 500
2nd Bill Taylor, 1926 Harley "Pea Shooter"
3rd Jim Richards, Harley Davidson Low Rider
4th Jim Richards, Harley-Davidson Hot Rod

Specialty
1st Charles Costello, "Back To The Future"
2nd Chuck Larsen, "Phantom" Boattail
3rd Joel Klassen, Pacer Limousine
4th Frank Olsen, 6877 AMT Kit

Firefighting: No Entries

Light Commercial
1st Dave Roehrle, 1936 Ford Stake Truck
2nd Evan Hermel, Model A Rail Truck
3rd Jairus Watson, 1955 Chevrolet Pickup
4th Jim LoSasso, 1959 Cadillac Superior

Heavy Commercial
1st Colin Grey, Peterbuilt (Australia)
2nd David Cooley, Volvo F12
3rd Chuck Carter, Kenworth Conventional
4th David Cooley, Volvo F-12 Globe Trotter

Junior
1st Eric Gustavson, Dodge Stealth
2nd Eric Gustavson, 1957 Corvette
3rd Steven Gustavson, Corvette Indy
4th Will Legette, Toyota IMSA Racer

Diorama
1st Ken Hamilton, Houser's Garage
2nd Larry Allred, Pit Diorama
3rd Ron Martinolich, 1949 Merc Wash Job
4th Larry Allred, 1949 Merc Drive-In

MASTER AWARDS:
Best of Show: Randy Derr, Sunoco Camaro
Best Paint/Finish: Rob Smorey, 1937 Ford
Best Interior: Randy Derr, Sonoco Camaro
Best Detail: Russ Schwenkler, Yamaha YZR 500
Dave Shuklis Memorial Engineering Award: Randy Derr, Sonoco Camaro
Gerald Wingrove Scratchbuilding Award: Ken Hamilton, Diorama: Houser's Garage
Modelers' Choice: Larry Boothe, 1963 T-Bird

PRIVATE AWARDS:
Scale Auto Enthusiast Magazine Best Original Design: Larry Boothe, 1963 T-bird
Klingon Kruiser Award: Leo Jenne, 1949 Merc Custom

AMT/ERTL Cameo Carrier Contest:
1st - Don Strong, Cameo SS
2nd - Jeff Davis, "Clem's Wrecking"
3rd - Dave Forseth, Stock
4th - Paul Brown, Street Machine

GSL

14

GSL-XIV
Airport Hilton Hotel, Salt Lake City, Utah
April 23, 24, 25, 1993

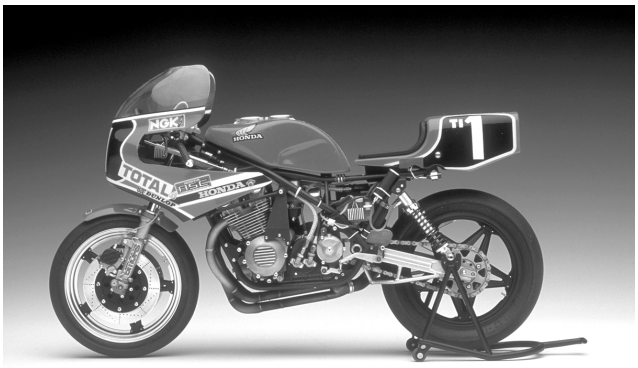
More and Better Models, More Enjoyment

""Since GSL was my first major competition, it was exciting for me to meet some of the legends of the model car hobby." Bob Korunow

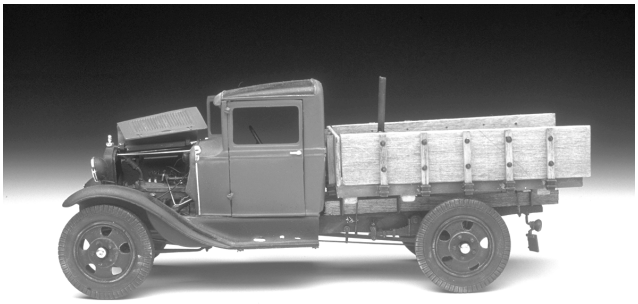
"My first experience with GSL was in 1993 when I attended to be inducted into the National Model Car Builders' Museum Hall of Fame. I returned for the 1997 Reunion because I could not stay away; the entire weekend was outstanding, and I look forward to the 1999 GSL Convention. GSL has sparked my interested in building again!" Don Emmons, California.

As the Fourteenth GSL Championship approached, changes were occurring that would greatly increase the scope and public presence of the contest. First, the Board and I decided we needed to stay in touch with our audience more than once a year. A new GSL publication, the "Review/Preview" — a midyear, two-page mailing — was sent to everyone on the mailing list; one side reprised the preceding Championship while the other previewed plans for GSL-XIV. We took this step to increase the public perception and awareness of the Championship and to keep in touch with established participants. It was also part of our effort to better market GSL to our highly specific audience and increase participation by newcomers by keeping the previous attendees enthused — and talking about — GSL.

The eight-page GSL "Mailer" remained essentially the same for 1993. There were some minor revisions to the Specialty and Diorama Rules. The Out-of-the-Box Class (renamed this year from 'Stock Box') definition remained unchanged when we found that the changes to the Class rules the previous year had been surprisingly effective. An overall reduction in firefighting models (as the participation of Tom Showers and Don Berry ended from the GSL Championships after the



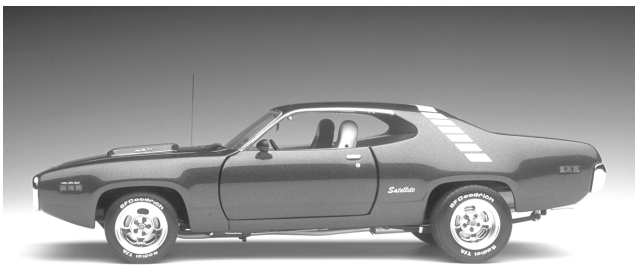
Honda RS 1000 by Russ Schwenkler



1931 Ford AA by Evan Hermel



1948 Chevy Pro Mod by Chuck Easton



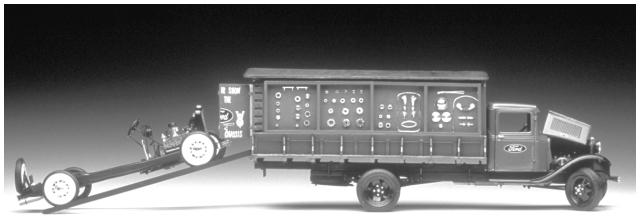
1971 Plymouth Satellite by Bob Koronow

twelfth show) caused us to drop the separate Firefighting Class and roll those entries in the Light Commercial or Heavy Commercial classes, depending on vehicle size and weight.

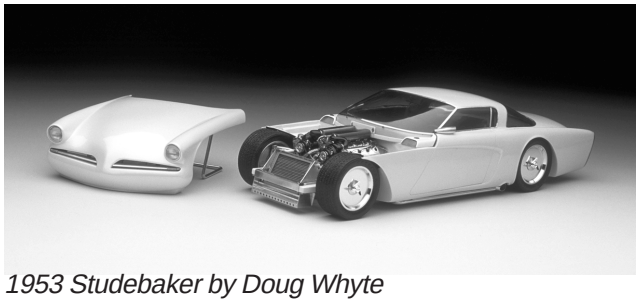
As we had pioneered in 1991, Junior Class entrants were admitted free of charge, while the general entry fee was increased to $20.00. Though Bob and I were personally committed to cover the deficit, our desire to provide a wide array of no-cost, high-quality activities for attendees always seemed to cost more each year. The core group of supporters — all dear friends, some public and others insisting on anonymity — were kept apprised of our financial situation and they donated as they had for years to assist in covering the costs. Without their help, GSL could not have been presented past GSL VIII. There was an odd lesson there for us: if we had been turning a profit, then our cash supporters probably would not have donated. And, without their financial help, ongoing wishes for success and moral support, the nationwide commitment to the Championship would not have been so widely shared. I believe this would have meant a reduction in the passion and dedication that GSL always enjoyed. That benefit was no argument for a deficit, but it was an interesting dimension to the ongoing situation.

Attendees at the Fourteenth Championship were treated to yet another series of informative seminars: Don Fahrni offered his excellent "Basic Wiring and Plumbing" for drag racing vehicles; Chris Stames presented the first of two annual seminars on his "Restoration of the Revell 1/4 Scale Engine"; [36] Rick Hanmore spoke to modelers about creating magazine articles with his "Writing for Publication" seminar, and Russ Schwenkler taught others how to detail with his "Weathering with Paint and

Other Media" presentation. Additionally, Bob and I inaugurated another feature that met with an enthusiastic reception. We thought that it might be important to present a "white paper" discussing a key issue in our hobby at each GSL Championship. The first GSL White Paper, "*How to Survive GSL Judging*," was an eight-page document that presented our ideas (as long-term judges at GSL) on what was important in building models that would be competitive at well-run contests. The room was full and 250 copies of the document were distributed. Following the Championship, over three dozen requests for the manuscript were received, and another 200 or so copies were distributed to clubs across the country.

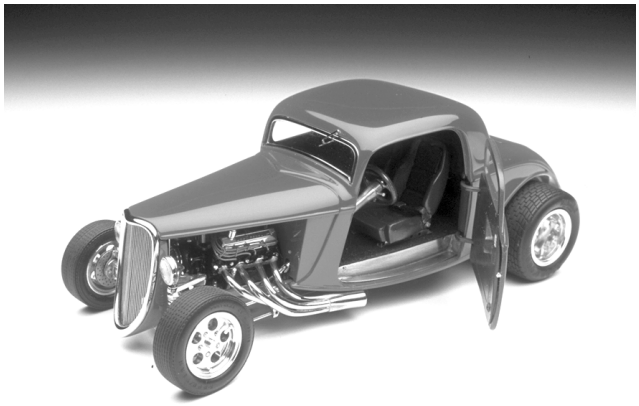


1932 Ford Truck by Joe Cavorley



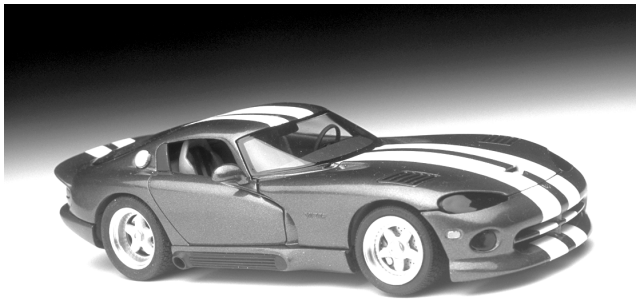
1953 Studebaker by Doug Whyte

The now-traditional Museum auction was a tremendous success. Not only did a wide array of aftermarket sponsors (including RB Motion and the Model Car Garage) as well as Augie Hiscano, donate sophisticated one-off parts for auction, but the long-awaited Hamilton-Gustavson Model Car Cemetery debuted. Featured in *Scale Auto Enthusiast* #84, the diorama was sold for a surprisingly modest $475 to an anonymous purchaser (represented by GSL Board member Mike Barlow) who later that weekend, after seeing the Museum, contributed the Diorama for permanent display.



1934 Ford by Augie Hiscano

To give each entrant a souvenir of their involvement in GSL-XIV, a business card-sized "participation plaque" was distributed with each registration package. While appreciated by some, the purpose of those mini-plaques was not universally understood (most likely because of a lack of adequate promotion and explanation) and they were dropped at GSL-XV. The registration package continued with another GSL commemorative kit, this it was time the 1993 Camaro Z28 donated by AMT.



Viper coupe by Gary Grassman

Don Emmons, a well-known and respected writer and modeler during the Sixties and one of the earliest advocates in the hobby for quality craftsmanship, attended with a full array of his models that had been featured in the pages of *Rod and Custom* magazines in the Sixties. In a long-delayed recognition of his epochal contributions to the hobby, Don received the second "Hall of Fame" award from the National Model Car Builders' Museum and *Scale Auto Enthusiast*. And, to the delight of builders who remembered those models from the magazines, his Willys pickup, Model A Woody and 1929 Ford roadster are on display at the Museum. **Appendix Z 37**

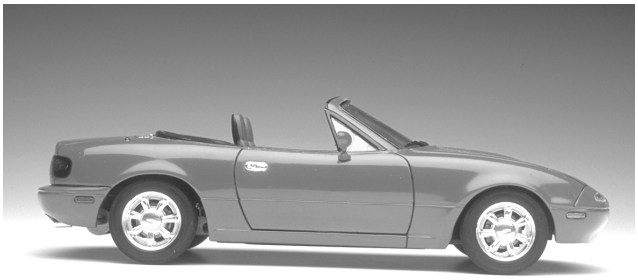


1962 Ford Fairlane by Dick Groenheide



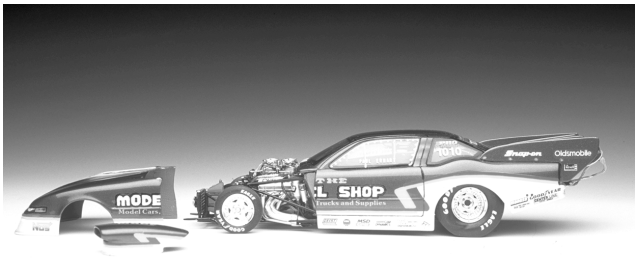
1963 Mercury NASCAR by Don Emmons. Not entered in competition - constructed in 1964.

Judging was especially difficult at the Fourteenth Championship due, in large measure, to the continuing increase in craftsmanship and variety of entries. Russ Schwenkler was there with another motorcycle, this one making his excellent 1992 entry pale in comparison. Literally hundreds of Grayland-machined parts complemented the superbly-executed frame, wiring harnesses, and fuel and brake plumbing that Russ had fashioned. Clearly, *scale* modeling had arrived.

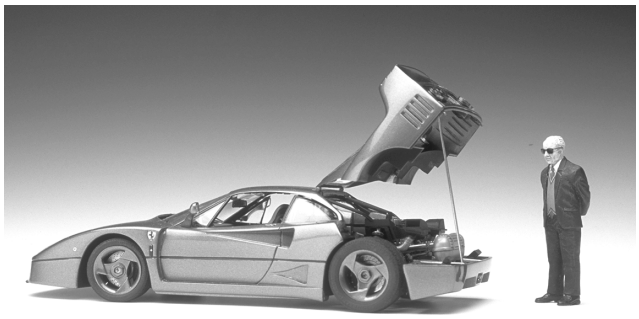


Mazda Miata by Tim Pentecost

Not surprisingly, many of the other entries were incredible. Augie Hiscano was back again with another of his delicate works of model art, an exquisite 1934 Ford coupe that featured dozens of hand-fashioned or builder-machined, nickel-plated suspension, wheel and engine details. Augie's work was accurately described by one contestant as "jewel-like." As I looked at his model, I was struck by the remarkable fact that Augie was still holding his own after three decades, and had chosen GSL to mark his triumphant return to the hobby.



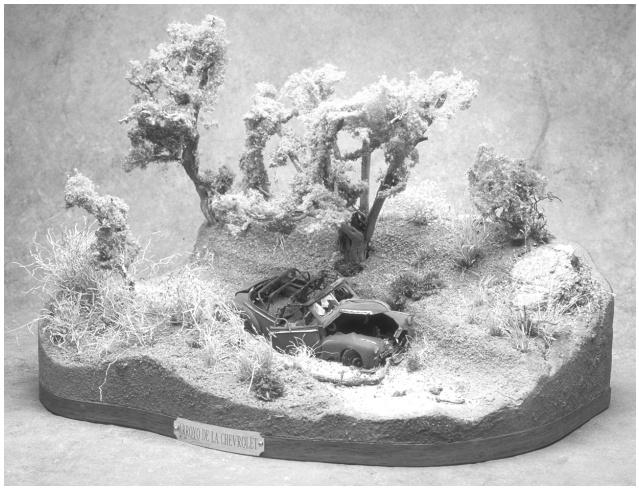
Olds Pro Modified by Paul Earhardt



Ferrari F40 by Mike Siegman



1948 Ford Tudor by Ron Butterfield



Arroyo de la Chevrolet *by Chris Stames*

Evan Hermel returned with another intricate antique truck; year after year Evan astonished the GSL audience with his exquisite work. The Canadian contingent (now a regular part of the GSL Championships) was well-represented by Dick Groenheide with his very accurate 1962 Fairlane sedan. Floridian Bob Koronow, in attendance at GSL in person for the first time, established his competitive credentials with his purple 1971 Plymouth Satellite that went on to win First in its Class and Best Paint. Joel Dirnberger distinguished himself with his 1991 Corvette "Kingswood" phantom, showcasing his passionate interest in factory dream car designs. Doug Whyte debuted his beautiful and sophisticated 1953 Studebaker which instructed attendees and contestants alike that beautiful, delicate, aggressive custom modeling had arrived. Doug also served as the *SAE* photographer for the fourteenth Championship.

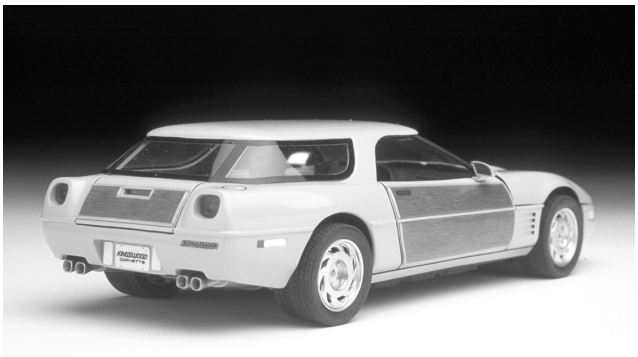
Newcomers Mahlon Shepard, Ron Kinji, young Ryan Butler, Jim LoSasso, Shawn Carpenter and Ted Kellison joined long-term GSL competitors as the competitive stakes increased the competition. Joe Cavorley's beautiful 1932 Ford BB "new car" display truck was an interesting contrast to Don Strong's hyper-detailed "Showboat" four-engine dragster. Typical of his assertive building style, Gary Grassman fielded a Viper coupe conversion of the roadster kit well before the coupe kit was available. Southwestern modelers Joel Block, Jim Richards and Tim Pentecost were on hand, as usual, with their excellent entries. Though relatively late participants in the GSL Tradition, these builders added fascinating dimensions to the Championship with their varied subjects. Don Fahrni's top fuel Hydro motor and Chris Stames' diorama helped round out the range of models in competition. Dozens of other builders

were on hand, too, giving viewers and judges a true cross-section of modeling skills, styles, and subjects as part of the Fourteenth Championship. In sum, the judging was excruciating, requiring another all-night session, culminating with Russ Schwenkler besting Augie Hiscano in the tightest struggle for Best of Show Award in the history of the Championship. [38]

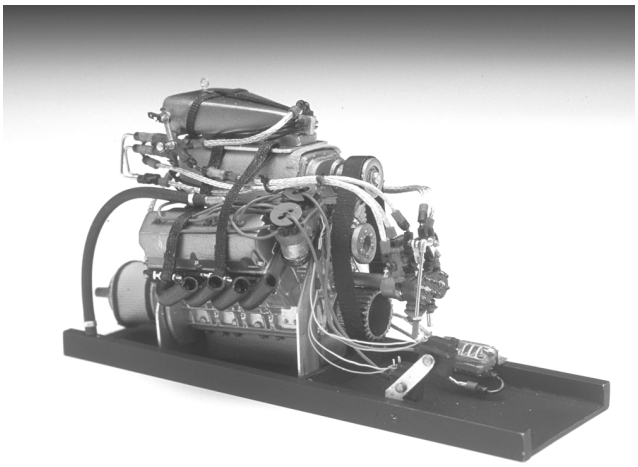
The noncompetitive Group '93 (this year, AMT's 1932 Ford five-window coupe) was a resounding success. It took a second try at the concept to make it work, but modelers responded to a selected subject built in a style and using materials no newer than three decades old. Nineteen nostalgia Deuce coupes were entered and voted for in balloting by GSL contestants, and Richard Howell's chopped purple coupe — reportedly repainted during a rainstorm the night before the Championship — being declared the winner by popular ballot.

The Awards Presentation went without a hitch. Russ Schwenkler, armed with new video equipment and the superb concept of showing each winning model to the audience as it was announced, presented a video montage of the entire field of winners. His effort, which involved his all-night stint with the judges, was a resounding success, welcomed by all at the Brunch, and has since been copied at other contests across the country. Unhappily, the GSL Plastic Players were on strike for a better script, and their presence was missed by all.

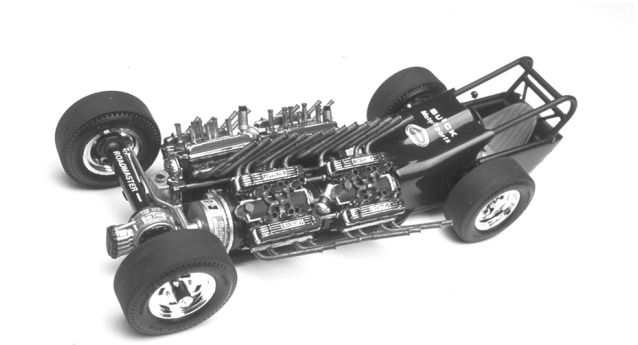
Throughout Sunday morning nearly everyone was talking excitedly about their entries for the Fifteenth Anniversary. Following everyone's



Kingswood Corvette custom by Joel Dirnberger



Top Fuel Hydro Motor by Don Fahrni



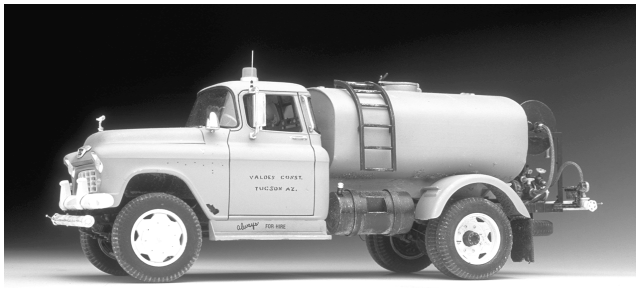
"Showboat" dragster by Don Strong

departure, we conducted our by the then-standard "post mortem" in which we critiqued our effort, noted our successes, and addressed the problems that we found. The countdown was underway for the Fifteenth Championship.

The Fourteenth Championship was well-received by the press. *Scale Auto Enthusiast* acclaimed this Championship in its 86th issue and the Best of Show model was featured in the 87th issue. Tim Boyd was back again with a great article in the August 1993 issue of *Street Rodder*.



1987 Mack rescue unitby Joel Block



Jim Richards' 1955 Chevy water truck



1965 Cobra by Mahlon Shepard

GSL XIV Awards

CLASS WINNERS:

Street Machines
1st Robert Korunow, 1971 Plymouth Satellite
2nd Ron Butterfield, 1955 Chevrolet Stepside
3rd Trae Larkin, 1964 Imperial Convertible
4th Bill Munzer, 1951 Anglia

Foreign/Exotic
1st Mahlon Sheppard, 1965 Ford 427 Cobra
2nd Mahlon Sheppard, 300 ZX Twin Turbo
3rd Mike Siegman, Ferrari F-40
4th Bill Helm, Nissan 300ZX

Circle/Road Course
1st Russ Schwenkler, McLaren MP 4/6
2nd Bill Taylor, 1992 Budweiser Thunderbird
3rd Roy Sorensen, 1989 Sauber Mercedes
4th Don Fahrni, Lumina Interstate Battery

Factory Stock
1st Dick Groenheide, 1962 Ford Fairlane
2nd John Baczuk, 1968 Roadrunner
3rd Eric Hight, 1969 Boss 302 Cougar Eliminator
4th Eric Hight, 1966 Fairlane Convertible

Light Commercial
1st Joe Cavorley, Jr., 1932 Ford BB new car display truck
2nd Evan Hermel, 1931 AA Ford Flatbed
3rd Russ Schwenkler, Nissan Pathfinder
4th Mahlon Sheppard, Nissan Pathfinder

Bonneville
1st Ted Kellison, 1934 Ford Coupe
2nd Russ Cook, Assault Spreader
(Only two entries in this class)

Motorcycle
1st Russ Schwenkler, Honda RS1000
2nd Gary Hull, 1993 Bimota Ice - Racing Bike
3rd Bill Taylor(MT), 1927 Harley Davidson
4th Mahlon Sheppard, 1985 Suzuki Katana

Box Stock
1st Russ Schwenkler, Nissan 300ZX
2nd John Baczuk, 1933 Dusenberg Boat Tail
3rd Mike Adams, 1969 Plymouth GTX
4th Mahlon Sheppard, 1988 Porsche 911

Replicas
1st Dave Roehrle, 1923 Ford Moonshine Runner
2nd Andy Sapiro, 1988 Penske PC17 Indy Car
3rd John Baczuk, McCulloch-Miller Olds Funny Car
4th Rick Sailer, Kennedy Presidential Limo

Junior
1st Ryan Butler, 1949 Ford Coupe - Drag Car
2nd Brock Heap, 1992 Chevy Pickup & Trailer
3rd P.J. Mauldin, 1966 Cobra
4th Will Legget, Lotus - Honda 90T

Customs
1st Doug Whyte, 1953 Studebaker Coupe
2nd Joel Dirnberger, Corvette - Kingswood Wagon
3rd Fred Grumke, 1949 Mercury
4th J. Bruce Weeks, 1949 Mercury “Mercasaurus”

Competition Drag
1st Chuck Easton, 1948 Chevy Sedan
2nd Paul Earhart, Olds Funny Car
3rd Steve Recchia, 1923 Ford Super Competition Altered
4th Derek Boyko, 1937 Ford 2-Door

Heavy Commercial
1st Joel Block, 1987 Mack Rescue Unit
2nd Jim Richards, 1955 Chevy Water Truck
3rd Joe Cavorley, 1941 Ford COE Texico Truck
4th Burt Tillack, TMC Racing Transport

Street Rod
1st Augie Hiscano, 1934 Ford Coupe
2nd Ron Butterfield, 1933 Ford Victoria
3rd Ron Butterfield, 1946 Ford Sedan
4th Ron Martinolich, 1937 Chevrolet Cabriolet

Specialty
1st Don Fahrni, Top Fuel Hydro Engine
2nd James Riley, 1953-1992 Corvette
3rd Wayne Berthold, Mercedes “Road Warrior”
4th Jim Longan, GMC “Jungle Jim” Puller Pickup

Diorama
1st Russ Schwenkler, Pre-Race
2nd John Curtis, 1930’s Diner
3rd Chris Stames, Arroyo De La Chevrolet
4th Ron Martinolich, Salt Flat Diorama

MASTER AWARDS:
Best of Show: Russ Schwenkler, Honda RS 1000
Best Paint/Finish: Bob Koronow, 1971 Satellite - Plum Crazy
Best Interior: Russ Schwenkler, Nissan Pathfinder
Best Detail: Russ Schwenkler, Honda RS 1000
Gerald Wingrove Scratchbuilding Award: Augie Hiscano, 1934 Ford Coupe
Modelers’ Choice: Douglas Whyte, 1953 Studebaker Coupe -Custom
Dave Shuklis Memorial Engrg. Award: Joel Dirnberger, Corvette Kingswood
Klingon Kruiser: Nathan Sills

15

The End of an Era?

GSL-XV
April 29-May 1, 1994
Airport Hilton Hotel,
Salt Lake City, Utah

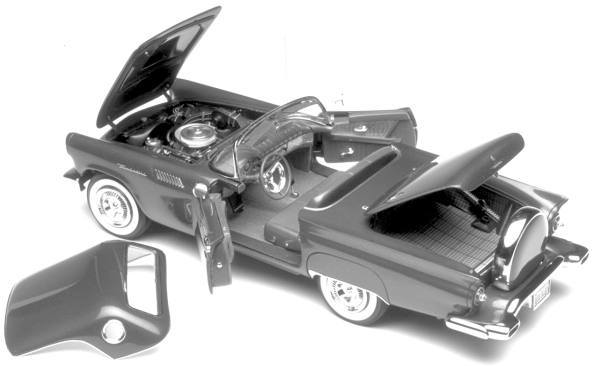
"GSLMCC was more than a contest for me. It was another lesson in life about what is really important. A mentor who stands out above the rest was Bob Barnett. Though he is gone now, I will continued to feel his spirit and cherish the fact we were friends. It was the love of modeling that brought us together." Mike Pearsall

"The people I've met at GSL will be friends for a lifetime." Roy Urvald, Canada

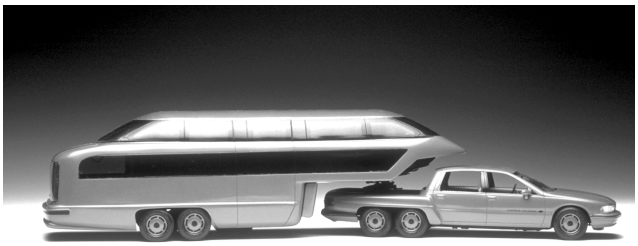
"When I heard that a friend would attend the GSL-XV, and offered to carry one of my models, it was great! It was so important for me to have one of my models at the best car contest where all the best modelers show their models." Francisco Rupp, Brazil

By the end of GSL-XIV, it was clear that the Championship had actually been able to fulfill its major objectives: to advance, without apology or second-guessing, high-quality, risk-taking modeling and to provide a hospitable forum — a safe harbor, really — where such building could be encouraged, nurtured, recognized and honored *and* receive national press coverage in the bargain. That effort had not come easily, and certainly not without substantial expense both in dollars and the thousands of hours of hard work contributed by dozens of people over a decade and a half. All the effort was worth it. Uncounted friendships had been forged, and the aggregate level of scale vehicle model car construction had advanced to previously unimagined levels in large part, I believed, though the influence of GSL and the modelers who displayed their work at the Championship.

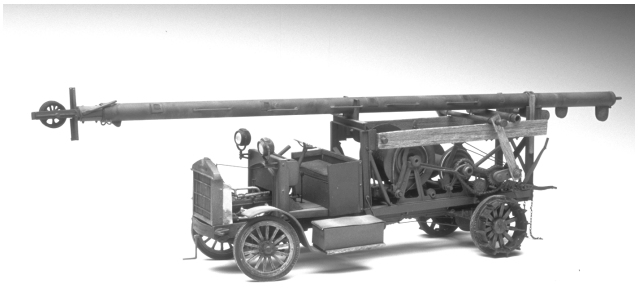
Other changes for the better had occurred, too, in the previous fourteen years. Through the efforts of *Scale Auto*, *Model Car Journal*, *Plastic Fanatic*, *Scale Wheels*, the *Journal of the MCCA* and other elements of the hobby press, and by way of the GSL Championship, other good contests and club involvement, the hobby had achieved a new level of public respect. The National Model Car Builders' Museum had been established, the NNL phenomena had spread across the land (and to some foreign countries), and the aftermarket industry had grown and matured into an integral part of our hobby. Fourteen years before, no one could have thought any of this possible.



1957 Thunderbird by Larry Boothe



Caprice Collosic by Joel Klassen



1923 Wichita Well Digger by Evan Hermel



B-Ville Deville by Don Strong

But the pressures and stresses of planning, running and financing the annual GSL Championship upon the GSL Board of Directors, Bob Wick and me had reached the breaking point. No one directly involved in the GSL Championship and the traditions it engendered could have possibly appreciated the uncounted letters, conferences, or hundreds of hours expended in organizing each year's Championship. Moreover, the enormous time commitment required annually for GSL was keeping many of those directly involved in the contest from building our own models. Finally, I wanted to spend more time with my family, especially as my children were growing up. Certainly, I wanted to devote more attention to Janet, who had patiently supported my GSL activities for so many years.

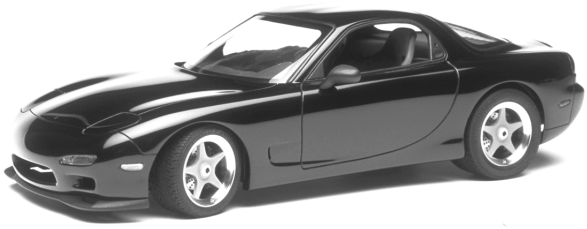
The decision to end the annual GSL Championships was made by Bob and me in early January 1994 at the NNL in Santa Clara, California. We had been discussing, for several years, how long we could go on presenting *annual* GSL Championships, and there was something reasonable about calling to an end – at year fifteen – the yearly installments of the greatest scale model vehicle championship in the history of the hobby. We had discussed the possibility of merging our efforts and experience with another event, most likely the new North American Model Car Championship (NAMCC) that Mike Siegman and Russ Schwenkler were planning for 1995 following the closure of the Southwest Challenge. But Bob and I realized, in the final analysis, that our goals and visions we had for the GSL Championship series were unique and had to stand alone.

It might have been better to have announced the closing of the annual GSL Championship

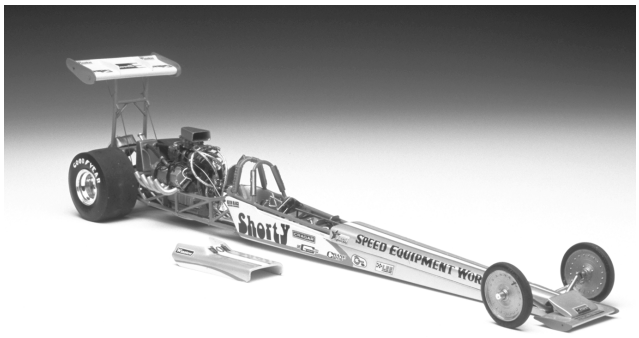
earlier (to permit more people the chance to plan their building and travel schedules to compete at the last contest), but it was not easy for Bob and me to make that decision, and we were not about to take that step too quickly or casually. Though some have speculated that other contests, or rumors of grander schemes (that failed to materialize, at least in the way intended) in the hobby, forced the end of the annual presentation of the GSL International Model Car Championship, nothing could be further from the truth. There was no Byzantine agenda behind our decisions; the time to end the *annual* Championship had simply and naturally arrived.

GSL-XV was an extraordinary event. From across the United States, from Canada and from Great Britain, modelers came, their superb models in hand, to compete and participate in the Tradition. A full schedule of seminars, the Museum tour and auction, and a new feature — "GSL Saturday Night" event (conceived by GSL Board member Bill Helm) — entertained those who made the trek. We offered a commemorative GSL T-shirt which sold out its initial run of 72 units by early Friday afternoon, and an emergency overnight production of another 72 units were nearly gone by Saturday morning.

The GSL Commemorative kit, AMT's Dodge Viper coupe containing the traditional GSL stickers in the boxes and a sticker on the lid along with the packaged GSL photo-etched license plates **Appendix AA**, was included in the registration package. In addition, a specially-issued 1930 Model A Pickup truck was available for purchase from R&D Unique. That kit, proposed by Dave Vanderwaal, contained a special GSL label on the box and a printed tribute inside. Each kit was numbered, with Dave donating the 15th kit to the Museum.



Mazda RX-7 by Cody Grayland



Top Fuel Dragster by Don Fahrni



Corvette III Styling Study



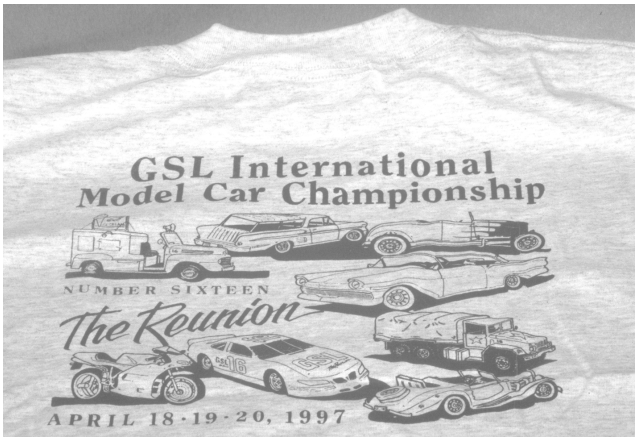
Group '94 1949 Ford by Steve Catron

The instructional seminars were wonderful. Chris Stames educated his audience on how his restoration of the Revell 1/4-scale Chevy V-8 engine was progressing; when completed, the engine will be returned to the Museum. Don Henriksen discussed "Scratchbuilding in Brass," while Cody Grayland continued his machining series with a final high-tech discussion. **Appendix BB** Bob and I presented the second GSL White Paper, "A New Perspective on Building Realistic Models", to an even larger audience than in 1993. Our discussion of taking a new and more realistic approach to building model cars using virtually the same approaches, assembly procedures and sequences employed on "real" cars gave many builders a new perspective on how to plan the construction and assembly of a model. Once again, dozens of requests for the document arrived at the Museum following GSL-XV.

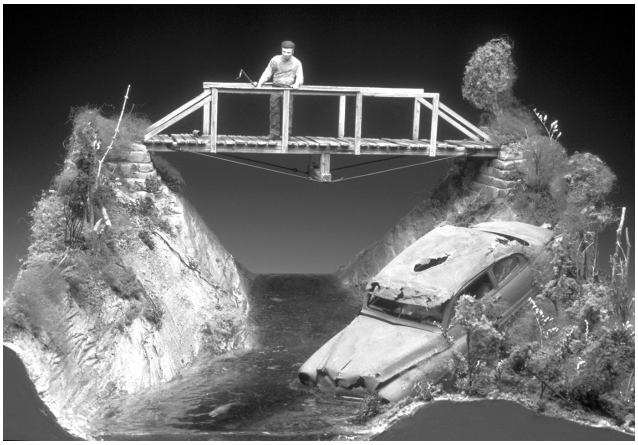
The entries were viewed with especially keen interest. Newcomer Bruce Fowler brought his hybrid and graceful custom 1949 Mercury to GSL. Don Strong entered his "B'ville Deville," an unique and well-done 1959 Cadillac salt flats car. Ken Hamilton and Roger Yu, along with Chris Stames, cemented their hold on diorama construction with their excellent entries, while Cody Grayland continued his tradition of entering a black sports car, this time a Mazda RX-7 with machined wheels and hundreds of other scratch-built parts. Joel Klassen struck out on new ground with his "Caprice Collosic" which certainly was one of the most innovative concepts for a model ever entered in the Championship. Joel Dirnberger added to his string of Corvette-esque sports wagons with an entry based on the *Sting Ray III* show car. And Canadian newcomer Roy Urvald won the Klingon Kruiser award for his "Shades of Roth" entry.



Penske PC-18 diorama by Roger Yu



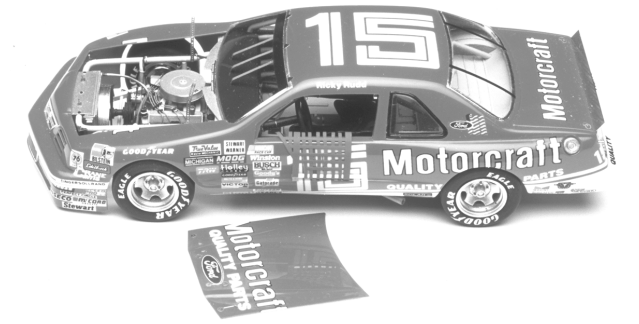
GSL-XV T-Shirt



1949 Mercury Diorama by Ken Hamilton



Juan Escalante's '70 Hemi Challenger



Motorcraft 1/43 T-Bird by Derek Brown



Here, I check out the room before the crowds head for the awards presentation.

Larry Boothe pulled out all the stops in building his factory-stock 1957 T-Bird; it was enough to edge out splendid competition to garner the Best of Show award. A replica of the car of an acquaintance, Larry cast the bumpers and windshield frame in brass, then had them plated them in nickel. The dash featured a correct engine-turned applique, the 312 Ford V-8 was magnificently and authentically constructed and detailed, and Larry even created an authentic trunk imprinted with a correct Ford pattern.

Evan Hermel crafted another unbelievable vintage truck (this one replicating an actual vehicle) and Norm Veber showed everyone how to properly detail a 1962 Chevy Impala hardtop. Roger Yu built a sound-equipped race scene for the Diorama Class which now sits in the Indianapolis Hall of Fame Museum. Derek Brown inaugurated the first Small Scale Class with his showstopping 1/43-scale NASCAR Thunderbird.

Randy Derr worked his magic again with another IMSA car while Terry Ross — who made the trip to GSL from London — led everyone to rethink the state of Street Rod construction with his nouveau 1941 Willys Sedan that would be named the *Scale Auto Enthusiast* Best Original Design award winner. Ken Hamilton's winning custom '53 Chevy contrasted nicely with Gene Hunting's cow hauler, while Anthony Cairo's IMSA Pro Mod, winner of the Best Interior Master Award, closed the aesthetic loop. The room was filled with a wide array of models that entertained, educated and enthused those in attendance. On display, but not competing, was Martyn Faustnauer's beautifully executed replica of Tony Nancy's "22 Jr." Model A roadster, plus one-third of all past GSL Master Award winners. In all, it was a

stunning and memorable close to a decade and a half of growth, resurgence of interest in building, and excellence in competitive scale vehicle modeling.

The Awards Brunch commenced with Bob Wick's opening remarks, recognizing that it was ultimately the people who made GSL great. **Appendix CC** The GSL Plastic Players returned with their best effort to date: Ken Hamilton and Andy Kallen fleshed out a script based on my idea of a Tonya Harding send-up of modelers who hired thugs to destroy the competition. This time the script was well-rehearsed and presented to a laugh-till-they-couldn't-laugh-any-more audience. The sight of Larry Boothe being pushed across the vestibule on a cart as he was declared the contest "winner" amid the smashed rubble of his competition was too much and at least one person literally fell off his chair, laughing. **Appendix DD**

A couple of private (and previously unannounced) presentations were made recognizing what everyone had accomplished with GSL. Then, aided by Russ Schwenkler's video images (an even more beautiful, sophisticated and effective presentation than the year before), the awards ceremony rewarded those who placed and won at this final annual GSL Championship.

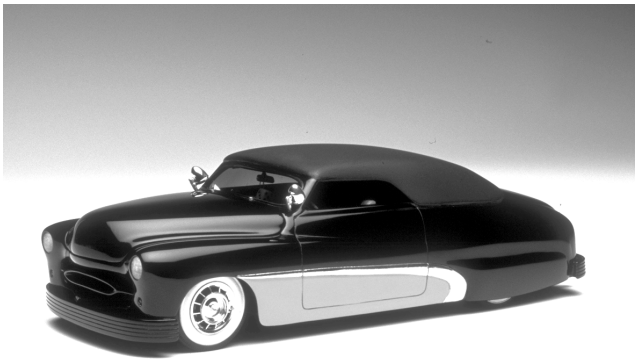
The last annual GSL Championship was widely reported in the hobby press. *Scale Auto Enthusiast* reprised its fifteen-year run with combined coverage of the event and the Best of Show model in its 92nd issue. *Model Car Journal* carried an article and featured models inside both covers in its issue #106. *Plastic Fanatic* also reported on the Championship in its



IHRA Pro Mod by Anthony Cairo



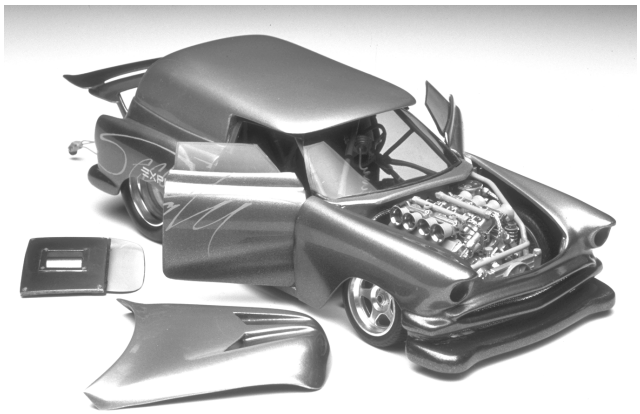
1951 Chevy Sedan by Ken Hamilton



1949 Mercury by Bruce Fowler

September 1994 issue, as did Rick Hanmore in the January 1995 issue of *Custom Rodder.*

The Fifteenth Anniversary GSL Championship ended with distinction, humor, friendship and superb modeling. That is all we ever wanted to achieve.



1954 Chevy Sedan Delivery by Terry Ross



The GSL Plastic Players were really a hit. Here, Ken Hamilton (R) and Andy "Moose" Kallen (L) present the skit while Pryor Passarino (left, sitting) laughs himself silly.

GSL XV Awards

CLASS WINNERS

Group 94 ('49 Ford)
1st Steve Catron
2nd Mark Benton
3rd Vern Scholtz
4th Roy Urvald

Motorcycle
1st Jerry Lankin, Purple Harley-Davidson
2nd Jerry Lankin, White Yamaha FZR 750
3rd Jim Richards, "White Lady" Harley-Davidson
4th Roy Urvald, Revell Triumph

Diorama
1st Rodger Yu, Penske PC-18
2nd Ken Hamilton, Rural Gas Station
3rd Ken Hamilton, "The One That Got Away"
4th Rudd Ruana, "Doc To The Rescue"

Junior
1st Ben Boma, "Farm Cat" DH8
2nd Christopher Navarrete, Ford Ranger
3rd Dustin Jenkins, Viper
4th Terry Kimble, Jr., Black Kenworth Auto Transport

Lt. Commercial
1st Randy Derr, Blue Mini-Mino
2nd Jim LoSasso, 1933 Eureka Carved Hearse
3rd John Baczuk, 1992 Ford F-150
4th Jim LoSasso, 1992 Eureka Buick Hearse

Small Scale
1st Derek Brown, 1/43-Scale Motorcraft Thunderbird
2nd Robert Schmidt, 1/43 427 Cobra
3rd Bob Davalt, 1/43 Ferrari 312 P
4th Chuck Larsen, 1/87 Purple/Pink '35 Ford 4-Dr Sedan

Street Machine
1st Norm Veber, 1962 Chevy
2nd Jack Oliver, 1962 Chevy
3rd Bill Munzer, 1949 Merc
4th Michael Curry, 1957 Ford

Competition - Drag & Dry Lakes
1st Anthony Cairo, Pro-Mod Trans Am Drag Car
2nd Don Strong, '59 Cadillac Bonneville Car
3rd Ron Jones, 1937 Tipo C16 Colindri
4th Clark Gibbens, 1969 AMX Pro Modified

Factory Stock
1st Juan J. Escalante, 1970 426 Hemi Challenger R/T
2nd John Baczuk, 970 Boss 429 Mustang
3rd Eric Hight, 1969 GTO Judge
4th Wayne Puffer, 1970 AAR Cuda in Orange

Foreign Or Exotic
1st Cody Grayland, Mazda RX7
2nd Ingolf Graber, Porsche 959
3rd Eric Gustavson, Viper
4th Marko Flys, Viper

Circle/Road Course
1st Randy Derr, Levi Garrett IMSA Camaro
2nd Scott Hochstein, Skoal Classic Olds NASCAR
3rd Larry Meyer, #28 Havoline T-Bird
4th Randy Navarrete, Hooters NASCAR T-Bird

Heavy Commercial
1st Evan Hermel, 1923 Wichita 5-Ton
2nd Ingolf Graber, Kenworth Race Car Transporter
3rd Richard Wise, International Flatbed
4th Gene Hunting, Diamond-Reo Cattle Truck

Specialty
1st Joel Klassen, Caprice "Colossic"
2nd David Roehrle, 1959 Cadillac Biarritz
3rd Rudd Ruana, Chitty-Chitty Bang-Bang
4th John Erskine, Sporker One

Replica
1st Larry Boothe, 1957 T-Bird
2nd Jim Drew, Viper GTS Coupe
3rd Gerry Chevalier, 1/20-Scale Ford Camper
4th Vern Scholtz, "The Secret Weapon" Jeep Dragster

Out-Of-The-Box
1st Alan Day, Corvette Indy
2nd Dick Groenheide, 1957 Chevy Funny Car
3rd Calvin Crouch, BMW 635 CSI
4th Keith Buck, Chevy S-10

Customs
1st Ken Hamilton, 1953 Chevy
2nd Bruce Fowler, 1949 Mercury
3rd Nathan Sills, VW Beetle
4th Joel Dirnberger, Nomad III Corvette

Street Rod
1st Terry Ross, 1941 Willys Sedan
2nd Larry Porter, 1937 Ford Sedan
3rd Gregg Hutchings, 1936 Mercedes 170 V
4th Chuck Easton, 1933 Willys Panel

Master Awards:
Best Of Show: Larry Boothe, 1957 T-Bird
Best Interior: Anthony Cairo, Trans Am Pro-Mod
Best Detail: Larry Boothe, 1957 T-Bird
Dave Shuklis Memorial Engineering Award:
Ingolf Graber, Kenworth Truck
Gerald Wingrove Scratchbuilding Award:
Derek Brown, 1/43 Scale NASCAR T-Bird
Best Paint/Finish: Cody Grayland, Mazda RX-7
Modeler's Choice: Larry Boothe, 1957 T-Bird

Private Awards:
SAE Best Original Design Award: Terry Ross, 1941 Willys
MCMA Klingon Kruiser Award: Roy Urvald, "Shades of Roth"

After the Fifteenth GSL Championship . . .

After everyone had left the Fifteenth Anniversary GSL, Bob Wick and I sat in the Contest Hall as it was being cleaned by hotel personnel, and reminisced. All of the events and personalities swirled through our memories, the faces and models appearing and disappearing in a pleasant and occasionally overwhelming collage. All the events that had lead to the Championship – reaching back more than three decades – were all remembered: the early sixties with the Revell-Pactra contests that set the tenor for contests for the next 35 years, the heady and disorganized early years when GSL and its traditions were being established, and the evolution into the more organized later gatherings when GSL had become the forum of choice where builders could share ideas and compete with many of the best modelers from the United States, Canada, Great Britain, Australia, The Netherlands, Brazil, Mexico and the rest of the world.

All of the hard work, the substantial financial cost, the occasional blunders and political difficulties faded away. In their place, images of the full panoply of the years was recalled; the great personalities and skilled builders, the long-suffering and hard-working GSL administrators and judges, the supporters and sponsors, and everyone who had been a part of GSL and its Tradition gathered in silent tribute to the comraderie that had bound together so many diverse people, and brought so much involvement and enjoyment over the first fifteen years if the Championship. Appendix EE After a few last moments shared in silence, Bob preceded me out of the Contest Hall. As I turned out the lights, the images faded away, closing an era that could be neither duplicated nor forgotten.

But the future would unfold in a way that we did not anticipate in 1994, setting the stage for the next chapter in the GSL legend.

16

On to the Future

GSL-XVI - The Reunion
April 18-20, 1997.
Holiday Inn,
Salt Lake City, Utah

"The first thing that I noticed was the superb organization of the event; it fueled my desire to improve my techniques. Being in Salt Lake City and attending the GSL was a magnificent experience." Luis Augusto Tinoco, Rio de Janiero (Brazil) Model Car Club

"My overall impression of GSL? In a word – outstanding. GSL is special – it is an event – a chance to meet and speak with fabulous people – fellow modelers, as well as see, close up, models that defy description." Fred L. Bell

"The 1997 GSL Reunion was my first, but it will certainly not be my last. My wife and I have never been so warmly received as we were at GSL. The Championship gives the auto modeler an opportunity to explore the outer limits of his or her own abilities, while learning from others." Alex Smith, Indiana.

In response to a great – and wholly unexpected – outpouring of interest in and affection for GSL from both modelers and sponsors alike, [39] the Board, Bob Wick and I began discussing (and debating) the possibility and practicality of revising the Championship series. The surge of interest in reviving the GSL Championship was a surprise to us, since we genuinely expected the Fifteenth GSL Championship to be the last one for the reasons stated in the preceding chapter. Only after hearing from dozens of friends, sponsors, hobby leaders and, most importantly, enthusiastic competitors and attendees who felt a kinship and "investment" in GSL did we decide that we should explore the idea of a GSL Reunion. We agreed that the GSL Championship would return, but on a two-year (rather than annual) cycle if there was enough response to GSL-XVI, christened The Reunion from our earliest discussions.

Subsequently, in early 1995, Bob and I discussed how we would adapt the GSL Reunion to the changing nature of the scale vehicle hobby while maintaining the essence that had made GSL the most significant contest series in the history of the hobby. It was plain to us that we would need to expand our services to the contestants and others who would attend GSL-XVI, and that we would need to develop a series of mailings for those on our mailing list to keep them aware of the changes, and the range of activities and services that would be offered. Additionally, we decided that changes to some of the existing Classes, plus two new competitive Classes, were in order to help open up new arenas of competition and participation.



1934 Ford roadster by Augie Hiscano



Top Fuel "No Mercy" hydroplane by Don Fahrni



1959 Chevy by John Baczuk (L) and 1950 Chevy PU by Jeff Wolfe

By early Fall of 1995, we were ready to move ahead. A series of three "mailers" were planned to precede the eight-page "official" document in early 1997. These documents **Appendix FF** notified contestants that the Foreign and Exotic Class was now incorporated into the Replica Factory Stock Class. Additionally, two new Classes were created that would reflect our decision to provide more challenges for contestants. The first of these, "If I Had Designed It," encouraged builders to consider what a particular production automobile might have looked like if the modeler had been in charge of a manufacturer's styling studio. This Class disciplined the builder to actually consider what realistic and plausible decisions might have been made in the chosen subject matter. The second of the two new Classes, the "Same Kit" Class, specified the kit that all entrants would use to build their entries, thereby testing the creativity of the contestants within the subject matter limitations of this new Class. This second new Class was a gamble for us, since it was a decision that departed from the traditional GSL Classes where the style, rather than the specific vehicle, was the primary factor.

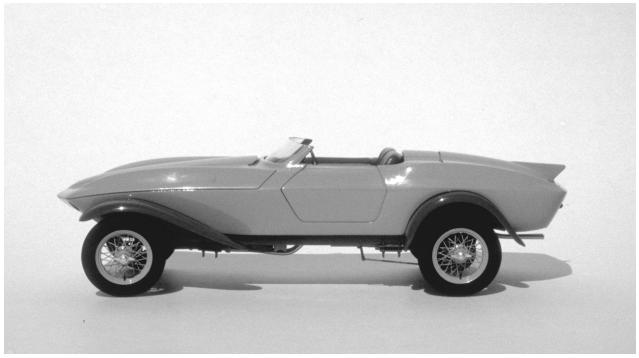
The setting for the Reunion was also reconsidered, and we decided that was time to move to another host hotel. The venerable Airport Hilton had served us well but could no longer handle the crowds – that had been plain at GSL-XV. Since we anticipated – or at least hoped – that as many hobbyists would attend the GSL Reunion as had participated in GSL-XV, we decided to look for a hotel closer to downtown Salt Lake City. In early 1996, we selected the newly-remodeled Salt Lake Holiday Inn was selected after Mark Benton and I had several long meetings with the management, acquainting them with the nature of our event and its particular (some would say, peculiar) requirements.

We were also keen on expanding our services to hobbyists. The first change was the creation of a World Wide Web page. Under the guidance of GSL Webmaster Mark Benton, we created an electronic forum where interested hobbyists could check announcements concerning the upcoming GSL Reunion, ask questions, and become familiar with the history of the Championship. The Web page "address" appeared in all GSL documents after April 1996 and was also promoted by several major hobby manufacturers and writers [40] including my column in *Car Modeler,* in which I invited competitors to check in for information about the pending GSL Reunion.



1969 Cougar "Coca-Cola" Give Away by Kenny Reeves

The second service offered to hobbyists was a direct result of a growing nexus between the GSL Championship and the National Model Car Builders' Museum. Interested GSL modelers received – at no charge – the booklet, *How To Build Better Scale Model Vehicles/Model Construction Considerations When Building Championship Caliber Models*, that was an extensively rewritten compilation of the GSL White Papers that Bob and I had presented at the Fourteenth and Fifteenth Championships. **Appendix GG** Published under the copyright of the Museum, more than 1,000 copies of the twelve-page booklet were distributed to those on the GSL mailing list in early 1997. A second run of 1000 was printed after some additional revisions were made to the text; copies of the second edition of the pamphlet were handed out to all GSL Reunion attendees, and are part of the Museum Membership package that subscribers to the Museum's newsletter, *The Builder*, receive. We were gratified when we found that many models in competition at the Reunion exhibited the influence of the recommendations in the booklet; more and more models were built as an assembly of major components, each of which was treated as a model in itself. Still another change – the decision to bring the Championship under the auspices of the



The Shark *by Joel Dirnberger*



Mercedes Sedan by Bob Downie



1931 Stevens/Miller Indy by Alex Smith

IPMS — was initiated to take advantage of the insurance offered by the Society, and to seek participation by the hundreds of IPMS members who build scale vehicles. This was possible because the sponsoring club – the Utah Miniature Automotive Guild – was a Region 10 IPMS chapter.

Preceding the opening of the GSL Reunion, there were several significant events that would be of value to those preregistering for the Reunion.



Viper fantasy roadster by Gary Grassman

The first was the offer by Calvin and Nancy Crouch to donate computer-stitched jacket patches that featured the new GSL Reunion artwork created by Bob Wick. The second donation was presented by Dennis Barker, who donated 100 vintage *Hot Wheels* custom Mercury models that had been adorned with the GSL Reunion artwork stamped on the roof. A joint project of Rik Hoving Kustoms and Bob Koronow of Model Car Garage created a special kit of photoetch parts and artwork that was bagged and taped to the top of each of the newly-issued '37 Ford pickup kits that Revell donated to the Reunion for the GSL XVI Commemorative kits. Then, Dirk Johnson of Scale Sports jumped in and donated a certificate so that every registrant could get four complimentary computer-generated license plates. The spectacular generosity of these sponsors to create an array of "premiums" affirmed our decision to again present the GSL Championship to the hobby.

The array of premiums coupled with the pre-sale of Reunion T-shirts encouraged pre-registrations (accepted for the first time this year), enabled us to cover most of our "lead in" costs. In the end, however, and despite the good cash flow generated by the Reunion, GSL was able to meet expenses only because of the great generosity of those who contributed premiums and services without any expectation of repayment. That kind of continuing commitment and contributions from hobbyists across the U.S. and foreign countries demonstrated quite clearly the important role GSL still played in our hobby, and helped confirm the value of continuing the Championship series.

Despite the heavy promotion and assurances from supporters from across the country that there would be a lot of people in attendance, we really weren't sure we'd be fortunate — and, actually, we couldn't *afford* to think that success was at our door

because that might have spawned complacency. Regardless of our hopes, we were concerned that there might not be enough overall interest to justify the effort and investment necessary to present the GSL Reunion; we have always been a conservative group. To complicate matters, an old problem resurfaced: A few critics were derisively critiquing our decision to resurrect the Championship, suggesting that we were doing so to harm other contests. Those reports reached us, causing no little annoyance. However, as before, we ignored the perennial detractors, deciding that the critics would always be with us and that their actions would ultimately be more detrimental to them than to us. Besides, we were confident that our decision to present the GSL Championship again was the correct decision. When the pre-registrations started to arrive in Salt Lake in March, it was clear that we had a real winner on our hands. The full scope of the success, however, would not become apparent until the Championship opened.

By the Thursday afternoon before the official opening of the Reunion, several dozen modelers were already in town. In fact, the hotel lobby was filled with contestants Thursday evening as the event staff unloaded several cars full of materials for the Championship. The Contest Hall was set up; the new "Welcome to the GSL Reunion" banner from Nancy Crouch was hung, and a host of attendees were pressed into service to complete the registration packages that would be handed out to contestants the following morning. The next morning, with the help of the newly-formed Utah Miniature Automotive Guild, the show opened to more than 30 entrants standing in line. Though we didn't know it then, that early swell of contestants would continue to grow through Saturday, and revealed a surprising shift in the demographics of the Championship: more than half of all entrants had *never* attended any earlier Championship. This



Barris Ala Kart *replica by Harold Perry*

change also heralded the arrival of a new group of skilled competitors (joining earlier participants from other areas) who would leave their mark on the contest.

By noon on Friday, 270 models had already been entered in the competition. The strong showing in some Classes (the Custom and Street Rod Classes principally) prompted us to rearrange the placement of the Classes and move into the Contest Hall the first of 12 additional tables needed to handle the onslaught of models. The pace of entries was relentless: almost without respite, contestant after contestant marched into the room



Cougar II fantasy design by Jack Pennington



Diorama by Roger Yu



Mustang Mach III concept car by Bob Downie



Competition concept vehicle by Tracy Rossellini

to place what would eventually total 424 of the most well-executed, competitive and imaginative entries to grace a contest anywhere. By Saturday noon, it was clear that the Contest Hall could not handle many more entries. On top of that, the display tables had also filled with 123 noncompeting models presented for public viewing. It would have been difficult to stuff more models or contestants in that room.

In addition to the contest, the Championship presented other activities to entertain and educate the audience. Throughout Friday and Saturday, a wide range of modeling seminars were presented and well attended. Mark Benton started by presenting, on Friday, a discussion on **"***Making Your Own Waterslide Decals,"* Norm Veber followed an hour later with his discussion of "*Small Details That Count,"* then Bob Wick and I presented the now-annual GSL White Paper. This year's subject was the Museum publication **"***How To Build Better Scale Model Vehicles - Model Construction Considerations when Building Championship Caliber Models*" and we distributed a few hundred additional copies of the booklet. After dinner on Friday, the GSL Roundtable was presented on the Status of the Hobby in which Tom West, Derek Brown and Pat Covert led the discussion. On Saturday morning, Bob Wick presented his seminar entitled "*Creating More Realistic Models: A How-To Guide for Beginning Modelers."* Running concurrently was our Saturday morning swap meet, a very profitable venture for the many aftermarket vendors in attendance; in fact, many reported that they made more money at the Reunion swap meet than they *ever* had at any other model car event to date! Following lunch, Mike Good presented "*Restyling Using Epoxy Putty"* to a receptive crowd. After Mike's presentation, the National Model Car Builders' Museum hosted an open house on early Saturday afternoon attended by

nearly 150 people and hosted by Mark Benton. After nearly three hours at the Museum, the attendees attended the famous Museum Benefit Auction hosted by auctioneer Mike Carroll. The combination of incredible generosity of a wide array of individuals and aftermarket businesses combined with a receptive audience, produced money to pay nearly ten months of rent for the Museum.

By the time Saturday afternoon was drawing to a close, it was clear to Pat Covert, Bob Wick and me (the judging team) that we had an enormous job ahead of us. We had an interesting problem not faced previously: there were an unprecedented number of contestants who had constructed the most diverse and well-crafted array of models that I had ever judged at any contest. The three-year interval between GSL XV and the Reunion presented builders the opportunity to spend the time and planning necessary to create some truly excellent models. In a room populated only by Kirk Bell and Gregg Hutchings (representing, respectively, *Scale Auto Enthusiast* and *Plastic Fanatic*) and their assistants and GSL photographer Mike Barlow, Pat, Bob and GSL I labored, until nearly 2:00 a.m., choosing winners from the overwhelming number of superb entries. The judging revealed that Augie Hiscano had the Best of Show, thereby joining John MacGowan as only the second builder in the history of the Championship to be awarded two Best of Show awards. Newcomer Kenny Reeves would take home the honors for Best Interior Master Award for his "Wild Willy Borsch" Altered drag car and newcomer Bob Downie's two-tone Mercedes sedan was selected for the Best Finish Master Award. Returning competitor Joel Dirnberger pulled down both the Shuklis Engineering and Wingrove Scratchbuilding awards for his legendary "Shark" and Derek Brown was selected to receive the Best Detail Master Award for his expertly-crafted 1/48 scale 1951 White 3000



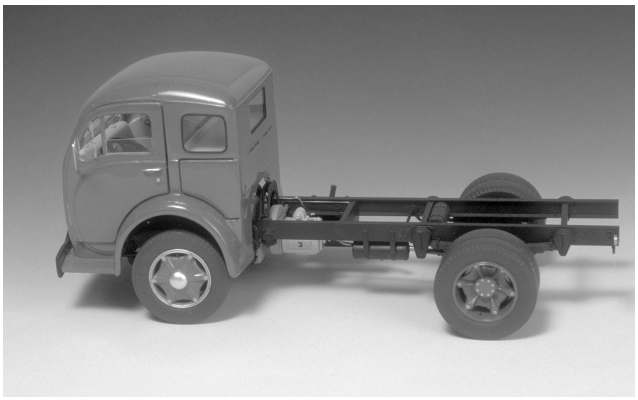
Calvin and Nancy Crouch donated 125 of these computer stitched jacket patches, one of several premiums.



Dennis Barker stenciled the GSL-XVI logo onto more than 100 Hot Wheels custom Mercury models - another premium.



Twin WW II Jeeps by Fred Bell



1951 White by Derek Brown



1962 Chevy by Clyde Alexander



1/87 scale street rods by John Schmidt

cabover (a model in contention for Best of Show). Luis Tinoco from Brasil and Rik Hoving from the Netherlands were quickly assimilated into the GSL family as other newcomers have been in the past; they also turned out to be superb modelers!

Other leading models included an entirely scratchbuilt 1/32 '29 Ford pickup by Mike Foti, Don Fahrni's incredible "No Mercy" drag boat with its 700-part engine, Harold Perry's subtle but extensively corrected "Ala Kart" replica, newcomer Indiana modeler Alex Smith's breathtaking 1931 Stevens /Miller Indy race car (that was also been a strong contender for Best of Show), Gary Grassman's fanciful Viper roadster concept car, Roger Yu's insightful work of art diorama of Aryton Senna's '93 European Grand Prix win, newcomer Fred Bell's spectacular twin World War II jeeps, Joel Block's immense tour de force Ford Aeromax rescue vehicle, Clyde Alexander's beautifully painted '62 Chevy and '37 Ford, and Junior-Class winning Chris Scholz' Mooneyes dragster. There were hundreds of other competitive models vying for the judges' attention. Never before had so many beautifully designed, detailed and superbly executed models been entered in any model car contest ever.

As Sunday morning dawned, hundreds of people gathered for the Awards Brunch. As Mark Benton, Mike Barlow, Bob Wick and I labored in the room to set out the Benton-designed and silk-screened clear plexiglass awards, it became clear that the room would probably not contain all the eager attendees making a racket in the hallway. As the doors opened, an avalanche of nervous but jovial attendees flooded the room, rushing to fill the tables. There were so many people there (tickets were still being purchased Sunday morning) that we had to set up three additional large tables. Reviving a long-standing tradition, the GSL Plastic Players Mike Carroll and Andy "Moose" Kallen

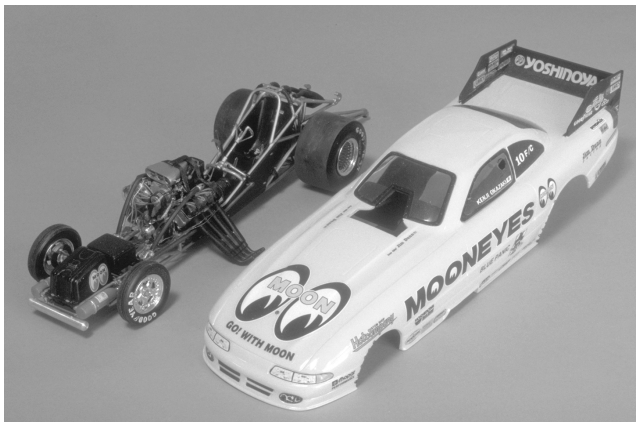
presented their funny and occasionally sardonic "Who'd Have Thought It?" presentation that had the audience responding "Who'd Have Thought It?" to each of their observations. This ability to put GSL in an historic perspective and poke occasional fun at worthy targets (including GSL!) has become an essential element of the GSL Tradition.

After an enjoyable but somewhat hurried meal, I walked to the podium and started the Reunion presentation by recognizing the many individuals in our hobby who have died since the GSL Championship started in 1979. I also welcomed Rik Hoving from Denmark, the many contestants and characters from Canada, and the participation of Luiz Tinoco from Brazil (a full text of the presentation can be found in Appendix HH). I also told those present at that the rumors were true: the GSL Championship would be presented every other year in the future! Moreover, we announced the establishment of another GSL tradition – each Best of Show winner in the future would receive, as part of the award package, a specially-embroidered GSL Championship Best of Show jacket. Additionally, GSL offered to split the cost of such a jacket with all past Best of Show winners; GSL had previously made an arrangement with Custom Design Marketing to create the jackets and other ephemera that will be offered for sale in the future to help pay for the GSL Championship.

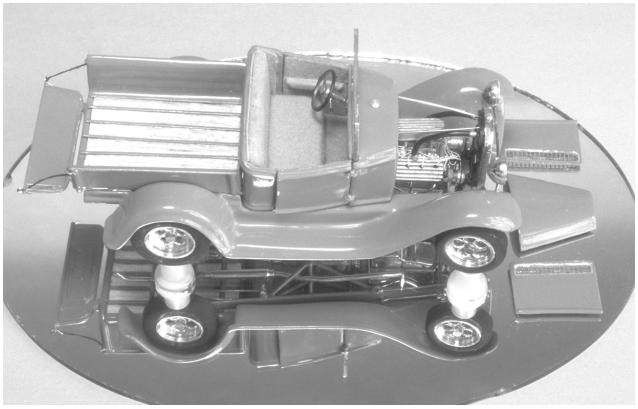
The announcement of two-year interval between the GSL International Championships was well-received by the contestants, and the general agreement was that a two-year schedule was a great idea, allowing time to plan and construct their entries. The Awards presentation went smoothly as the plaques were presented to each winner, with the enthusiastic response of the crowed sweetening each win. There were some moments of poignant irony [41] as well as many expressions of approval of



Once again, GSL offered commemorative t-shirts to attendees, featuring Bob Wick artwork.



Mooneyes dragster by Junior competitor Chris Scholz



1/32 scratchbuilt 1929 Ford by Mike Foti

those who were presented with Class and Master Awards. After a final and heartfelt round of applause by the winners, the Awards Brunch ended around noon, after which most people drifted back to the Contest Hall or hotel lobby, to say their goodbyes and begin their plans to return in 1999 for GSL-XVII. Almost universally, we were greeted with promises of "I'll be back in 1999!" and "Thanks for the best model car contest I've ever attended." Clearly, those in attendance had proved that the decision to present the Championship Reunion and to inaugurate the every-other year contest schedule was the best possible decision.

The GSL Reunion was covered in issue #110 of *Scale Auto Enthusiast*, in issue #52 of *Plastic Fanatic*, and in the September 1997 issue of *Street Rodder* with the Best of Show winning model appearing in issue #111 of *Scale Auto Enthusiast*.



Ford Aeromax Rescue by Joel Block

As the last person left the hotel Sunday afternoon, and just after we had concluded our 'postmortem,' it was abundantly clear that the resurrection of the GSL Championship had been an excellent decision. The invitation to participate in the seventeenth Championship had been met with enthusiastic approval, truly beyond our expectations. Clearly, the GSL Championship has become an integral and irreplaceable part of the hobby that will continue into the next Millenium. The Championship will always welcome the serious competitor, the modeler who wishes to push his or her limits, those who attend to "see what all the talk is about," and everyone who enjoys, celebrates and encourages the high-caliber competition, warm friendship and good times for which the Championship is well known.

GSL XVI Awards

Street Rod

1st	Augie Hiscano	1933 Ford Roadster
2nd	Ron Butterfield	1941 Ford Woody
3rd	Steve Mantooth	1941 Willys Coupe
4th	Rik Hoving	1937 Ford Phantom

Custom

1st	Joel Dirnberger	The Shark
2nd	Jack Pennington	Cougar II
3rd	Tim Kolankwiez	1961 Chevy Hardtop
4th	Jack Pennington	1957 Ford Hardtop

Common Kit ***('50 Ford Truck)***

1st	Kurt Womack	Dark Red Custom
2nd	Jack Wenk	Black ProStreet
3rd	Phil Dauphinee	Chopped Dark Blue Truck
4th	Fred Bell	Granby Fire Truck

Motorcycle

1st	Joey Laaker	Honda NR Concept
2nd	Joel Dirnberger	Geo Metro Cycle
3rd	Roy Sorenson	Bimota Tesi 906SR
4th	Mark Guerrero	Drag Bike

Junior

1st	Chris Schollz (15)	Mooneyes Funny Car
2nd	Chris Schollz (15)	Black Knight T/A Dragster
3rd	Jeff Smith (15)	1970 Challenger
4th	Adam Andrews (14)	1932 Ford Woody

"If I Had Designed It"

1st	Bob Downie	Mustang Mach II Coupe
2nd	Dick Groenheide	Caprice El Camino
3rd	Andy Kallen	1996 Impala Tudor SS Coupe
4th	Joel Klassen	Dodge "Neonderthal" Sport Ute

Competition: Drag & Dry Lakes

1st:	Kenny Reeves	Competition Drag-Altered
2nd	Dean Knopka	1953 Studebaker
3rd	Mark Guerrero	Vintage "T" Dragster
4th	Dick Groenheide	Aluma Coupe Dragster

Replica

1st	Harold Perry	*Ala Kart*
2nd	Kenny Reeves	1969 Cougar "Coca-Cola" Give Away Car
3rd	John Baczuk	1964 Russ Davis Thunderbolt
4th	Tim Pentecost	1970 Buick GS Convertible

Light Commercial

1st	Fred Bell	LRDG Jeep, with 4 Jerry Cans
2nd	Fred Bell	LRDG Jeep, with 9-Jerry Cans
3rd	Glenn Zafree	1962 Dodge Dart NYPD
4th	Claude Jones	1978 Ford F-350 Utility Truck

Diorama

1st	Donnington Finish Line	Roger Yu
2nd	Kurt Womack	"Out to Pasture"
3rd	Kurt Womack	"Up a Creek"
4th	Dave Porter	Yenko Camaro Garage Scene

Small Scale

1st	Derek Brown	1951 White 3000 Cabover
2nd	John Schmidt	1928 Essex Street Rod
3rd	John Schmidt	"Assalt" Bonneville car
4th	John Schmidt	1926 Essex Street Rod

Specialty

1st	Don Fahrni	Top Fuel Drag Boat "No Mercy"
2nd	Tim Pentecost	Drag Boat
3rd	Andy Sapiro	XJR-9 Jaquar Engine
4th	Don Fahrni	Pro-stock Olds Engine

Circle Track/Road Course

1st	Alex Smith	1931 Stevens/Miller Indy car
2nd	Jack Pennington	1964 Falcon Comp. Road Course
3rd	Tim Kolankiewiez	Smokey Yunick '63 Chevy Daytona 500
4th	Dan Himmel	Conrad's Special Indy car

Replica Stock

1st	Jeff Wolfe	1950 Chevrolet Pickup
2nd	John Baczuk	1959 Chevrolet Convertible
3rd	John Baczuk	1950 Pickup
4th	Eric Hight	1930 Model A Woody agon

Street Machine

1st	Clyde Alexander	1962 Chevy Bel Aire
2nd	Harold Perry	1992 Caprice 2-door coupe
3rd	Kenny Reeves	Cougar II concept car
4th	Tim Kolankiewiez	Datsun 240 "Z-Whiz"

Out of the Box

1st	Bob Downie	1994 Mercedes S-600
2nd	Harold Perry	1959 Chevrolet Impala Conv.
3rd	John Baczuk	1934 Ford Phaeton
4th	Steve Kohler	ASA Camaro #52

Out of the Box

1st	Fred Bell	1972 White Freightliner IML Freight Tractor/Trailer
2nd	Trevor Cameron	1993 Western Star & Float
3rd	Joel Block	Nassau County Police Ford Century Wrecker
4th	Chris Gunter	1926 Mack Dumptruck

Group '97 (popular vote — 1957 Ford subject)

1st	Roy Urvald	"Scalloped" Custom
2nd	Vernon Scholtz	Altered Drag
3rd	Russell Cook	Three-Wheeler
4th	Roger Yu	Formula I

GSL Private Awards:

MCMA *"Klingon Kruiser" Alumalac*: Alan Gonick
MCMA *Bob Barnett Memorial Award Great Grape Custom:* Doug Hale
Scale Auto Enthusiast ***"****Best Original Design" The Shark* Joel Dirnberger
Plastic Fanatic "Best Use of Color As a Design Element" 1937 Ford Clyde Alexander
National Model Car Builders' Museum /*Scale Auto Enthusiast* Hall of Fame: Bob Barnett (posthumously)

Official GSL Master Awards

Best of Show: 1933 Ford Roadster Augie Hiscano
Modelers' Choice: 1933 Ford Roadster Augie Hiscano
Best Interior: "Wild Willys Borsch" Altered Drag Kenny Reeves
*Best Finish/Paint:*1994 Mercedes S600 Bob Downie
Dave Shuklis Engineering: 1932 "Shark" Joel Dirnberger
Gerald Wingrove Scratchbuilding: 1933 Ford Roadster Augie Hiscano
Best Detail: 1951 White 3000 Cabover Derek Brown

Epilogue

The GSL Championship series has played an epochal role in the history of our hobby. From the days when there were no independently-sponsored events to the time when the Championship had risen above all others to be respected worldwide as a genuinely autonomous forum where craftsmanship and camaraderie were prized above all else, the dream of creating this contest venue had been realized beyond what even I had hoped for. The revived GSL Championship – now truly international in scope and support – will continue to attract the best and most highly motivated contestants and attendees.

Afterward

As the GSL Championship series faces its future, I am certain we will continue to offer to serious scale auto builders the best, most fair and objectively judged scale vehicle contest available anywhere. I want to express my appreciation to all of those wonderful friends who had worked so hard with me to present the Championship to the modeling world – without their help, the modeling world and I would be poorer. Most of all, I express my gratitude to the many hundreds of individual modelers who have entrusted their prized scale vehicles to the GSL Championship in the hope of participating in a venue where their dedication and craftsmanship would be truly rewarded. I hope the entrants have not been disappointed.

While there have been and will again be larger contests, and there will be contests where the purse may be more significant, GSLIMCC will stand alone as the right scale vehicle championship at the right time because of its single-minded commitment to creating a venue that the best automotive modelers could call their own. Appealing to the motivated craftsman, GSL will continue to attract the most highly-skilled competitors in the world. GSL's uncompromising dedication to high-quality building, the sharing of modeling techniques, and collegial cordiality are hallmarks about which the promoters, attendees, sponsors and, most importantly, the contestants can be proud.

GSL, In Memoriam

Herb Jackson (1986)
Mike Pope (1989)
Hal Taylor (1990)
Cassie Vandraiss (1990)
George Grant (1992)
Steve Unger (1992)
Steve Yoder (1992)
Mike Watgen, (1993)
Al Watson (1993)
Budd (The Kat) Anderson (1994)
Bob Barnett (1994)
Mike Stunzi (1994)
Carlo Brianza (1995)
Steve Layten (1995)
Tom Showers (1995)
Walter Glardon (1995)
Steven Jewett (1995)
Charles Nance (1995)
Ron Roebuck (1995)
Ed Soltis (1995)
Rick Reichert (1995)
Manuel Olive Sans (1995)
Wolf Pechotsch (1995)
Michael Conte (1996)
Don Hillyer (1996)
Dick Bassett (1996)
John Reid (1996)
Joe Cavorley (1996)
Tom Showers (1996)
Tom Augustyn (1997)
Joy Townsend (1997)
John Slivoski (1997)
Jose Rodriguez (1997)
John Hanley (1998)
Dale Kartchner (1998)

Footnotes

1) At the risk of oversimplification, the history of the model car hobby might be divided into several major epochs (First Age: 1961 and Earlier , Second Age: 1962 - 1968; Third Age: 1969-74; Fourth Age: 1975-1980; Fifth Age: 1981-1987; Sixth Age: 1988-94 and Seventh Age, 1995 to the present). These ages roughly correct to definable eras of activity and progress in the hobby. As in other arenas of human endeavor, the hobby has ebbed and flowed; through many hope that the current resurgence and great popularity of the hobby will continue unabated, history suggests otherwise. At the same time, the democratic dispersal of hobby leadership among many highly-motivated adult enthusiasts may guard against, or minimize, another slide. It is against the risk of another downturn that the National Model Car Builders' Museum was created as the repository of history and perspective.

2) The Utah Miniature Automotive Guild, (UMAG), a Utah Non Profit corporation is a new organization started in January 1997 by Mark Benton, Brian Dees and me to provide a "guild"-like organization for those Utah automotive miniaturists who desired to be a part of a group that mandates annual service to the hobby coupled with the requirement that members construct two contest models a year. The founding journeymen of UMAG are: Dennis Barker, Mark Benton, Brian Dees, Mike Dubbelman, the author and Jim Rudy. Interested modelers can obtain a copy of the UMAG Constitution by writing to the National Model Car Builders' Museum, Dept. UMAG, 353 East 400 South, Salt Lake City, Utah 84111, and endorsing three unattached stamps.

3) The National Model Car Builders Museum can be contacted at 353 East 400 South, Salt Lake City, Utah 84111. The Museum publishes a quarterly newsletter, *The Builder*, and enjoys the support of more than a dozen major model car clubs and hundreds of individuals across the country. Under the auspices of the Museum, the restoration and completion of the recently-acquired collections of major hobby personalities Dave Shuklis, Bob Barnett, Phil Jensen, Jim Keeler and other builders has been possible.

   Also, models from "Uncle" Bill Aitchison, David Baird, Bob Barnett, Pete Bave, Mark Benton, Richard Blackmon, Ken Brewer, Mike Carroll, Joe Cavorley, Pat Covert, Russell Cook, Jack Davis, Joel Dirnberger, Dennis Doty, Don Emmons, Don Fahrni, Mike Flynn, Fred Grumke, the author, Augie Hiscano, Thomas C. Harrison, Ken Hamilton, Bill Helm, Rik Hoving, Andy Kallen, Jim Keeler, Phil Jensen, Russ Schwenkler, Don Fahrni, Andy Kallen, George Layton, John MacGowan, John Mahaffey, Ron Martinolich, Gary Nash, Bob Paeth, Ron Parker, Pryor Passarino, Alan Raab, Ron Roebuck, Andy Sapiro, Wayne Saunders, Russ Schwenkler, Mike Siegman, John Slivoski, Robert Smith (Auto World's "Smitty's" *Crusader* featured in *Car Model* magazine), Rick Somerlot, Roy Sorensen, Dave Shuklis, Chris Stames, Bill Taylor, Randy and Cassie Vandraiss, Jairus Watson, Steve Yoder, Roger Yu, and a project model by Roy Sorenson/Randy Vandraiss/Stan Pinnick/Mark Townsend are also on display.

   The Museum is open to the public with a prior appointment. A tour video is available for a $30.00 donation, post paid. At the start of 1996, a major public relations campaign (conceived by Museum

Trustee Pat Covert) was underway in major hobby publications. The Museum is administered by its founder, Mark S. Gustavson, and Trustees Mike Barlow, Mark Benton, Pat Covert, Bill Helm and Alan Raab. Randy Vandraiss serves as Director of Research Services and he is assisted by Rex Barden and Bill Harrison.

The Museum was also the subject of a major article in the November 24, 1997 issue of *Auto Week* magazine and also maintains an extensive Web site at **http://www.xmission.com/~msgsl/nmcbm/** that is updated quarterly.

4) Unfortunately, *Model Car Journal* stopped publishing after its #123 issue. Under the able tutelage of Editor Dennis Doty and Publisher Bob Woolley, *MCJ* grew to national prominence as the best-known publication focusing on the collecting aspects of the hobby. There were occasional builder-oriented articles, but *MCJ* told the history of the hobby's kit, paraphernalia and ephemera in a way that no one else ever did. Editor Doty and *MCJ* were essential to the location, restoration and representation of the famous *Car Model* magazine project model *Crusader*. See Footnote #3.

5) With the sale of *Plastic Fanatic* to Gregg Hutchings, GSL is assured a continuing reservoir of enthusiastic editorial support. Roy Sorensen is a real pioneer in the hobby: he started the West Coast NNL and the Gold Coast Challenge model car contest, created *Plastic Fanatic*, originally marketed as the house organ for the Western Model Car Association but later expanded to stand free of the WMCA, and once operated Garage Scenes (a major "warehouse" mail order business of aftermarket parts). With Bob Wooley, Roy also greatly supported early GSL Championship by creating and selling video tapes covering the event – the profits from which were regularly donated to GSL.

6) As an example, George Barris sold postcard-sized photos of his custom cars through the pages of *Car Craft* magazine in the early Sixties. Other magazines published photos of the work of Bill Cushenbery, the Alexander Bros., Darryl Starbird, Gene Winfield, Joe Bailon and others. See Appendix D for samples of some of these cards, not all of which were produced by Barris.

7) Jim Keeler started his career working for Revell as their Product Manager at about the same time that he was writing for *Car Model* magazine. Jim also wrote for *Model Car Science* (there under the pen name of Jim Warren) and also under that name for *Car Craft* ("Model Craft," April 1963, pgs. 54-55), but used his real name when writing for *Rod & Custom* (e.g., September 1962, pgs. 36-37). Along with Bob Paeth, Keeler was a key player in the first two Revell-Pactra contests as a "conceptualizer," administrator and judge. Later, Jim was product manager for Aurora models in New York. Jim's abilities as a modeler are well-chronicled: In addition to winning the 1961 Winternationals model car show with his *Carnation* (a '40 Ford coupe restored in 1996 for the National Model Car Builders' Museum by Harold Perry). Jim also wrote a model car column in *Rod & Custom* magazine where his "Turbine Tub" was featured in the February issue of *Rod and Custom* (on the cover and on p. 46) and was featured in his model column.

Jim also was the hands-down winner of the "Dodge Fever" contest in *Car Model* magazine in 1968. The substantial work paid off. He won that contest, triumphing over many worthy competitors (including Thomas Harrison's second place model that now is on permanent display in the National Model Car Builders' Museum) and Tim Boyd, among others. *Dodge Fever I* was displayed on the cover of the cover of the October 1968 issue of *Car Model* magazine and was included in a major feature article in that issue. *Dodge Fever I* has been restored by Greg Struhar and me; the model had been heavily damaged by the time that the Museum acquired it. Greg extensively restored the badly-damaged frame and running gear over a 10-month period. Proper restoration also required Greg to purchase many rare, original kits to acquire the correct parts. A portion of the aluminum skin was replaced, then the entire skin was polished. The original finish and decals were painstakingly hand cleaned by the author. After years of grime and abuse had been scoured away, a remarkably well-preserved body and paint job emerged. This model has not been repainted, despite obvious flaws and remaining

damage, because such an effort would have destroyed the authenticity of Jim's model.

Jim Keeler built *Dodge Fever II* was the subject of a major "how-to" feature article in *Car Model* magazine in 1969-70, following the debut of *Dodge Fever I*. *Dodge Fever II* appeared on the October 1969 cover of *Car Model* magazine. In the years between its magazine debut and its acquisition by me (before the Museum was actually formed), it was badly damaged. I reassembled a fragmented body which was stripped of most of the original enamel paint (which was still sticky in some places!). The original color was matched in lacquer and applied in eight coats (The reddish appearance of the model in *Car Model* magazine was a printing flaw). Unfortunately, not all of the enamel could be removed, and the lacquer paint applied in 1989 over the original finish has cracked. The decals were assembled by Greg Struhar, with hand lettering by the author. Thomas Dillion II spent many hours restoring the incomplete and heavily-damaged frame and running gear; the aluminum skin was restored and polished, the engine largely rebuilt, and many original parts were sourced from rare kits to replace the missing original items. *Dodge Fever II* appeared on the October 1969 cover of *Car Model* magazine.

8) Through the GSL Championship I later met Bob Paeth, who is as pleasant and thoughtful as Jim Keeler. Bob has contributed substantially to the hobby by pioneering the model car show at the Oakland Roadster Show in 1963. Bob was also Product Manager at Revell from 1961-65, and was instrumental in signing the model kit deal with Ed "Big Daddy" Roth. It is not a surprise that the Revell-Pactra contests were as successful as they were with Bob and Jim judging those two shows (they did not judge the Revell-Testor shows). Bob also wrote extensively for *Model Car Science* and other hobby publications for many years, thereby building some of the innovative models in the history of the hobby. An early example of Bob's great work is Bob's *MCS X-100* that appeared in a "how-to" article in the April 1964 issue of *Model Car Science* magazine (Bob says that the editors at *MCS* established the name for the model). In more recent years, Bob has hosted the model car contest at the Portland Roadster Show. Bob has substantially contributed to the hobby as visionary, advocate, modeler and journalist and was named to the National Model Car Builders' *Museum/Scale Auto Enthusiast* **Hall of Fame** Award for 1998.

9) Gary Schmidt (founder of Highland Productions that published *Scale Auto Enthusiast* and eventually *Car Modeler*) purchased *Special Effects Modeler* (previously, *International Modeler*) from Brick Price about the time that he launched the now legendary *Scale Auto Enthusiast*. At the time, *IM* featured a fair share of scale auto articles: truck articles by Phil Jensen, vehicle article by Dennis Doty (e.g., "Top Off Your Custom Car" in the November 1974 issue, pgs. 18-21), a die-cast article by John Luthi and collection articles by Chuck Hooten. Kalmbach Publishing purchased *Scale Auto Enthusiast* and *Car Modeler* in late 1996.

10) In addition to his role as an important participant and winner in the MPC contest series, Tim Boyd continued his career of promoting model car building in the April 1978 issue of *Street Rodder* magazine when the first of his "Modeler's Corner" columns were presented. 203 columns and 17 years later, Tim bowed out in the August 1995 of *Street Rodder* issue because of the time commitments at work (Mike Carroll is now the author of that column). Tim is, presently, the Manager, Global Auto Show Strategy for Ford Motor Company and is the immediate past manager of Specialty Vehicles Marketing, Ford Automotive Operations for the Ford Motor Company (better known as "SVT") and he is a busy man. Tim has had more cover models on *Scale Auto Enthusiast* than any other modeler.

11) The MPC contest series followed in the tradition of hobby-kit manufacturer sponsored "national" contests that started with the AMT national Championships in 1960-1961, then the Revell-Pactra and Revell-Testor contests. Manufacturer-sponsored contests are to be distinguished from those presented by individuals or hobby associations, (the Greater Salt Lake International Model Car Championship, the now defunct Southwest Challenge, the Toledo Classic, the Copperstate Challenge, NAMMC, the Southern California Classic Model Car Show, the

quarter-century long IAAM contest series, the decades-long presentation of the IPMS Nationals and other similar events). See Appendix A.

12) Knowledge of this incident among a very limited number of modelers would later precipitate a disturbing rumor after GSL-VI (1985). Rick Somerlot and I had become close friends by this point (he was then living in Salt Lake), and at about the same time that Rick was preparing his Best of Show entry at the Sixth GSL Championship, he asked me to apply a new lacquer finish that I had developed (mixing House of Color candy blue with ground up diamond dust supplied by a friend who was a jeweler) to another model — a custom 1940 Ford Sedan Rick had just built. I was happy to accommodate Rick's request, and both Rick and I openly acknowledged the deed (the model was ***never*** entered in any contest, and now sits in the National Model Car Builders' Museum).

However, a couple of malcontents at GSL-VI (apparently familiar with the earlier MPC incident) accused me of painting Rick's 1986 GSL entry. The charge deeply hurt Rick's feelings and was as utterly undeserved as it was vicious. Rick is a modeler of considerable talent who repeatedly demonstrated his ability to apply a flawless finish to any model. This incident caused me to stop all "favor" model work for friends rather than run the risk of hurting friends or the GSL Championship.

13) In fact, Tim Boyd, Al Cozby and I even created a full page display ad that appeared in volume 6 #6 of *Model Car Journal* (Dec/January 1980). That ad promised prizes by BF Goodrich, Edelbrock, Firestone, Holley and Mallory As this book is written, I have NO idea whatsoever where I got the idea that those companies would be sponsors, though I guess I had a good reason for saying so at the time. The mailing address was listed as "1980 Invitational Model Car Championship, 15 N. West Temple, Suite B, Salt Lake City, Utah." That was the address of my first law office. Even after I started writing for Gary, I still wrote for Dennis Doty. In the same issue as the first and only FIMCC ad, I was still writing my *MCJ* column entitled "Confessions of a Builder."

14) It is only through a *later* decision that the Fall 1979 Contest — adopted by the Utah Model Car Association but not presented by that club — was termed the "first" GSL contest. The fact that this contest had entrants from two Intermountain States led me to call the show the "Great Salt Lake" contest. In fact, a properly organized plan for a national contest headquartered in Salt Lake occurred only after the ignominious failure of the First International Model Car Championship in 1980. At that point, though, the appeal of such an unlikely event to a national audience was very much in doubt, especially *after* my outburst in my Putty Thrower column in the March-April 1980 issue of *Scale Auto Enthusiast.* The great publicity afforded the 1979 Great Salt Lake show by Gary Schmidt, however, did persuade me that national exposure was both available and absolutely necessary for the success of any contest — *if* proper steps were taken to fund and administer such a contest.

15) *Scale Auto Enthusiast* and *Car Modeler* magazines featured other major project models of mine, including *Merc I* and *Merc II*, the '36 Ford Sedan Delivery, the '28 Ford Sedan and '34 Ford Pickup, a 1936 Ford, the *Mercari*, *The Riviera*, the *Dream Truck*[2], 1940 and 1949 Ford coupes, a '58 Edsel, a sectioned '49 Ford coupe, and other models, too.

16) Our relationship got off, unintentionally, to a rocky start. Prior to the time that I met Gary, I had sent a photo of a recently completed replica stock model of a '57 Ford Club Victoria to Bob Woolley for possible use in *Model Car Journal*. Right after making Gary's acquaintance, I submitted an article to him that *also* featured the same model. As "luck" and my naivete would have it, the same model appeared on the covers of *both* magazines (*MCJ* # 28, March/April 1979 and *SAE* May/June 1979) – nearly simultaneously. Gary was justifiably upset with me and I was greatly embarrassed since I had no intention of harming the integrity of either *Scale Auto Enthusiast* or *Model Car Journal*. Though it wasn't a great way to start our friendship, things were soon patched up with Gary.

This unfortunate incident was ironic, too. Previously, when Dennis Doty had told me about Gary's fledgling new magazine, with the express permission of Dennis and *MCJ* publisher Bob Woolley, I sent Gary a copy of the entire subscriber list to *MCJ* (at that time, I was doing renewals for *MCJ*). Gary subsequently used that list as part of his larger mailing list for the first issue of *Scale Auto Enthusiast*!

17) Another problem with the FIMCC was its intent to selectively invite the competitors. That aspect was odious to many and created the "snooty" atmosphere generally associated with that ill-fated event. As a sidebar, Gary Schmidt intended to do something like this when he openly discussed his "25 on 25" invitational national contest that was to have been presented in Milwaukee in the early Nineties. At GSL-XI, Gary approached me and several others and asked whether his idea of inviting the "top 25 modelers" to compete at one time in a special event would be a good idea. Apparently, each invitee would be told that they could enter only a single new model that had to be new (rather than a rebuild of an old model); a two-year "lead time" would have been provided.

Many openly encouraged the idea (where the winners would pay a substantial entry fee, and be ranked First through Twenty-Fifth where the First Place winner would enjoy the use of a new Thunderbird for a year) especially because a special book would be presented highlighting the contest and all the entries. After many of us responded to Gary's request for a list of the "top 25" modelers in the country, I encouraged Gary to have a 'safety valve' so that sufficiently interested (but not yet well known enough to be invited) contestants could compete. After all, I reasoned, what if there was an "unknown" modeler that would appear on the list if he were only known? After some early discussions with me and many other modelers, the ideal was shelved though it continues to have some merit.

As an interesting sidelight, Gary's idea was indirectly the inspiration for a new Class introduced at GSL-XVI. When I told Bob Wick about Gary's idea and my reaction to it, Bob responded that it would be a great test and comparison of each builder's skills and imagination if all entries had to be based on the same kit. Bob kept mentioning the idea over the next few years, and it ultimately led to the creation of the GSL "Common Kit" Class after Bob and I worked over the idea.

18) Despite the ruffled features that I caused in 1980, the original NNL crew and I have become great friends. On the Tenth Anniversary of the Ohio NNL — the grandfather of all NNL shows — they sent me a great present (see Appendix H) after which I sent a plaque to them in recognition of the incredibly important contribution that the NNL made to the model car hobby. In many ways, GSL and the NNL series were handmaidens of one another, each fulfilling a role the other didn't address and each nurturing different aspects of the hobby.

19) My early Eighties front-wheel drive Mercury ("*The Merc*") was the subject for the artwork I commissioned from Ted Nagata for use as the lead-in artwork for the *Scale Auto Enthusiast* Special Mercury issue (#24) created by Tim Boyd, me and others: Tim and I came up with the idea for that special-focus issue of *SAE* at the Detroit airport following the 1982 NNL meet in Toledo. The other cars in that artwork were Dan Thomas's model of the famous *Hirohata Mercury*, and the model in the background was a factory stock Mercury. "The Merc" was featured on the cover of *Scale Auto Enthusiast* #7 and in an article on pages 23-26 of that issue. Interestingly, the *Hirohata Mercury* was one of the vehicles featured in Bob Wick's artwork for GSL-XVII (1999) to represent the selection of AMT's '49 Mercury as the subject matter for the "Same Kit Class" at GSL-XVII, and to pay homage to the original GSL logo. See Appendix K.

20) "*How to Build Better Auto Models, The Judging Guidelines and Model Construction Considerations of the GSL Championships*" follows in the tradition of Auto World, which published its legendary model building "*How to Wire and Detail a Model Car Engine*s," written by Mike Doughty and published by *Auto World* with a 1966 copyright date. The Auto World booklet was later republished under the title "*How to Wire and Detail Model*

Car Engines, an Auto World Library Publication," with authorship attributed to Mike Doughty, Tim Elston and Phil Jensen, with a copyright date of 1976. Interestingly, another booklet, "*How to Detail a Model Car*," written and compiled by Ed Cameron (no date), made use of much of the material from the two earlier Auto World booklets mentioned previously in this paragraph but without attribution.

21) See my Putty Thrower columns: *Scale Auto Enthusiast* (May-June, 1980, pg. 43) and the defense of my March-April 1980 Putty Thrower "NNL" column in the July-August issue of *Scale Auto Enthusiast*, p. 26.

22) Andy Martin and I carried on a spirited debate about whether GSL – or any good contest, for that matter – should break out competitive Classes into scale divisions. My view was that scale was really irrelevant since a thoughtful judge would not expect as much in a small scale model as a larger scale piece (a claim that was first displaced by Andy Martin, John Schmidt and later displaced by the superb work of Derek Brown) and, correspondingly, a large scale model (e.g., a 1/8 scale '32 Ford) would HAVE to have more detail than small models just to stay competitive. If I recall Andy's view faithfully, he argued that I had ignored the burgeoning, high quality work of the 1/43 models and kits, and that GSL should, regardless of my arguments, have a small scale class to encourage the development and participation of the small scale modelers. Eventually, the debate broke off through sheer exhaustion when it became clear that neither of us was going to convince the other. Ironically, for the GSL Reunion, we would adopt a small scale class after I examined some of the sophisticated 1/43 scale kits and became acquainted with the work of Derek Brown.

23) The May/June 1986 issue of *Scale Auto Enthusiast* featured a veritable avalanche of letters about the "Simply Incredible" article that Dale and I did. The letters from Dave Hill, Tim Knabe and Clifford Read either celebrated on the fun by creating more "faux" history or figured out what we did. In fact, Gary ran a picture of Dale and me with Dale's model and the props created at the University of Utah. Interestingly, I received an unpleasant letter in which the author excoriated us for the April Fool's article. Some people just didn't have a sense of humor!

24) The Southwest Challenge grew out of an earlier contest, the Texas-Oklahoma Shootout. The earlier contest was an inter-club competition between the Metroplex Car Modelers' Association and the Oklahoma Model Car Club. Two events in that first contest series were held each year — one on the home turf of each club, the first of which was held in 1983. After Mike Siegman (MCMA) and Bob Barnett (OMCC) decided that there was enough interest in the contest (people, like the author, were coming in to compete from areas outside the membership of either club), Siegman decided that he wanted to promote a major show (with aspirations to present a show like the GSL Championship) was warranted in that part of the country.

In the Summer of 1985, with the help of Rick Somerlot (who had then just moved to Texas from Utah) and a couple of other MCMA guys, Siegman started organizing the first Southwest Challenge. Russ Schwenkler was brought on board to assist with the artwork and, as time progressed, Russ' role greatly expanded to the point where, eventually, Mike and Russ shared decision making and overall responsibilities for the Challenge. Of course, other MCMA members (Evan Hermel, Gary Grassman and others) were also deeply involved in the contest.

The first Challenge was held in October of 1986 at the Airport Inn in Irving, Texas. The next Fall, Siegman and Schwenkler moved the event to the Holiday Inn in Bedford, where it was held for the next three years. In 1990, the final move had the Challenge appearing at the Airport Holiday Inn in Irving where the show stayed until the final event in 1993.

The Automotive Modelers' Society planned their "National" show to coincide with the Challenge in 1991. That interface arose out of Siegman's visit to the 1990 AMS Convention in Charlotte. Through a series of circum-

stances, the joint Challenge/AMS Convention was not a financial success though those in attendance greatly enjoyed the increased participation from individuals outside the traditional geographical areas of support for the Challenge.

With the closure of the Challenge, the North American Model Car Championship started in 1995, with the first two shows being presented in Chicago (in 1997, Mike moved NAMCC to Detroit). The NAMCC series was conceived by Mike Siegman and Russ Schwenkler, and ultimately produced and promoted by Mike Siegman (following the 1997 show, Mike replaced his geographically far-flung Board with modelers from the Detroit area as he moved the show to Detroit). Russ Schwenkler is no longer associated with NAMCC.

25) Richard Carroll also made his debut at an earlier national contest in 1964 that ran parallel to the Revell-Testor contest. Richard was a fanciful designer whose modeling featured scratch building and sophisticated lacquer painting. See Appendix A.

26) *Scale Auto Enthusiast* #24 (March-April 1983). A wide range of authors contributed to that series of articles including Bill Coulter, Gary McNutt, Tim Boyd, Doug Passell and Bob Bost and me. Additionally, Mercury models by Al Cozby, Bob Lammel, John Ostrenga, Steve Masters, Ken Brewer, Rich Schilling, John Berry, Jim Stein, Rick Hanmore, Jim Sonter, Darryl Miller, Scott Pavey, Andy Martin, Wayne Reick, Hans Kihlein and, of course, Dan Thomas were featured. Thomas' replica of the legendary *Hirohata Mercury* is one of the greatest models of the last three decades. See Footnote #19 and Appendix K.

27) Dave's work appeared in a wide range of magazines.

Legend: CM: ***Car Model Magazine***; SAE: ***Scale Auto Enthusiast***; CC: ***Car Craft***

Issue/Page:	***Title:***	***Author:***	***Description:***
CM July/August '62 Vol.1/No.1 pgs 6-12	'Bobtailed Cat'	D. Shuklis O. Koveleski "Smitty" Smith	Modified '62 Valiant
CM July/Aug '62	'Madman's Masterpiece'	D. Shuklis	AMT '32 Ford Coupe Vol. 1 #1 pgs 34-35 Lavender Cover Car
CM July/August '62 Vol. 1 #1 pgs 36-38	"Roll Up Windows"	D. Shuklis	As used in Cover Model
CM July/August '62 Vol. 1 #1 pgs 59-59	"Channeled Champ"	D. Shuklis	AMT '40 Ford Coupe The "Wild One"
CM July/August '62 Vol.1 #1 pgs 39	"Red Rever"	D. Shuklis	Chopped '32 5-Window Twin Engine
CC August 1962 pgs. 44-45	"Build the Bob-Tailed Shamrock"	D. Shuklis	How-to Build Story
CM Nov/Dec. 62 Vol. 1 #2 pgs 28-31	"Concealed Hinges For Swinging Customs"	D. Shuklis	Hinging Doors on '61 Ford Convertible
Jan/Feb '63 Vol.1 #2 pgs 26-28	"Door Panels Deluxe"	D. Shuklis	Building interior door Panels for '61 Ford
CM Sept/Oct. '62	"Open Your Doors	D. Shuklis	Opens doors on "Orange

Vol. 1 #3 pgs 14-17	with Real Hinges”		Juicer”
CM Jan/Feb. 63 Vol. 1 #4 pgs 16-17	“Fix that Broken Frame”	D. Shuklis	Repairing Windshield Frame - ‘61 Ford convt
CM Mar/April ‘63 Vol. 1 #5 pgs 12-23	“Make Your Own Convertible Top”	D. Shuklis	A functioning , non-prototypical convertible top on AMT 50 Ford. Based upon suggestion from reader Peter Parrish of Morgan Hill, CA
CM Sept. 1963 Vol 2 #2, pgs 14-15	“Detailing Pyro’s ‘40 Ford Coupe”	D. Shuklis	1/32 ‘40 Ford Cpe, with Engine, opening hood/doors
CM Nov. 1963 Vol 2 #4 pgs 52-53	“Revell Presents Stone-Woods-Cook Model”	D. Shuklis	Review of S-W-C kit
CM Dec. 1963 Vol 2 #5 pgs 11-13	“*Car Model’s* Complete Guide to Custom Frame Kits for Drag and Show”	D. Shuklis	Review of all Revell Frame kits with pix of Completed frames
CM Dec. 1963 Vol 2 #5 pgs 18-23	“Four Flying Forties”	D. Shuklis	Building of Sportsman-Style slot cars. Includes Pix of Dave’s dad
CM January 1964 Vol 2 #6 pgs 18-24	‘Build the ‘32 Ford in “Big Size”’	Uncredited (D. Shuklis?)	Balsa 1/8 ‘32 Ford
CM Jan. 1964 Vol 2 #6 pgs 57-59	“New from Aurora ‘34 Ford”	D. Shuklis	2 versions of model
CM February 1964 Vol. 2, #7 pgs 10-14	“Finish the ‘32 Ford (Part Two)”	D. Shuklis	Completed model. Ed Roth’s “Space Serpent” shown alongside
CM March 1964 Vol 2 #8 pg 33	New from AMT - A Report on XR-6	D. Shuklis	Features AMT’s XR-6
CM March 1964 Vol. 2 #8 pgs 41-44 ‘27 T Kit”	“Truck Sectioning For the Customizer	D. Shuklis	Sectioning Revell’s ‘567 Ford Pickup Custom
CM April 1964 Vol 2 #4 pgs 12-14	“East Coast Customs”	D. Shuklis	Description of models From U.S. Eastern seaboard
CM July 1964 Vol 2 #12 pg 28	“Custom Panel Report”	D. Shuklis	Monogram ‘58 T-Bird T-Bird mild custom
CM Dec. 1964 Vol.3 #5 pgs 56-57	“Car 99 -The Moving Modified”	D. Shuklis	AMT’s ‘40 Ford Cpe. Modified Stock racer/white
CM Feb. 1965 Vol. 3 # 7 pgs 38-40	“All about Channeling The Easy Way, pt. 1"	D. Shuklis	Channeling AMT’s ‘32 Ford 5-window coupe
CM March 1965 Vol 3 #8 pgs 20-21	“All about Channeling The Easy Way, pt.2"	D. Shuklis	Channeling Monogram’s ‘36 Ford Coupe
CM April 1965	“All About Channeling	D. Shuklis	Channeling AMT’s ‘57

Vol 3 #9 pgs 24-26	The Easy Way, pt..3"		Ford Coupe
CM May 1965 Vol 3 #10 pgs. 21-23	"All about Channeling The Easy Way, pt. 4"	D. Shuklis	Channeling Johan's '64 Plymouth Fury
CM June 1965 Vol 3 #11 pgs 6, 12	"Dave Shuklis Answers Your Customizing Questions"	D. Shuklis	Dave describes his visit from Budd Anderson
SAE July/Aug 1983 No. 26, pgs 26-28	"Dave Shuklis"	D.M Crispino	Pix of Dave's models, pics of Dave with Budd Anderson. Article claims some of Dave's models were featured in *Car Craft* magazine.

Note: Dave Shuklis also wrote a customizing column/Questions & Answer in various issues of the Auto World *Custom Club News* from 1961 through 1968. Additionally, several Auto World catalogs featured Dave's work: a) The 1962 catalog featured Dave's "Wild One" on the cover. That same catalog contained a list of Dave's cars with the special instruction sheets; b) The fourth edition of the 1962 catalog featured Dave's '40 Ford coupe with opening doors and trunk and the double engined '32 Ford Couple of this black and white cover; c) Dave's "Red Rever" is on the cover of the '63 catalog. (Thanks to Dennis Doty, Former Editor, *Model Car Journal*, for this information).

28) The *Pegasus* was a pivotal model in the history of our hobby, and certainly become one of the most enduring image of the last three and one-half decades. In an era of too many "blob" models, Johnson's model had the added dimensions of sharply defined shapes. The *Pegasus* was used by the promoter of the 1964 Revell-Pactra show (the second contest) and Revell-Testor I show as the basis for the design of the award (see Appendices A, Q and U).

29) The range of models that won Best of Show is remarkable:

Competition

George Layton	GSL-III
Dave Berry	GSL-IV
Steve Catron	GSL-XI
Randy Derr	GSL-XIII

Custom

Mark S. Gustavson	GSL-II
Bob Barnett	GSL-V
Rick Somerlot	GSL-VI

Motorcycle

Russ Schwenkler	GSL-XIV

Street Rod

Fred Grumke	GSL-IX
John MacGowan	GSL-X
Augie Hiscano	GSL-XII
Augie Hiscano	GSL-XVI
John MacGowan	GSL-VIII

Replica Stock

David Baird	GSL-I
Jairus Watson	GSL- VII
Larry Boothe	GSL-XV

30) See *Scale Auto Enthusiast* #57; See also: *Car Model* magazine, October 1968. Greg Struhar and Tom Dillion II conducted extensive restorations on the monocoque frames. The *Dodge Fever I* body was thoroughly cleaned, and no repainting was necessary. The body on *Dodge Fever II*, on the other hand, required a good deal of repair, repainting and re-decaling, and some hand-lettering. I donated *Dodge Fevers I* and *II* to the National Model Car Builders Museum in 1997. See also Footnote 7, above.

(31) At GSL-IX, I was approached by Bob Johnson who, on behalf of Monogram and *Hot Rod* Magazine, suggested that I consider selling the GSL Championship to Petersen Publishing Company. Peterson intended, it seemed, to create a contest in Indianapolis and decided that acquiring an existing show would be better than starting "cold." Later, on May 3, 1989, Johnson wrote to me, formally making his proposal for the Tenth Anniversary Championship. The offer was attractive on one level: GSL would be promoted by the gargantuan Petersen Publishing empire and would, therefore, be exposed to a much broader audience; by this point, the 1988 Hot Rod "national" show was history.

But there were serious problems with the proposal: the intimate comraderie that always characterized GSL would be compromised (if not lost), and the focus and intent of GSL would be lost as the new sponsors sought to market the show to a mass audience. Bob wrote, in part:

> "As I am sure that you are well aware from your past GSLMCC efforts, it is vital to *achieve a balance* that will be acceptable to all parties that are involved . . . In terms of any type of participation by Hot Rod magazine, I *believe that it is vital to determine specifically what they expect to derive as a benefit from participating in the event.* Second, the past participation of Scale Auto Enthusiast must be evaluated and addressed . . . One aspect that I would like for you to consider in the current perception of the event (GSL) in the minds of potential participants and nonparticipating manufacturers alike." (Emphasis added).

Though Bob's motivations were good, the substantial risk of creating another MPC contest series was unpalatable to me. I was not willing, I decided, to participate in a transfiguration of GSL that might lead to a media event where issues other than the excellence of the model held sway. One ironic aspect of the proposed sale of GSL to Petersen would have been that GSL, as a separate "competitor" for visibility in the world of serious adult modelers, would be eliminated. Subsequently, I turned down the offer, expressing to Bob Johnson that I was complimented by the proposal but that I was unwilling to make the concessions that his offer would inevitably require.

The "*Hot Rod* Nationals" lasted just two years (1988 and 1989); reliable sources report that the cash demands upon the major kit manufacturers were too great to handle. Some have opined – mistakenly in my view – that GSL "won the battle" with the *Hot Rod* show; after all, they point out, GSL is still here and the *Hot Rod* show folded a long time ago. I think that the collapse of the *Hot Rod* contest could more plausibly be traced to the heavy financial commitment extracted from the large domestic kit manufacturers by *Hot Rod* and the promoters. Still, the observers were correct about one thing: a substantial "challenge" to the GSL Championship series had been mounted and it had failed.

All of this was going on when manufacturer support for GSL and other similar contests was very modest, at best. The only cash sponsorship that GSL ever received from a major kit manufacturer was from Revell ($300) so that

we could reimburse Tom Gaffney for his airfare to attend GSL-XI (that cash donation only occurred because of the effort of Bob Johnson). The lack of financial help from the major kit manufacturers had been a genuine source of irritation to me, initially since it would have taken such a modest sum from each of them to make an enormous difference to GSL. It was clear to me that the management of contemporary kit manufacturers was a different group (perhaps because they had to be) than their predecessors; where companies once eagerly funded a genuinely nationwide contest series from 1962-66, contemporary manufacturers' support of even major, established contests was modest at best. In their desire to be egalitarian by supporting a wide number of contests, they failed to distinguish between national competitions and purely local events. Nevertheless, enthusiasts presenting contests have ironically lead to an incredible stability and diversity in the hobby. See my editorial – the return of the Putty Thrower – in the November 1997 issue of *Car Modeler* magazine, inside front cover; a copy of that column is presented here in Appendix I I.

However, the "price" of such help might have been to high to accept since, these days, kit manufacturers are mass marketers of a product to be sold to vast numbers of consumers who are not contest builders (Besides, the short-lived Hot Rod Nationals was a powerful reminder of the need to remain autonomous). A juried contest, after all, is inimical to such marketing objectives. The latest example of this concern about the influence of a major kit manufacturer upon a contest is best exemplified by the 1997 Hobby Town USA attempt at the RCHTA show to select winners by popular vote – hardly the recognition of accomplishment sought by serious competitors.

32) This policy was relaxed at GSL-XVI when both *Scale Auto* and *Plastic Fanatic* were afforded "salon" photographic rights at the Reunion. That change of policy was occasioned by the change of ownership at *Scale Auto Enthusiast*.

33) My opinions of the disruptive hobbyists — and the risks they posed to the hobby — were addressed in several Putty Thrower columns published in the following magazines: *Car Modeler*, May 1990; *Car Modeler*, September 1990; *Car Modeler*, January 1991; *Car Modeler*, March 1991; *Car Modeler*, July 1991; *Car Modeler*, November 1991; *Car Modeler*, January 1992; *Car Modeler*, March 1992; *Car Modeler*, November 1992; *Car Modeler*, July 1993; *Car Modeler*, November 1993. See also the exchange between Frank Evangelista and me in the "Return Address" section of the May 1992 issue of *Car Modeler* magazine.

34) Because of Tim Boyd's gracious efforts, I had been originally tapped to write the model column in *Custom Rodder,* and did so in the first issue (Summer, 1991). But my heavy writing schedule for Gary Schmidt and my responsibilities with GSL and the National Model Car Builders' Museum, in addition to full-time employment as the senior attorney in a law firm, prevented me from taking on another hobby-related job. Therefore, I placed a quick call to the editor and I suggested that Rick Hanmore take over the column which he has splendidly handled ever since.

35) This issue was discussed in two of my Putty Thrower opinion columns: *Car Modeler*, November 1992 and *Car Modeler*, November 1993.

36) In the mid-eighties, I purchased a substantial amount of materials and models from Jim Keeler, all of which I donated to the Museum. Among those items were Keeler's Dodge *Fevers I* and *II*, his *Carnation and Turbine Tub* and *MCS X-100*, a lot of written memorabilia and associated ephemera and two almost complete kits of the old Revell 1/4 scale Chevy small block engines created by Revell and nearly offered on the market. In 1992, Denver modeler Chris Stames took possession of the models, discovered that one complete model could be made from the parts, and commenced an extensive research project on the model. Ultimately, a resin-cast kit of the engine will be offered for sale by Chris, a substantial proportion of the proceeds from which will be donated to the Museum.

37) Don Emmons is one of the pioneering modelers in the entire hobby. His work – characterized by pristine assembly and risk-taking techniques – is well known. Three of his models are on display in the Museum: 1) His 1929 Ford Roadster was featured in a "how-to" article in the September 1962 issue of *Rod and Custom* which dealt with Don's technique for opening and hinging doors; and 2) his 1930 Ford Woody was featured in *Rod & Custom* magazine, Jan.'64 issue. This model is also pictured in Jan. '65 issue of *Rod and Custom* Models, "Model Car Displays," and also in the "I.A.A.M. Contest Coverage" article (same issue); and 3) his 1941 Willys Pickup that was the feature of a two-part, high intensity "how-to" article in two issues of *Rod and Custom Models* ("A Potent Pickup = A Potent Model) in the November and December 1964 issues. Among other accomplishments, Don wrote the "Modelrama Q&A" column in *Rod and Custom Models* from July '64 through January '65, then in the regular issues of *Rod and Custom* Magazine**.** Don was not able to attend in GSL-XV, but did return – to the delight of everyone – for the GSL Reunion in 1997. See Appendix Z.

38) In fact, the GSL Judges and I almost awarded both models with Best of Show recognition, so difficult was the effort to choose between two entries. Following intense discussion and argument, we decided that GSL needed to name a single Best of Show winner, and Russ Schwenkler's motorcycle model was given the nod. However, GSL does have a history of occasionally awarding ties in Classes.

39) Almost immediately after the end of GSL-XV, I started to receive literally dozens of letters, e-mail messages and phone calls (some of them quite passionate), asking why Bob and I "really" shut down the Championship. Some modelers, apparently, had fashioned from whole cloth Byzantine theories to explain why the annual GSL Championships ended in 1994. But after spending more than half a year of trying to explain, in vain, the reasons behind the cessation of GSL, Bob and I (later with Mike Barlow, Mark Benton and Brian Dees) started to discuss the possibility of presenting a GSL Reunion in 1997 and, if that event was a success, presenting the Championship on an every other year basis. GSL returned, quite literally, because of an incredibly broad and passionate groundswell of support.

40) The Web page for the National Model Car Builders' Museum can be reached at: http://www.xmission.com/~msgsl/nmcbm/ The GSL Web page can be reached at: http://www.xmission.com/~msgsl/GSL/ Both pages are updated regularly.

41) In early 1997, Gregg Hutchings purchased *Plastic Fanatic* from its founder, owner and first editor, Roy Sorensen. At the GSL Reunion, Gregg presented a new award, the *Plastic Fanatic* "Best Use of Color As a Design Element." The first recipient of the award, Clyde Alexander (for his 1937 Ford), was represented at the show by Roy Sorensen who accepted the award on behalf of Clyde. As Gregg announced the winner of the award, a few in the audience noted the poignant irony as the new Editor of *Plastic Fanatic* presented the award to Roy.

Appendices

Appendix A

Special note: The author acknowledges and expresses his great appreciation to Tim Boyd, Randy Vandraiss, Rex Barden and Bill Harrison who assisted in assembling the incredibly complex background research necessary to the preparation of this Appendix A. Without their wonderful help, my analysis of the history presented in this Appendix would not have been possible. To the author's knowledge, what follows in this Appendix is the most complete record of the indicated contests ever assembled. Through this effort, the efforts and history of the following contests — and the great modeling work of thousands of competitors! — can be honored and preserved for future generations.

In spite of the massive research commitment to this Appendix, there are many ambiguities and outright conflicts that exist in the historic, written record. Additionally, there is some missing information. The assembly of facts presented in this Appendix A represents the best educated assessment of the record, though the author and contributing authors to this Appendix admit that, especially in the contests that occurred before 1968, reasonable people can disagree about the details. The reader is encouraged to consult the cited bibliography and make his or her own determination. And, despite these efforts to present an accurate history of these contests, there are a few areas of incomplete research; I hope that readers of this book will be able to fill in the missing information for future printings of this book.

Finally, the point in presenting this inclusive record is to place the GSL Championship in an historical context. The contests that preceded the commencement of GSL Championship and their traditions laid the ground work for GSL Championship series; without the competitive ground made fertile by the contests chronicled below, I am convinced that GSL could never have occurred.

Revell/Rod & Custom Magazine ***(announced in the November 1956 issue of Rod & Custom, with an entry deadline of December 31, 1956).***

This contest was developed out of *Rod & Custom's* coverage of the model car hobby and was a combined result of the magazine's feature article on model builder Budd Anderson and a feature on the then newly-available Revell 1/32 model car kits of the '55 and '56 cars (most previous car kits had been of antique or classic autos). Results of this mail-in contest were reported in the April 1957 issue of *Rod & Custom*, and the article included photos and descriptions of the Top 20 entries. The total number of entries topped 1,100, from 702 different modelers in 42 different states. 54 different types of models were entered, including one helicopter and a "smattering" of customized motorcycles. The overall winner was Jim Savage, of Paramount, CA, who later had many models pictured in various model car magazines, and became a leading member of the legendary International Association of Automotive Modelers. His 1/32 scale custom was awarded a $50 bond. Jim Savage is still building magnificent models in Southern California.

1961-1962 Contests. ***By 1962, there had been a virtual explosion of model car contests across the United States with the first appearance of major commercial sponsorship. Most of those contests were local in nature. This sudden appearance of contests might be traced to the vast number of kits available on the market and because, undoubtedly, Auto World and its offshoot, Car Model Magazine, came into being.***

A. Mid-America Model Car Championship (AMT). From late 1961 through 1962, AMT paired up with George Barris to present the Mid-American Model Car Championship, one installment of which was held in Cleveland. ("Modelrama, Coast to Coast," *Model Kars*, pgs. 18-19, published by George Barris Enterprises, Inc., 1962). The "Coast to Coast" title suggests that other contests were held as well, though no coverage of other events in that championship series can be located. This particular AMT contest was a big deal, though, because the article points out that 1,000 models were entered, 36 gold awards were handed out, and Budd "The Kat" Anderson, AMT Vice-President George Toteff and other luminaries were on hand. Also, the AMT "Styline T-Bird" (before it was changed into the "Hairy Canary") was also on tour (transported in an enclosed trailer behind a 1960 Ford Station Wagon) and presented to the public as part of the model car contest; this car was constructed to replicate the 1961-issue Styline kit presented by AMT (an unusual reversal of the usual steps in creating a model kit).

Some interesting questions emerge from the coverage of this event: For instance, it is unclear why there is such

scant publicity for this AMT contest. Why is Revell, paired up initially with Pactra Chemical (and later with Testor) credited with presenting the first genuinely national model car contest when it is evident that AMT had conceptualized the idea of a national contest before Revell-Pactra I debuted? Marketing may be one answer – Revell may simply have a done a better job in defining their goal and then doing what was necessary to present their contests. The decision by Revell to involve local hobby shops in the Revell-Pactra I and II contests may have "democratized" the process, thereby distributing support for the show among the greatest base of support possible. Certainly, the fact that *Car Model* and *Model Car Science* magazines carried extensive coverage of Revell-Pactra I was key to the success of that show, but it does not explain why AMT didn't capitalize on *its* pioneering efforts. (AMT might not have been hurt much, though, by the Revell-Pactra I and II since it was not until Revell-Testor I that Revell required that all entries be based upon their kits).

Of course, there were purely local contests that never received publicity or only scant media coverage. See: "Model and Show Displays," *Custom Car Models* by George Barris, pgs. 30-37, Spotlite Book #508, 1961.

There is another article on contest models that appeared in "Modeling Motorcade," *Model Car Science*, August 1964, pgs. 12-18. The source of the pictures taken for this article are unclear, though the article suggests that the featured models were all winners in contests apparently held in Texas, Maryland, Virginia and Washington, D.C. The models that appeared in this article do not appear to be any of the models that appeared in Revell-Pactra I; moreover, the small text accompanying the article suggests that these models appeared in major contests and not in local hobby store competitions. Most importantly, however, is the introductory note that specifies that the photos came from George Barris. This suggests that the contests to which reference is made in this article came from the Mid-American Model Car Championship though certainty at this point in time is impossible. As plausibly, the models featured in the *Model Car Science* article might have been taken during the International Modelers Guild Modelrama Championship since the work of John Estlow appears in this article an in the feature article on the IMGMC (see section below). To add further strength to this proposition, the custom model of Charles Jones of Ypsilanti, Michigan, that won the top award at the IMGMC also appears in *Model Car Science*. The reader is invited to decide in which of these two contest series these models appeared.

B. 1962 Model Championship. There was another AMT model car contest that was covered in "1962 Model Championships," *Car Craft*, December 1962, pgs. 54-55. This contest was run in conjunction with the 4th Annual National Championship Custom Car Show held over Labor Day in Indianapolis. Run by AMT, the works of Wayne Jones (Best of Show), Richard Horner, Dennis Carlson, Jerry Svitek, Mike Schmidt, Roy Olsen, Elliot Andrews, Ron Davis and Jerry Wolven were featured.

C. Winternationals Model Car Show. The *Rod and Custom* Magazine Winternationals Model Car Championship, sponsored by AMT, Monogram and Revell (interestingly) was covered in the June 1963 issue of *Rod and Custom* , pages 32-35, was presented in early 1963, just before Revell-Pactra contest commenced. The work of Larry Grossman, Richard Search, John West, Carroll St. Aubin, Jim Savage, Bobby Kelley, Robert Kerr, Joe Brenner, Dick Del Nostro, Jim Velez, Ron Granlee, Daryl Willis, Joe Bornaert, John Shockley, Gary Rosenberg, John West, Bob Wagner, Mike Lash, Lloyd Skaggs, Robert Yonts, Pat Murphy, Bruce Snyder, Don Bye, Don Thrapp, Gary Nedeker, Tom Petro, Ron Brown, Charles Strutt, Greg Miller, Dan Barbee, Bob Yekel, Larry Eck, Bud Bryan, John Taylor, Dave James, Jim Velez, Denis Neymayer, and Wayne Bolon was presented. This contest reportedly had 400 models throughout Southern California. The Museum now owns the restored "Carnation" by Jim Keeler - an entry in the show.

The Winternationals Model Car Show were also occasionally covered in the "big car" press. An article in the May 1963 issue of *Car Craft* (pgs. 34-35) displayed some of those models, including the work of Joe Brenner, Larry Eck, Dave James, Joe Bernaert and Wayne Bolon. Additionally, top contest winners were also featured, sometimes in a two-page spread: See "Model Craft" in the November 1963 issue of *Car Craft* magazine, pgs. 60-61, in which the work of Kenny Bohlen was displayed (incidentally including a shot of the Sixties pop music star Jackie De Shannon handing a first place trophy to Ken for the contest held at Tyler Craft). The Museum has acquired from builder Ron Parker his "Titan" that won the Best of Show in the 1963 Winternationals Model Car Championship

The 1964 Winternationals Model Car Championship was carried in *Rod and Custom Models*, June 1964, pgs. 66-69. An interesting bit of trivia appears in the coverage of this event: A model named the "Titan X-1," built by Wayne Wright of San Bernardino, California, appears as one of the winners. The resemblance of this model to Ron Parker's Titan, that won the top award at the 1963 Winternationals Model Car Show, is unmistakable.

D. Auto World Custom Club News Model Car Contest. In mid 1962, Oscar Koveleski and Auto World (through its publication, *Auto World Custom Club News*) announced a model car contest sponsored jointly between Auto World and Revell. The contest was divided into three age groups: up and including 12, 13 through 15, and 16 and up. Contestants from those three age groups could compete in two separate Classes: Modified Stock Class ("where you can build ANY model as long as your use Revell parts somewhere") and the Radical Scratchbuilt Class ("where you build a model from Revell parts only,

with HANDMADE bodies.") (emphasis as in the original text found in the June-July issue of *Auto World Custom Club News*.) Interesting, when Revell teamed up with Pactra not quite a year letter, there was no restriction on using only a Revell kit (that limitation would not appear until Revell-Testor I). 18 Trophies were promised, along with 72 Roth T-Shirts.

The winners were announced in the October-November-December 1962 (Volume 1, #8) issue of *Auto World Custom Club News*. As judged by Mickey Thompson and Ed "Big Daddy" Roth, the following winners were announced:

1st Place Winners

Gerry Strickfaden	Los Alamos, NM
Ray Moran, Jr.	Norwalk, CA
Bob Stroup	St. Louis, Mo.
John Tokarchuk	Mt. Vernon, WA
Ronald Spengler	Allentown, PA
Jamie Dorman	Price, Utah

2nd Place Winners:

Bernie Prawdzik	Grand Rapids, MI
Scott Wallace	Lexington, KY
Bob Thomas	Waverly, Ohio
Terry Sellinger	Wichita, KS
Jack Colburn	Cloquet, Minn.

3rd Place Winners:

Gordon Buetsch	Rockford, Ill.
Mike Norris	Albuquerque, NM
John Sloneker, Jr.	Hamilton, Ohio
Douglas Mellor	Haverford, PA
C.J. Beuachemin	Midland, Texas

Also, photos of models from Bernie Prawdzik (street rod with bubble top), Gordon Buetech (drag car), Bob Stroup (Beatnik Bandit replica created before the kit), Jamie Dorman ('40 Ford), Jack Colburn's El Diablo ('40 Ford Pickup), Chuck Beauchemin (sectioned 1962 T-Bird), Gerry Strickfaden ('57 T-Bird), Terry Sellinger ('40 Ford Sedan influenced by Crusader), and Scot Wallace's (radical pickup truck) were also featured. Some photos of runner up entrants were also highlighted (even though no comprehensive list of runner ups was printed): Gary Chanko ('29 Ford roadster), Ton Trinaystich (Buick station wagon), Dave Mays ('40 Ford Sedan), Dale Cassidy ('40 Ford Sedan) and Jack Colburn ('40 Ford Sedan). The contest was not repeated by Auto World and Revell.

Two final notes: The Classes advertised when the Auto World contest was announced were apparently *not* used when the judging occurred. There was no explanation for the change of plans. Moreover, when this Auto World/Revell contest was completed, Auto World went on for nearly 14 years to present, if sporadically, their "Model of the Month" contest.

Revell-Pactra I Contest ***(April 1, 1963 through May 31, 1963)***. (Hobby Shop Contest)

Perhaps not surprisingly, there wasn't a lot of advance notice of the 1st National Custom Car Contest, as *Auto World Custom Club News* named this contest. In its March-April 1963 issue (Vol.2 #2), an article titled "Revell Pactra Contest Time Extended to July 8" the Auto World publication disclosed that the " . . . 1st National Custom Car Contest sponsored jointly by Revell and Pactra has a new closing date – July 8, 1963 rather than May 31, 1963." That article also revealed that a " . . . total of 16,000 award will be awarded in all." Readers were advised that local winners would be named in anticipation of the determination of regional winners, with a California trip for the " . . . Big Winners . . . " and their sponsoring hobby store owners.

Revell-Pactra I was also covered in *Auto World Custom Club News*, Vol.2 #4 (July-August, 1963) where the following models were pictured on pages 2-5: Senior National Champ Richard M. Johnson ("Pegasus"), Intermediate National Champion Jim Ray Yonts (twin engine dragster), Junior National Champ William Christianson (twin-engined Falcon-esque Ranchero), Pactra National Paint Award Winner Tom Davison (metalflake painted Corvette), Special Award Winner Augie Hiscano ("Black Bandit"), Best Engine Compartment Carl Dunn (twin-Allison engined dragster), Regional Winner Bob Sifferd ("Telstar" custom El Camino), Regional Winner Ken Friend (Austin Healy dragster), Regional Winner "Chester Hodges"('32 Ford dragster – note, the name was misplaced; the builder is really Wayne "Squeek" Hodge), Runner Up Tom Yonts (dragster, brother to Jim Ray Yonts), Runner Up Lonio Stern ("Astrodan"), Runner Up Roger Bice (bubbletop, sectioned Corvette — this model never showed up in any other magazine coverage of Revell-Pactra I). This issue of *Auto World Custom Club News* also featured a front page column by Oscar Koveleski ("As We Go To Press"), that continues onto page 11, that described, in glowing terms, the contest. This article was a very early report on the winners, and was the first published coverage; of course, it is not surprising since Oscar Koveleski attended the final judging personally perhaps to assist in the effort to photograph the models for *Model Champions*.

This first Revell-Pactra Contest was initially covered in "Exclusive, First Winners", *Car Model,* October 1963, pgs. 44-49;. That event was also covered in a series of subsequent articles: "Tops in the Nation", *Car Model*, November 1963, pgs. 15-20; "Parade of Champions," *Model Car Science*, October 1963, pgs. 14-17, and again in the November 1963 issue of *Model Car Science*, "Revell Contest", on pgs. 16-19. The models of Mike Johnson, Bill Christiansen, Tom Davidson and J.P. Chisesi were featured in Model Car Major Leagues, *Model Car and Track*, pg 69. Individual models were covered in "The Black Bandit," *Car Model*, January 1964, pgs. 10-

11 (Augie Hiscano's model) and "Super Sizzler," *Car Model*, January 1964, pgs. 16-17 (Carl Dunn's twin-engine dragster). The show was also covered in the January 1964 issue of *Rod & Custom* (pages 38-39).

Revell-Pactra I was also covered in a special magazine created by *Car Model*. *Revell-Pactra Model Champions* was published in mid-1964 and featured not only the overall national winners, but also showed all of the Regional winners and a healthy array of other models of note. Finally, the publication ended with a series of cameo photos of the judging team and judging conditions; this is a highly prized publication.

The overall national winners of *Revell-Pactra I* were:

National Paint Winner: Tom Davison (Corvette);
National Senior Winner: Richard M. Johnson (Pegasus);
National Intermediate Winner: Jim Ray Yonts (Dragster);
National Junior Winner: William Christianson (Falcon);
Just Plain Fantastic: Augie Hiscano (Black Bandit).
Best Engine: Carl Dunn; Best Interior:
Most Working Parts: Jerry Svitek
Best Interior: Carroll St. Aubin:
Most Unique: J.P. Chisel;
Scratchbuilt: David Ewing

The Regional winners of Revell-Pacta I were:

Region #1 (Main, Vermont, Rhode Island, Massachusetts, Connecticut, New Hampshire)
Paint: Walter Kabat, Jr. '57 Chevy
Senior: Don Alvord, Dragster
Intermediate: Gerry Charron, '32 Ford
Junior: Fred Armstrong, '32 Ford Pickup

Region #2 *(New York)*
Paint: Rick Niles, '40 Ford Sedan
Senior: George Andersen, '25 T Ford
Intermediate: David Braham, '49 Ford
Junior: March Friedland, '57 Ford

Region #3 *(New Jersey, Pennsylvania)*
Paint: Richard L. Springer, '57 Chevy
Senior: Ted Kacmarik, '60 Pontiac
Intermediate: Thomas Standish, '40 Ford Coupe
Junior: William Christensen ('60 Falcon, National Junior Winner)

Region #4 *(Maryland, Delaware, Washington D.C., Virginia, North Carolina, West Virginia)*
Paint: Rev. J.O. Holbrooke, '40 Ford Coupe
Senior: Phil Davis, '40 Ford Coupe
Intermediate: Jack Drum, '40 Ford Coupe
Junior: David Porter, '62 Corvette

Region #5 *(Florida, Georgia, Alabama, South Carolina)*
Paint: Lewis Capps, Falcon Ranchero
Senior: Larry Lee Price, '40 Ford coupe
Intermediate: Philip Sanderson, '61 Corvette
Junior: Ross Roberts, 'Ala Kart

Region #6 *(Arkansas, Louisiana, Mississippi, Tennessee, Kentucky)*
Paint: Rick Harris, '40 Ford Coupe
Senior: Byron Cooper, '57 Chevy
Intermediate: Larry Benoit, '62 Corvette
Junior: Terry C. Lewis, '58 Chevy

Region #7 *(Ohio, Michigan)*
Paint: Larry Elting, '40 Ford
Senior: Tom Davison, '62 Corvette (Note: magazine lists Richard M. Johnson as winner in error and shows Davison's model)
Intermediate: David Cordier, '62 Corvette
Junior: Jerry Haskell, '40 Ford Pickup

Region #8 *(Illinois, Indiana)*
Paint: Ken Friend, Austin Healey
Senior: Bob Sifferd, '60 El Camino
Intermediate: Gene Pontello, '63 Riviera
Junior: Bobby Dowdy, '40 Ford

Region #9 *(Wisconsin, Minnesota, Iowa, Missouri)*
Paint: Tom Davison, '60 Corvette
Senior: Allen Baldikowski, '57 Thunderbird
Intermediate: Ricky Tudor, '40 Ford
Junior: Gary Bennett, '57 Chevy

Region #10 *(North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas)*
Paint: Tom Smith, '49 Ford
Senior: Dennis Bryant, '63 Riviera
Intermediate: Chester Hodge, '32 Ford (Note: Last name misspelled by adding a "s")
Junior: Jim Frey, '62 T-Bird

Region #11 *(Washington, Nevada, Oregon, Utah, Idaho, Colorado, Montana, Arizona, Wyoming, New Mexico, Alaska)*
Paint: James Clements, '61 Comet
Senior: Mike Yamashita, '60 Chevy
Intermediate: Russ DeVanes, '62 Falcon
Junior: Dan Eagen, '61 Corvair

Region #12 *(California, Hawaii)*
Paint: John Shockley, '61 Jaguar XKE
Senior: Donald Sayrize, '56 Ford Pickup
Intermediate: Jim Ray Yonts, Dragster (Note: Jim was the National Intermediate Winner)
Junior: Jerry Dillion, '32 Ford

In another section, "Local Winners Were Tops, Too" and other interesting models were presented:
Woody Benson, '32 Ford (Michigan)
Woody Benson, Austin Healey (Michigan)
Dave Wehrwein, Dragster (Michigan)
Dwaine Pruitt, '61 Corvair (Mo.)

Bob Bishop, '25 'T' Sedan (Washington)
Charles Jones, '57 Ford (Michigan)
Note: This is the same Charles Jones that won the ***International Modelers Guild Modelrama Championship*** with a subsequent model)
Perran McDaniel, '40 Ford Woody (California)
John Baunn, '57 Custom Chevy pickup (Okla.)
Paul Hirata, '62 Corvair (Hawaii)
Lonnie Boyer, '40 Ford (Michigan)
Christ Calas, '29 Ford Station Wagon (Mo.)
David Busch, Custom Roth Outlaw (Minn.)
Jeff Garrison, '40 Ford Coupe (Texas)
Robert Siegfield Lotus (Wisc.)
Jeff Meyer, Beatnik Bandit (Wisc.)
Keith Wilson, '29 Ford (Fla).
Tom Burgeson, '40 Ford Coupe "Golden Rod" (Minn.)
Gary Robinson, '40 Ford Sedan (Fla.)
Raymond Pier, '63 Corvette (NJ)
Donald Kutz, '62 Rambler American (Tex.)
Stanley Kumura, Fiat (Hawaii)
Robert T. Yonts, Dragster (Note: Bob was brother to Jim Ray Yonts)
Charles Gibilterra, Custom Corvette/Jaguar (California)
Barry Burlile, T Bucket (California)
Richard Meyer, '61 Ford (Kansas)
Bob Morey, '63 Ford Pickup (Illinois)
George Abele, '40 Ford Coupe (New York)
Ken Friend, '63 Corvette (Illinois)
Louis Cooper, '59 T-Bird (California)
Henry Siedentapf, 'T' Ford (Indiana)
Steve Gay, '40 Ford Sedan
John Ramsauer, '61 Corvair (Illinois)
Larry Leistiko, '60 Corvette (Minn.)
Ron Peuse, '64 Merc Meteor (Wisconsin)
Andy Broomell, Scratchbuilt sports car (Kentucky)
Rand Nayler, '57 T-Bird (Florida)
Robert Metz, '62 Valiant (Illiniois)
Ron Stock, '49 Ford (Indiana)
Arthur Braithwaite, '63 Tempest (Michigan)
Fred Richards, '40 Ford Coupe (Texas)
Roland Archterberg Corvair (California)
Wayne King, '32 Ford Sedan (Oklahoma)
Bruce Miller '49 Ford (Illinois)
John Wyban, Austin Healey (Ohio)
William Sargant, '61 Valiant (Oregon)
Andy Serbinski, '61 Buick Special Wagon (Pa.)
Gene Wallingford, '29 Ford Roadster
Gary Warren, '56 Ford Truck (Wisconsin)
Lonn Stern, '40 Ford Sedan (California)
Robert Northern, '56 Ford Truck (Indiana)
Ronald Carroll, '63 Corvette (Illinois)
Charlie Lindstrom, '32 Ford Sedan (Iowa)
Mike Mills, Tony Nancy Dragster (California)
Robert Kester , '40 Ford (North Dakota)
Jerry Mounce, '40 Ford (Texas)
John Shockley, '61 Ferrari (California)
Hector Alcoer, '40 Ford Coupe (Texas)
Gary Wright, '25 'T' Coupe (California)
Jerry Moeslein, '62 Pontiac (Mo.)
Dave Minick, Dragster (California)
David Kalick/, Alan Connor Dragster Silhouette (Pa.)

A final note on Revell-Pactra I: At least one model was apparently lost. In the May-June 1964 issue of *Auto World Custom Club News*, a small front page article (with photo) asked "Where Is It?" The article displayed a " . . . picture of a model entered in last year's Revell-Pactra National Contest by Chuck Beuchemin." The article appeared after the end of Revell-Pactra I and before judging commenced in Revell-Pactra II. The model was apparently lost in the mailing/judging process. There was no follow-up article.

International Modelers Guild Modelrama Championship (late 1963 through early 1964)

Between the first and second Revell-Pactra contests, an organization called the International Modelers Guild held a series of model car contests across the United States, culminating in Cobo Hall in Detroit. Held under the auspices of the show car division of Promotions, Inc., according to the article in the August 1964 issue of *Car Model* ("Flash! World Champion Crown Awarded to Michigan Modeler, pgs 56-57), event coverage (accorded an unusually short article allocated to a world championship), revealed that the top thirteen winners were culled from regional competitions across the United States. Also, the March 1964 issue of *Rod & Custom* had pictures from this event in the "Reader's Models" column on pg. 39. My research does not contain any other reference to this event — an odd thing if this was, in fact, a "world championship," as the article claims. A clue to this event can be seen in the background to the photo of Robert Manmiller where a I.C.A.S. banner appears – perhaps this Modelrama Championship was a precursor to the Revell-Testors contest series (see below) that would occur in late 1964 through early 1965 in association with the I.C.A.S.

An interesting perspective can be found in ***Showtime, The Story of the International Championship Auto Shows and the Hot Rod/Custom Car World,*** Chapter IV "Coming Together," page 26 (Published by Promotional Displays, Inc./Publishing Division) where the author discloses:

> "During the Summer of 1963, Ron Ekholm announce the formation of the International Championship Guild to oversee the International championship Modelrama to be held in twenty major cities in the United States and Canada. With Revell as cosponsor, a championship would be selected in each city and the city champs would then meet in a final to select the International l Champion Model Craftsman. Membership was free to newsletter readers who would also receive a free subscription to *Model Craft* magazine (official IMG publication), a membership card, jacket patch, and free entry to the contest. Trophies and prizes would be

awarded in each city with the major prize being one that all model would strive for. First prize in the World Modelrama, paid for by Revell, would be a life-size replica of the winning entry to be built by Ed Roth. Other prizes included all expense paid trips to Washington, D.C., Los Angeles, California, Indianapolis, Indiana to see the Indy 500 and Daytona Beach, Florida to see the Daytona 500. This array of awards and the scope of the project plus the commitment of Revell, Inc., and Promotional, Incl., would insure the success of the nation's first national model car contest."

This historical revelation is very interesting. It is clear that Revell was deeply involved with Bob Larivee: ***Showtime*** (page 34) reveals that Revell's Lou Glaser provided financial assistance to Bob Larivee when a summer 1964 proposed deal to have Peterson Publishing purchase Promotions, Inc. fell through. For that, and other reasons, it is not a surprise Revell would forge a relationship with Larivee to promote model car building in general and Revell's products in particular: the record makes it plain that the International Championship Guild was the precursor to the Revell-Testors International Model Car Customizing Championship (I.S.C.A. shows October 1964 through April 1965). that would later be presented at ISCA shows. It is also interesting to note that the author overstated the claim that the Guild would present the nation's 'first national model car contest." By most accounts, the Revell-Pactra I contest was much larger by a quantum measurement.

The winner of the Motorama Championship, Charles Jones of Ypsilanti, Michigan, was hoping that his winning mid-engine, bubbletop custom would be built in 1:1 scale by Ed "Big Daddy" Roth (***Showtime*** claims on page 32 that Charles' model won the top award at the Toledo show in 1963). Though the *Car Model* magazine article (along with an announcement in the Spring 1964 issue of *Models and Modelers World*) celebrated the fact that Ed Roth would build " . . . a full scale, reproduction of (Charles') winning model . . ," there is no record of Roth actually building a full-scale, drivable version of Jones' model. Rather, just a little over three decades later, Roth concedes (in 1995) that he never finished the car because he just never had a real interest in building it. (See ***Hot Rods by Ed "Big Daddy" Roth***, copyright Tony Thacker, 1995, Motorbooks International, p. 37). In fact, Jones' model ended up in Roth's shop until Jones' family demanded the model back when it became clear to them, in the late Sixties when Jones was in Vietnam, that Roth would not be building the vehicle. Other winners included: John Estlow (custom Mercury on which a separate article appears in the August 1964 issue of *Model Car Science*, p. 18), Robert Warren (customized sedan), Robert Manmiller (late model custom), Gary Will (twin finned fantasy custom), Bill Weber (no model shown), Bruce Campbell (custom '57 Ford), Bruce Kolb (custom '40 Ford), Gerald Jeff (custom '40 Ford and '57 Chevy), Ted Kacmarik; Victor Malecki (custom '40 Ford), John Vitrano custom/drag Willys; (John later competed at GSL-VII where he won Best Paint, one of only two successful modelers from the Sixties who also won a top award at the GSL Championship) and James Winter (custom hotrod). Better descriptions are not possible of models other than Mr. Jones' because of the limited coverage in the referenced articles.

Intervening Private Contests.

Before and during the Revell-Pactra and Revell-Testor contests, private sponsors (generally hobby stores) presented contests for modelers. One of them was the contest covered in *Rod & Custom* magazine, March 1962, p. 46. This contest was presented by the Phillip Morris & Company department store in Nashua, New Hampshire. There, the work of Bob Nadeau, Gary Allard and Jon Macomber was covered. It is interesting that a local contest, presented by a department store, warranted coverage in *Rod & Custom* magazine which did not sponsor the show.

Before and during Revell-Pactra -II contest, privately-sponsored events were apparently also being presented. For instance, the Mid-Pennsylvania Hobby Dealer Association sponsored a series of model car contests for hobbyists. See: "4th Annual Eastern Pennsylvania Custom Car Contest," *Car Model* magazine, March 1964, pgs. 14-17. Though not publicized, presumably there were other similar contests being presented by hobby shop associations across the United States and elsewhere as well.

Perhaps typical of other local events around the country were the monthly contests at Skip's Hobby in suburban Salt Lake County in the mid-Sixties. The contests were a magnet to me and a close cadre of friends – some thirty-five years later, the specific details are harder to remember than the sweet aroma of those contests, but general details remain clear. We all built frantically for each competition – great mists of Pactra and AMT paints filled our jointly-outfitted hobby room, and putty and other building supplies were also in ready supply. We met regularly to discuss the latest custom car magazines, the antics of Ed Roth and the newest creations of Starbird or Cushenbery or Winfield or the Alexander Bros. The evening before the contest, we worked late into those Friday nights, Beatles songs playing loud enough to disturb the living and dead. Almost without exception, we never won a contest. But the *process* of designing and building models and competing was firmly rooted in us in those halcyon days – almost at the DNA level. And it has been with most of us ever since.

Revell-Pactra II Contest ***(June 1, 1964 through July 31, 1964). (Hobby Shop Contest).***

Once again, one of the first pre-event decrees was covered in the March-April issue of *Auto World Custom Club News* (Vol.3, No.2) in a major front page announcement under the title of "Announcing Revell's 2nd Annual National Open Custom Car Contest." The article declared that "The news is out! Revell is sponsoring the 2nd National Open Custom Car Contest with entries being accepted by your local hobby dealer from June 1 to July 31!" The front-page article referred the reader to another article on page 6 of that newsletter where interested builders could purchase " . . . special goodies that will help you build a winner." Additionally, an article in the June 1964 issue of *Model Car Science* ("Second Revell 'Open'"), pgs. 38-39, announced the commencement of the second Revell-Pactra contest. A two-page advertisement also appeared in the July 1964 issue of *Model Car Science*, just inside the front cover.

Before the major hobby press covered the event, the October issue of *Model Cars & Model Racing News* ,Vol.1 #1 (the market had shifted and the old *Custom Club News* was gone), on page 2, declared that the August Auto World Monthly Model Car Contest winner was Bob Nordberg, with his COE Ford truck.. On page 6 of that same issue of *Model Cars and Model Racing News*, an article declared that the " . . . Revell 2nd Annual National Open Contest is officially closed, and it was a great success." The major National winners were named and pictures of their models displayed: Junior Division Mark Nelson's '29 Ford woody wagon, Intermediate Division Barry McAuley's hot rod, Senior Division Co-Winner Bob Nordberg's COE Ford, Senior Division Co-Winner Augie Hiscano's roadster and, finally, National Paint Champion Bryan Kovacs's Willys coupe.

The November 1964 issue of *Car Model* magazine ("Flash — Revell 2nd National Open Winners," pgs. 29-31), included all regional winners and winners of special trophy awards and lists the names of the people who won "award of merit" certificates and the December 1964 *Car Model* ("Revell-Pacta 2nd Annual National Open . . . The Top Five," pgs. 20-22) featured coverage of the event. *Model Car Science* also featured coverage in "Winners Named in Revell-Pactra 2nd National Custom Car Contest," November 1964, pgs. 21-27, where an array of the top winning models were featured. The Revell-Pactra II event was also covered in the December 1964 issue of *Rod & Custom Models* ("Revell's Second National Custom Car Contest"), pgs. 28-31, and in *Model Car Illustrated*, January 1965 issue, ("Custom Car Winners") on pgs. 20-22.

Coverage of the Revell-Pactra II contest was carried in *Car Model* well *after* the winners had been announced: "Revell-Pactra Winners . . . Area 9 and 10," *Car Model*, February 1965, pgs. 43-47 (the second photo caption is of a model by Darrell Zipp, now of Zipper Motors); "Area 2 and 4 Winners in the Revell 2nd National Open," *Car Model* March 1965, pgs. 46-47; "Area 3 and 6 winners in the Revell 2nd National Open," *Car Model*, April 1965, pgs. 28-30; "Top Central Customs, Top cars from Areas 7 and 8 in the recent Revell contest, featuring Paint Awards by Pactra Chemical Company," *Car Model*, May 1965, pgs. 31-33; "Top California Customs, The outstanding cars from Area 12 in the recent Revell contest, featuring Paint awards by Pactra Chemical Company", *Car Model*, June 1965, pgs. 41-43. More coverage was seen in *Car Model's* September 1965 issue on pgs. 24-26, "Area 1 and 5 winners in the Revell 2nd National Open". Unfortunately, *Car Model* magazine did not produce a follow-up to the "*Model Champions*" special-issue magazine to comprehensively feature the top national and regional winners, though *Model Car Science* would occasionally feature a model that did not win a top national award (for instance, see *MCS*, January 1965, p.40).

The overall national winners for the second Revell-Pactra contest were:

Senior Co-Champion: Augie Hiscano (blue roadster);
Senior Co-Champion: Bob Nordberg (COE Ford);
Paint Champion: Brian Kovacs (1940 Willys);
Intermediate Champion: Barry McAuley (street rod);
Junior Champion: Mark Nelson (street rod).

Of course, there were Regional Winners also in this contest series, as listed in *Car Model* magazine, November 1964, pgs. 29-31.

Region 1 - New England, Maine, Vermont, Rhode Island, Mass., Conn., New Hampshire
Senior Winner - Al Hanna
Intermediate - Greg Swanson
Junior - Frank Scozzafava
Paint - Byron Price

Region 2 - New York
Senior Winner - Ed Hettich
Intermediate - Howard Maher
Junior - Lawrence Smith
Paint - Robert Motta

Region 3 - New Jersey, Pennsylvania
Senior Winner - Harry Aufinger
Intermediate - Edward Skuchas
Junior - Larry Kincel
Paint - Leon Korejwo

Region 4 - Maryland, Delaware, Wash. D.C., Virginia, North Carolina, West Virginia
Senior Winner - Mike Workman
Intermediate - Barry Hoffman
Junior - Ralph Ehlers
Paint - Robert Waite

Region 5 - Florida, Georgia, Alabama, South Carolina
Senior Winner - Augie Hiscano (Co-Champion)
Intermediate - Joe Smith
Junior - Joey Azelvander
Paint - Melvin C. Smith

Region 6 - Arkansas, Louisiana, Mississippi, Tennessee, Kentucky
Senior Winner - Jerry Hoffman
Intermediate - Mark Davis
Junior - Chuck Farmer
Paint - Byron Cooper

Region 7 - Ohio, Michigan
Senior Winner - Jon Smith
Intermediate - Frank Mocilnikar
Junior - Don O'Connor
Paint - John Tekavec

Region 8 - Illinois, Indiana
Senior Winner - John Ramsaver
Intermediate - Gary Nichols
Junior - William Suski
Paint - Ken Friend

Region 9 - Wisconsin, Minnesota, Iowa, Missouri
Senior Winner - Darrel Zipp
Intermediate - Jack Herndon
Junior - Dale Panzeo
Paint - Tom Morgan

Region 10 - North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas
Senior Winner - Bob Nordberg (Co-Champion)
Intermediate - Douglas Kjono
Junior - Edwin Scott
Paint - Ken Horner

Region 11 - Washington, Nevada, Oregon, Utah, Idaho, Colorado, Montana, Arizona, Wyoming, New Mexico, Alaska
Senior Winner - Paul Lucas
Intermediate - Ed Saver
Junior - Mark Nelson (Jr. Champion)
Paint - Ken Stuhr

Region 12 - California, Hawaii
Senior Winner - Bob Hines
Intermediate - Barry McAuley (Intermediate Champion)
Junior - John Lux
Paint - Brian Kovacs (Paint Champion)

Region 13 - Canada
Senior Winner - John Bewsher
Intermediate - Howie Salisbury
Junior - Gerald Ball
Paint - Don Mitchell

Special Trophy Award Winners (article does not mention the nature of the awards):
Tom Yonts
Dennis C. Bryant
Gary Fox

"Award Of Merit" Certificate Winners:

Rich Kosuda	John Bowman	Ronald Budig
Lerry Etting	Charles M. Parnell	Gary Fields
Matt Petrovich	John Williams	Robert Yonts
Dave Swantz	Dan Yeagley	Robert Hanks
George Henry	Bill Brimacompe	Steve Vinje
William A. Riler	Larry Thompson	Allen Baldekouski
Robert V. Snyder	Bill Frey	Norm Wagner
Thomas Chervenak	Robert W. McKee	Paul Hirata
Jim Houser	John Wechsler	Rog Traster
Steven J. Jackson	Vincent Glasso	Bob Blackburn
Harry Fleishman	Joe Blanchard	Tom Sargent
Richard Carroll	Harry Frnka	Gary Fox
Paul Peters	Tom Dunn	Gary Wright
Frank Hunter	Ted Ecker	Doug Wachsman
Ken Friend	Eddie Urbanek	Robert Yonts
Bill Landis	Martin Lawson	Joseph A. Delia
Ed Kayda	Doug Wachsman	Harold T. Smith
Bruce Edwards	Brian Jensen	Don Greathouse
Dennis Pengeller		

(Note: some names are listed twice, probably due to being entered in more than one show)

The Revell-Testor Contest Series. (ISCA custom car show, and hobby shop, contests)

Sometime in late 1964, the sponsorship arrangement between Revell and Pactra ceased as Pactra withdrew from subsequent co-sponsorship of another national contest with Revell. In Pactra's place, the Testor corporation joined Revell in presenting the third National contest to be held in hobby stores in the summer of 1965. However, the directors at Revell *also* decided to pick up the sponsorship of model car contests held at the I.S.C.A. car shows, thereby jumping into the void created by the apparent departure of the International Modeler's Guild Motorama Championship (and, earlier, the Mid-American Model Car Championship). Both versions of the Revell-Testor shows offered substantial prizes, including a new Chevrolet Corvair for the top winner, with considerable awards for other winners. The first series of contests was carried out during the I.C.A.S. circuit, and was called the "Revell-Testors International Model Car Customizing Championship," while the second series was named the "Revell-Testors Custom Car Contest" and was administered through selected hobby shops throughout the United States. The hobby shop series of contests were plainly in the mold of the Revell-Pactra template that had been produced in 1963 and 1964. Each contest promised to name a national champion, so let's take a closer look at this interesting twin contest series.

Revell-Testor International Model Car Customizing Championship (I.S.C.A. shows October 1964 through April 1965).

Once again, *Auto World Custom Club News* broke the news of this event in its May-June 1964 issue (Vol.3 #3). In an article presented as a press release over the signature of Joel Rubenstein (then Public Relations Manager), "Revell, Inc, along with Promotions, Inc. car shows, will be conducting custom model car contests in approximately 20 cities where the Promotions, Inc. car shows will be appearing." There was no coverage of this event in Auto World's *Model Car and Model Racing News*. This Revell-Testors-ISCA venue contest was neatly premiered with an article in the November 1964 issue of *Rod and Custom Models* ("Revell-Testors Contest"), p. 75. This article announced that the contest would be held in conjunction with Promotions, Inc.'s International Championship Auto Shows in Chicago, Milwaukee, St. Louis, Houston, Cincinnati, Dallas, Toronto, Indianapolis, Norfolk, Buffalo and Washington, D.C. Of important note here is that any 1/24-1/25 scale model car kit from any manufacturer was eligible, as in the previous Revell-Pactra contests but distinct from the Revell-Testor Custom Car Contest.

While the following articles do not specifically identify the featured models as winners in the Revell-Testor International Model Car Customizing Championship, they can be presumed to have been associated with this event because of the dates and cities of the contests and by the fact that many of the winners from the individual contests later show up in coverage of the overall national winners for this contest. Three additional articles : *Model Car Science*, December 1964, pgs 27-29, "Modeling Motorcade," has contest coverage from Pittsburgh, PA; *Model Car Science*, January 1965, pgs 22-27, "Modeling Motorcade," (Montreal, Canada and Buffalo, New York contests); and *Car Model*, April 1965, pg. 18, "News from the Show Circuit, Houston." Other coverage was also presented: "News from the Show Circuit, Philadelphia, Montreal," *Car Model*, January 1965, pgs. 34-37; "News from the Show Circuit," covering winners at the Revell-Testors I regional show in Chicago," "Modeling Motorcade, Customizing Champs from Montreal and New York Shows, *Model Car Science*, January 1965, pgs. 22-27*; Car Model* February 1965, p. 24); "News from the Show Circuit, Results of the Revell-Testors Shows . . . St. Louis and Milwaukee," *Car Model*, March 1965, pgs 38-39. In "Modeling Motorcade, Outstanding Cars of the World," *Model Car Science*, April 1965, selected models from the Revell Testor International Model Car Championship were featured. Other articles also presented coverage: "News from the Show Circuit . . . Detroit," *Car Model* , June 1965, pgs. 26; 'Cream of the Crop", *Model Car Science*, July 1965, pgs. 34-35. Coverage of the overall event was carried in "Revell-Testors Contest Finals," *Car Model*, July 1965, pgs. 46-47 — this article features the International Champion (Richard Carroll, Jr.), pointing out that these winners were those arising from the contests conducted at the Championship Auto Shows. There was more coverage also: "News from the Show Circuit, Indianapolis," *Car Model*, August 1965, pg. 42; "News from the Show Circuit, Dallas", *Car Model* September 1965, pg. 38. Overall show coverage was also presented in "Revell-Testor Contest Opens," *Model Car Science*, September 1965, pgs. 20-23. Additionally, some of the models from this contest also appeared in "Nation Wide Customizing Trends," *Model Car Science*, September 1965, pgs. 32-35; this article selects some of the custom models and discusses custom trends. And, "News From The Show Circuit . . . Pittsburgh", *Car Model*, April 1966, pgs, 34-35 also presented winners.

A good overview article on the series of these Revell-Testors contests (conducted at the I.S.C.A. shows) appears in "All Around The Shows, A roundup of what's been winning at the Revell-Testors shows, The best from Milwaukee, Detroit, New York, Dallas, Indy," in *Car Model*, July 1966, pgs 50-54. Here is a list of some of the regional contest winners presented in that article. It is important to distinguish between the 'regional' winners (a few are identified below, limited by available bibliography) and the 'national' winners that were selected from the 'regional' winners:

Milwaukee:		
Competition:	Tommie Thomas	1965 Malibu
Radical:	Dave Tomczak	1931 Ford Panel Truck
Paint:	Glenn Wahleitner	Custom sports car
Mild:	Doug Organ	1928 Ford Woody
Detroit:		
Competition:	Dick Gray	Custom dragster
Radical:	Anthony Lammarca	XKE
Paint:	Jan Bergel	1965 Corvette
Mild:	Jim Holbierre	Surfwagon
New York:		
Competition:	Roger LaZaro	Dragster
Radical:	James Rohrer	1960 Corvette
Paint:	Richard Carroll	Roadster
Mild:	Eddie Malecki	1956 Chevy
Dallas:		
Competition:	Marshall Perlstein	(custom sedan delivery)
Radical:	Marshall Perlstein	"Milk Truck"
Paint:	Gene Maddox	1949 Mercury
Mild:	Gene Ashley	1956 Ford Vicky
Pittsburg Contest:		
Competition:	Robert Johnson	('32 Ford roadster)
Radical:	Andy Serbinski	(1961 Ranchero)
Paint:	John Komar	(1949 Mercury)
Mild:	Rick Kosuda	(1963 Corvette)

Houston Contest:

Competition:	Mike Stauffer	('29 Ford)
Radical:	Duane Gibson	(Custom Roadster)
Paint:	Bob Warren	(Custom rod)
Mild:	Gill Dudeka	(surf woody)

Buffalo:

Competition:	Cal LoBue	('41 Willys)
Radical:	Keith Shafer	('32 Ford)
Paint:	Paul Iannello	('57 Chevy)
Mild:	Bill York	('34 Ford coupe)

St. Louis

Competition:	Tom Cook(dragster)	
Radical:	(No info available)	
Paint:	(No info available)	
Mild:	Larry Smith	('29 Ford)

Indianapolis:

Competition:	Jim Fountain	('25 Ford)

Note: this winner is called "2nd Place." First place winner is not specified)

Radical:	Brice Kolb(custom rod)

Note: this winner is called "2nd Place." First place winner is not specified)

Paint:	(No info available)
Mild:	(No info available)

The top four winners in each division were shipped to the final championship show in Washington, D.C. The winners from the Washington show were determined, and then those models were judged against the winners from all the other I.S.C.A. shows held in the previous six months. In this way, the overall "national" winner was determined.

The overall "National" winners for the Revell-Testors I-ISCA contest series were:

First Place: Richard Carroll, scratchbuilt brass roadster;

Paint Award: Duane Gibson, roadster; Fred Gronert is indicated as having won first place in the Paint Division for the Washington, D.C. show,

Mild Custom Awards: Bruce LaZaro (the article claims that Gerald Foster won First Place Mild *class* winner for the Washington, D.C. show, for his custom '40 Willys),

Competition Award: Ronald Knapp (the article claims that first place in the competition *class* at the Washington, D.C. show was awarded to Pat Purcell).

The ***Revell-Testors International Model Car Customizing Championship*** contest might have been the natural outgrowth of the precursor International Modelers Guild Modelrama Championship held the previous year which appeared, at least thematically, to be a continuation of the AMT-sponsored model car contests held at the custom car shows during the 1960/1961 and 1961/1962 seasons. The Revell-Testors contests in turn might have precipitated the MPC Contest series in the Seventies. Interestingly, 1966 may have been something of a transitional year: MPC provided the Grand Prize of a 1966 Buick Grand Sport convertible to the overall winner in the Revell-Testors sponsored contest series of the 1965-66 car show season!

Revell-Testor Custom Car Contest (Revell-Testors II, June 1, 1965 through July 31, 1965) (hobby shops)

Perhaps not surprisingly at this point, the first announcement for this show was covered in the March 1964 issue of *Model Car and Model Racing News* (Vol.2 #1), an Auto World publication. On page two of that issue, under a hand-lettered banner headline ("Revell and Testor Sponsoring 3rd Annual Custom Car Contest"), the article declared that "It's time for the 3rd Annual Custom Car Contest, and Revell and Testor have teamed up to make it the greatest ever." The article also stated that the top prize would be " . . . a brand new 1965 Corvair Convertible. 13 Regional Winners will receive a Yamaha motorbike, and there will be additional cash prizes totaling $3,000. All in all, there will be trophies and prizes worth $50,000 awarded!" The article went on to disclose the new requirement that contestants had to start with a Revell kit so that judges, using (apparently, for the first time) an official judges' handbook complete with information on all Revell model car kits. A photo of Richard Mike Johnson's *Pegasus*, top winner in the 1963 Revell-Pactra contest, was used (this was ironic since the model wasn't based on a Revell kit!).

Press coverage in the major media for the 1965 Revell-Testors contests, held at hobby stores throughout the nation, was extensive. Models to be entered were required to be based on Revell kits. *Car Model* magazine published a series of articles on the *Revell-Testor II* shows that avoided specifying in which of the Revell-Testors contests the featured models were entered: ("Announcing the 3rd Annual Revell-Testors Custom Car Contest — Win a 1965 Corvair Convertible, Lots of Other Prizes!"), *Car Model*, May 1965, pgs. 36-37; and "Tips on Winning the third Annual Revell-Testors Custom Car Contest," *Car Model*, July 1965, pgs. 18-21). An article that certainly appeared too late to benefit any contestant in this contest to use. Augie Hiscano's Revell-Pactra II winning roadster was featured on pages 18 and 19 of this article, and Bob Nordberg's co-winning Revell-Pactra II Ford COE shared space with some contest rules on page 20; this article appeared to be an effort to encourage modelers to enter the *Revell-Testor II* contest.

Auto World's *Model Cars and Model Racing News* carried an article in its July 1965 issue, again under a handwritten headline ("3rd Annual Revell-Testors (sic) Custom Contest Winners") where it was disclosed that Rich Morgan was awarded " . . . 1st place in the big Revell-Testor custom Car Contest." The fact that Rich won the Corvair automobile was also celebrated, and this was the first time that a competition vehicle won the top award. Magazine coverage included "Car Model Author Wins Top Prize in Revell-Testors Contest," *Car Model*, December 1965 pgs. 35-39 and "Competition Cars Are Here To Stay", *Car Model*, July 1966, pgs 67-69, both carried excellent coverage of the event.

Model Car Science also covered the event in its November 1965 issue ("Revell-Testors Round Up,)" on pages 28-30 (compare this article to the discussion at "***International Modelers Guild Modelrama Championship***", previously in this Appendix). Finally, "Rampage .... Winner of the third Revell-Testors contest," pgs. 1-2, *Car Model Custom Annual*, Vol. 1, 1965, OLR Publishing, focused on Rich Morgan's winning model. The numeral attached to the contest clearly had to reflect Revell's sponsorship of a hobby store-based contest, since this was only the second Revell-Testors contest. (Note here that OLR Publishing is also the publisher of *Car Model* magazine).

Once models cleared the Regional Competitions, fairly significant awards greeted them (note that the coverage in the several magazines does not disclose the awards for winners in Regions 8 through 12). Note also that we have not been able to locate the names of the competitors (other than the top winners) in the 12 Regions:

***Regional Awards*:**

Richard Carroll,	Region 1 (hot rod, Yamaha cycle);
Kevin Delaney,	Region 2 (competition Willys, Yamaha cycle)
Harry Auffinger,	Region 3 (custom '57 Chevy, Yamaha cycle)
Jimmy Lisle,	Region 4 (custom Mysterion, Yamaha cycle)
Dennis Doty,	Region 5 (competition '57 Chevy, Yamaha cycle), *Car Model*, July '66, p. 69
Byron Cooper,	Region 6 (custom '56 Chevy, Yamaha cycle), *Car Model*, July '66, p. 68
John Starkweather,	Region 7 (dragster, Yamaha cycle), *Car Model*, March '66, p. 61
Jack Herndon	Region 9 (custom rod), *Car Model*, January '66, pgs. 37-39
Vernon Berry	Region 10 (dragster), *Car Model*, March '66, p. 59
Robert Royal	Region 11 ('29 Ford rod), *Car Model*, January '66, p. 54
Dennis Kugizaki	Region 12 ('30 Ford sedan delivery)

National Winners:

Best Senior Car:	David Braham (dragster, $1,000 award);
National Jr. Winner:	William Suski, (competition '55 Chevy, $1,000 award);
National Paint Winner:	Randy Holzmueller, (futuristic roadster, $1,000 award);
Senior Champion	Rich Morgan (dragster, Corvair Automobile).

Revell-Testors III Contest (ICAS contest series, held October 1965 through April 1966)

The first announcement for this contest series was presented in "Revell-Testor ride (sic) Again," *Model Car Science*, January 1966, pgs. 24-25. This article specified that these Revell-Testor contests would be presented in Montreal, Pittsburgh, Boston, New York, Detroit, Toronto, Dallas, Cincinnati, Indianapolis, Baltimore, Buffalo, Louisville, Washington and Toledo and only one show was offered in the South. No shows in the Mountain West or the West Coast were presented. This is particularly interesting since Revell was based in Venice (Los Angeles area) California.

Following the terrific success of both versions of the Revell-Testors contests, both companies decided to again present a national model car contest during the 1965/1966 show car season. However, the hobby media coverage afforded to this series was sparse, especially in comparison to the substantial coverage presented on prior contests. Announcements of the next Revell-Testors contest included listings of the Grand Prize as being either a '66 Pontiac GTO (in the January 1966 issue of *Car Model*), or a 1966 Buick Gran Sport (in the January 1966 issue of *Model Car Science*). The May 1968 issue of *Car Model* (p. 52) has a picture of the series winner (though unnamed) in his Grand Prize '66 Buick Skylark convertible.

The February 1966 issue of *Car Model* (pg. 78) had an advertisement for the 1965/1966 season car shows sponsored by Promotions, Inc., which encouraged modelers to enter the Revell-Testor Model Contest, with a Grand Prize of a 1966 full-size automobile (of unnamed make). The March 1966 issue of *Model Car Science* (pg. 58) had the article, "Texas Title Takers . . . Revell-Testors Contest Rolls Into Houston." The May 1966 issue of *Model Car Science* presented coverage in the "Boss Buggy Roundup" which appeared to be coverage of the Detroit and New York shows, right before the finals in Washington DC.

This first article reveals some interesting details of competitors from the early shows. In *Model Car Science*, July 1965, pgs. 34-35, the text notes that the first photo is of the "First Place in the Revell-Testor (referring Revell-Testors II) International Model Car Customizing Contest was nabbed by 23-year old Richard Carroll or Arlington, Massachusetts. His models is a scratchbuilt dragster painted in a breathtaking candy green." The coverage of the Boston contest notes that:

> "As the show moved into Boston, Radical Class honors went to Richard Carroll, *a two-time Revell winner*. Richard Carroll was last year's International Champion and drove away with a '65 Chevy Corvair. Since then, Carroll also won a Yamaha motorbike in the recent Revell-Testor 3rd Annual Model Car Customizing Contest." (p. 25) (emphasis added).

The July 1965 issue of *Model Car Science* also reveals the winners:

National First Place:	Richard Carroll
National Mild Winner	Bruce LaZaro
National Paint Winner	Duane Gibson
Nat'l Competition Winner	Ronald Knapp
National First Place Paint	Fred Groenert

This information, if accurate, appears to present both some corroborating and conflicting information concerning the Revell-Testors II contests. First, technically speaking, there could not have been a Revell-Testors 3rd Annual Model Car Customizing Contest since Testors joined with Revell only after Pactra withdrew following the Revell-Pactra II show, though the two versions of Revell-Testors I contests could be counted as separate events. Second, what is meant when the article claims that Richard was a "***two-time*** Revell winner?" If the reference is to an overall First or Best of Show win in the Revell-Testors I show held in conjunction with the Promotions, Inc. custom car show, then the claim is clearly inaccurate. On the other hand, and more plausibly, if the reference is a simple addition of all contests that Richard won under the Revell banner, then the claim is accurate. The fact of the matter is that the concurrent media coverage of the two Revell-Testor events was confusing.

Some other interesting information can be found in a later issue *Model Car Science* (January 1966, pgs. 24-25) article. One contestant in the Boston show, Paul De Korte, won the Competition Class with an entry that featured an shift linkage that actually worked from the steering column, with all nuts and bolts on the model replaced with jeweler's screws. The Judges described the model as " . . . one of the most magnificently detailed models cars ever seen."

The abandonment of the hobby shop as venues for the Revell-Testors contest series is also interesting, as it was the most logical marketing tie-in possible. Whether it reflected a too-cumbersome process of selecting and forwarding winners, a lack of interest by the hobby shops, or a shift in the focus of product space allocation — possibly to slot cars — is an open question at this point.

Revell-Testor Aftermath/Other Contests

Sadly, there would not be another national championship in *this* series — under Revell sponsorship — until 1989 (the Indy Model Car Nationals); the times had changed and, with them, the market for a contest sponsored by a model magazine and an assembly of kit manufacturers (see Footnote #31).

With the demise of the Revell-Testor series, Auto World announced another "in-house" contest. In its July 1966 issue of *Model Cars and Model Racing News*, Auto World announced its "Auto World's Custom Parts Contest." To qualify for entering, contestants had to purchase a 1/24 or 1/25 scale model car kit and one or more Revell Custom Car Parts (or any three or more Revell Parts paks). Two Divisions were offered, Custom and Drag, with two age divisions in each Division (up to 16 and 16 and over). Judges were George Barris, Budd Andersen and 1965 Revell Custom Model Champion Rich Morgan. No following issue of *Model Cars and Model Racing News* carried coverage of the winners.

There were other nationally-publicized contests, too, that were usually "in house" contests promoted by one of the model car magazines. These contests usually focused on a particular kind of models and some (e.g., the Monogram-Car Model Garbage Truck Contest, first announced in *Car Model*, May 1968, pgs.26-27) and appeared to be a promotional effort for a model manufacturer. Other contests were more serious in nature like the *Dodge Fever* contest promoted by Chrysler and *Car Model* magazine (See Footnote #7).

International Association of Automotive Modelers:

Starting in 1950, the IAAM, a scale modeling group principally committed to sophisticated scratchbuilding construction of classic automobiles, had been holding annual contests. This group, which lasted nearly 25 years, was the longest-lived scale vehicle club until the Utah Model Car Association overtook the title in 1995 (the UMCA was established in 1970). The IAAM was formed as an informal response to letters written to Motor Trend magazine following an article submitted by Bill Lewis, of Burlington, Massachusetts, concerning a scratchbuilt 1/16 scale model of a Carter that he had built.

Annual contests were presented, though coverage in the mainstream model car hobby media was spotty probably due to a combination of lack of promotion on the part of the IAAM and the fact that the IAAM subject matter didn't fit into the customizing/drag racing interests that have been the pre-eminent interests of of the major model car publications for more than three decades. Still, some coverage did appear: See coverage in "IAAM Concours D'Elegance," *Rod and Custom Models*, January 1964, pgs. 60-63. Also, see: "International Association of Automotive Modelers, 1966 Convention," by Phil Jensen, that appeared in the December 1966 issue of *Car Model* magazines, pgs. 24-26. This contest was supported by *Rod and Custom* and *Car Model* magazines, Auto World, Daimler-Benz (later, Mercedes Benz), Monogram Models, Pyro Plastics, the Antique Auto and Classic Car Clubs of America, and an assortment of hobby shops. This contest featured contestants from Massachusetts, Rhode Island, New York New Jersey, Maryland, North Carolina, Illinois and Virginia. Winners were announced at the Annual Award Banquet.

The International Car Model Association/ICMA Contests and the MPC Contest Series.

In the latter half of 1967, *Car Model* magazine decided to create a new model car association. Whether in response to the perception of the decline of static building (or accompanied by the ascendancy of slot racing) or concern about the collapse of the Revell-Testor series in 1966, or simply as a marketing tool to boost subscriptions and newsstand sales, this effort was auspicious. The International Car Modelers' Association (ICMA) debuted in a full page ad in the October 1967 issue of *Car Model* magazine. The $5.00 membership fee ($7.00 the second year) got the new member a card, decals, club mailings and a subscription to *Car Model*. Perhaps *Car Model* and Promotions, Inc. wanted to create another contest series so that all interested modelers could " . . . become part of the biggest movement ever to advance model car building as a hobby" as promised by the promotional materials. *Car Model* magazine would dedicate at least one page per issue to "ICMA NEWS" to drum up support for a series of contests at Promotions, Inc. shows across the United States and Canada

The stated purpose of the club was that it would provide a model car contest wherever a Promotions, Inc. rod and custom car show would be held. These contests would be sanctioned/ruled over/judged by ICMA members/clubs, and sponsored by Model Products Corporation (MPC). Board of Directors members were listed as including Carl Casper, Ray Farhner, Gene Winfield, and Richard Sherman (then a columnist for *Car Model* magazine).

Though the ICMA was apparently connected with MPC and Promotions, Inc. initially, Tim Boyd advises to the contrary:

> " . . . (the) MPC series was always a MPC series. The ICMA element was very understated and in many ways a nonevent. ISCA, Promotions, Inc., Robert and Mark Larivee, Carl Casper, Brian Perks, Joel Janesko and many others were the guts of the series. *Car Model's* staff was only at the biggest contests (e.g., at Detroit) and then only during the first several years. As early as the second year of the series, trophies from the contests contained no mention of the ICMA, but wore prominent "MPC 2nd Model Car Customizing Contest" logos. There was some additional level of *Car Model*/ICMA involvement at the year-end events, but from my perspective it was minor compared to the work done by the ISCA, Promotions, the Larivees and the others." (Tim Boyd letter to author, January 1998).

Tim makes an interesting point, made strong by his intimate role as a competitive "insider" in the MPC contest series. His historical recollections clarify the ambiguous historic media record that painted a picture of the strong original participation of ICMA as the sanctioning organization behind the contest series. For instance, from the commencement of coverage in March of 1969 through the end of coverage of the third annual event, media coverage in *Car Model* magazine usually included some reference to the ICMA at the time that the participation of MPC was acknowledged. The Aug. '72 issue of *Car Model* magazine was the last issue to include a mention of the ICMA as the host club for the contests, and *Model Car Science* (*MCS*) never mentioned the ICMA in their coverage (not surprisingly as ICMA was the child of *Car Model* magazine). That coverage might be explained by understanding that the ICMA was the creation of *Car Model* magazine and its publishers as an attempt to revitalize the model car hobby. However, the public record eventually fell into line with the facts, as Tim has revealed them; beginning with the Sept. '72 issue of *Car Model* magazine, the contests were referred to as the MPC National Model Car Customizing Contests.

The following record of the ICMA contests, and later the MPC series, is a bit difficult to manage because of the large volume of material presented. As each annual event is presented, the year of the contest will be stated followed by articles on that event in all available publications with the National Championship winners being presented at the end of coverage. This information was compiled by the author, Randy Vandraiss and Tim Boyd; without Tim's historical perspective and "inside view" of this contest series, the historic record would have been skewed.

1968-1969 (ICMA) MPC Contest Series:

National Champion	Richard Carroll, Arlington, MA, Model T Show Rod

1969-70 (ICMA) MPC Contest Series

(Source: Letter to all Finalists from Phil Cameron on OLR Publishing Stationary. OLR Publishing (published by **O**scar Koveleski, **L**arry Mort and **R**obert Macleod) was an alter-ego publishing company to *Car Model* magazine.

National Champion	Chris Mikuriya, Berkeley, CA Futuristic Custom ATV
Second	George Bowman, North Olmstead, OH
Third	Richard Sherry, Chicago, IL
Professional	Richard Carroll, Arlington, MA

1970-71 (ICMA) MPC Contest Series

National Champion: Ron Waddill, Swartz Creek, Michigan

1971-1972 MPC Contest Series:

National Champion	Steve Anderson, Los Angeles, CA, Dual Rear Engine Streamlined Rail Dragster
Second Place	Dave Nowotniak, Cleveland, OH
Third Place	Scott Sullivan, Cincinnati, OH, 1971 Plymouth Road Runner Funny Car

1972-1973 MPC Contest Series

National Champion	Scott Sullivan, Cincinnati, Ohio

1973-1974 MPC Contest Series

National Champion	Ron Winert, San Jose, CA, Porsche 917-10 Group 7 Can Am race car
Second Place	Bruce Owen, Owosso, MI, Rear Engine custom sports car (Blue)
Third Place	Frank Spikes, DeKalb, IL, 1974 ôOld Proö Mustang II Pro Stock
Fourth Place	Donald Warden, Portland, OR, Plated Model T Ford Street Rod
Fifth Place	Steve Keith, Mansfield, OH, Plymouth Cuda Pro Stock

NOTE: Article claims that 1st Place winner received an all-expense paid trip to Omaha, NB to compete in the "Grande Finale for International Championship". If this article's winners were the Grand National Winners, what "Grande Finale" was the 1st Place winner sent to in Omaha? No more info was available from *Car Model*, as this issue (June '74) was the final issue published.

1974-1975 MPC Contest Series

(Source: *Hot Rod Show World*), Individual show results (covered in *International Modeler*, February 1975, pgs. 20-25:

National Champion	Bruce Owen, Corunna, MI, Sports Custom GT
Second Place	Mike Grisby, Arlington, TX, 1970 Plymouth Barracuda funny car
Third Place	Frank Spikes, DeKalb, IL, 1975 Camaro Pro Stock
Fourth Place	Steve Keith, Mansfield, OH, 1975Vega funny car
Fifth Place	Bill Merrill, San Antonio, TX, 1963-67 Custom Corvette with Gull-Wing Doors

1975-1976 MPC Contest Series

(Source: *Hot Rod Show World Annual*)

National Champion	Bruce Owen, Corunna, MI, Sports Custom GT
Second Place	Tim Boyd, Ann Arbor, MI, 1949 Mercury Full Custom
Third Place	Chuck Helppie, Ann Arbor, MI, Corvette IMSA Racer
Fourth Place	Frank Spikes, 1975 Duster Pro Stock
Fifth Place	Bruce Owen, Corunna, MI, Chevy Monza Pro Stock

1976-1977 MPC Contest Series

(Source: *Hot Rod Show World Annual*)

National Champion	Chuck Helppie, Ann Arbor, MI, Chevy Monza IMSA Racer
Second Place	Bruce Owen, Corunna, MI, Sports Custom Coupe (Yellow)
Third Place	Gary Dale, Dayton, OH, Futuristic Sports Custom GT
Fourth Place	Mike Yamashita, Renton, WA, 1969 Barracuda Street Machine
Fifth Place	Tom Woodruff, Jackson Center, OH, 1949 Mercury Full Custom

1977-1978 MPC Contest Series

(Source: *Hot Rod Show World Annual*; *International Modeler*, May/June 1978, p. 107)

The Detroit Show was reported in *International Modeler*:

First Junior:	Alan Sobanski
First Senior:	Kelvin Roberson
First Adult:	Ron Spannraft
First Place, Sr.,Truck/Van	Carl Lawrence
First Pl, Adult, Truck/Van	Bob Nies
First Professional:	Jack Wells
First Place, Girls:	Coleen Colbert
First Place, Jr., Truck/Van	Jimmy Butyniec
Best Paint:	Al Suhajda
Best Originality:	Greg Struhar
Quality Workmanship	Greg Struhar

Best of Show:	Tim Boyd
National Champion	Bruce Owen, Corunna, MI, Sports Custom GT (Light Blue)
Second Place	Tim Boyd, Ann Arbor, MI, Tangerine Dream, Full Custom 1951 Chevy Bel Air
Third Place	Tim Boyd, Ann Arbor, MI, 1932 Ford Highboy Street Rod
Fourth Place	Tom Woodruff, Jackson Center, OH, 1951 Chevy Sedan Delivery Street Machine
Fifth Place	Bill Merrill, San Antonio, TX, Mid-Engine Sports Custom GT

1978-1979 MPC Contest Series

(Source: Hot Rod Show World Annual)

Note: Steve Anderson's Grand Champion model from the MPC '78/'79 season also won the 1st Place in the 1st Annual *Hot Rod Magazine* Model Contest, a supposed no-former-national-event-winning-model-allowed-format contest.

National Champion Steve Anderson, San Dimas, California, Turbocharged Rear Engine Fuel Dragster
Second Place Jim Bunch, Ohio, Camaro IMSA Racer
Third Place Tom Woodruff, Jackson Center, OH, 1949 Mercury Convertible Full Custom
Fourth Place Roger Teed, Salt Lake City, UT, 1/16th Scale 1974 Charger Street Machine
Fifth Place Chuck Helppie, Ann Arbor, MI, Futuristic Custom Van
Sixth Place Tim Boyd, Ann Arbor, MI, 1940 Ford Sedan Delivery Street Rod
Seventh Place Tom Woodruff, Jackson Center, OH, 1909 Ford Model T Touring Street Rod
Eighth Place John Beecher, Lafayette, IN, 1965 Pontiac Grand Prix Full Custom
Ninth Place Jim Tytler, Coconut Creek, Florida, rocket funny car
Ninth Place Frank Spikes, Chevy Monza IMSA Racer
National Quality Workmanship Award Chuck Helppie, Ann Arbor, MI, Futuristic Custom Van
National Best Originality Award Jim Tytler, Coconut Creek, Florida, rocket funny car

General MPC Notes:

Multiple National Championships: Bruce Owen (Three); Steve Anderson (Two), Richard Carroll, (Two - including Professional Award in 1969/70 season)

Best Combination National Championship Finish in a Single Season: Tim Boyd (1978 - Second and Third Place Awards)

Most Frequent National Award Winners: Bruce Owen (Six); Frank Spikes, Tom Woodruff, Tim Boyd (Four Each)

Appendix B

GSL Coverage appeared in the following hobby and "full size" car magazines. The author and the Trustees of the GSL International Model Car Championship express their appreciation to the authors and publishers for their coverage of the GSL Championship, and hope it will continue in the future.

Commercial Truck Modeler:
Summer '89 issue: trucks of GSLMCC #10

Custom Rodder/Popular Cars:
1983- August, GSL-III, pgs. 45-55, by Tim Boyd
1984- September, GSL-IV, p. 72, by Tim Boyd
1985-November, GSL-VI, pgs. 66-67, by Tim Boyd
1991- Winter, GSL Championship mentioned, pg 80, by Rick Hanmore
1992- Winter, GSL Championship mentioned, pg 80, by Rick Hanmore
1993- No coverage.
1994- GSL
1995- GSL #15 coverage in January '95 issue; GSL 14 also mentioned on page 90 of same issue, by Rick Hanmore
1997- None was presented

ERTL Blueprinter:
#13: Volume 6, No. 5 (September/October '92)

Model Car Journal:
GSL #2: #28 (March/April '79)
GSL #7: #62 (December '86)
GSL #8: #67 (December '87)
GSL #9: #71 (August '88)
GSL #10: #76 (June '89)
GSL #11: #83 (October '90)
GSL #12: #88 (August '91)
GSL #15: #106 (Cover, inside both covers)
GSL #16: No Coverage

Plastic Fanatic:
GSL-VI: Volume 1, #1 (Summer, 1985), pgs. 3-4
GSL-VIII: Volume 2, #4 (Spring '87), pgs 6-9
GSL-IX: Volume 3, #4 (Spring, '88), pgs 12-18
GSL-X: Issue #16 (Summer, '89), pgs 9-10
GSL-XI: Issue #20, (August/September 1990), pgs 22-27
GSL-XII: Issue #25, (August 1991), pgs 24-27
GSL-XIII: Issue #31, (August. 1992), pgs 24-29
GSL-XIV: Issue #37, (August 1993), pgs 26-33
GSL-XV: Issue #43, (September 1994), pgs 26-29
GSL-XVI: Issue #52_(October/November), 1997

Scale Auto Enthusiast:
For information concerning the First Invitational National Model Car Championship, consult "The Putty Thrower", by Mark S. Gustavson, ***Scale Auto Enthusiast*** Nos. 7 and 8 (May/June 1980 and July/August 1980).

GSL-I (1979) Contest: #6, pp. 32-33
Best of Show: None

GSL-II (1981) Contest: #15, pp. 36-39
Best of Show: #14, pp. 36-39

GSL-III (1982) Contest: #21, pp. 24-29
Best of Show: #18, pp. 18-21

GSL-IV (1983) Contest: #27, pp. 28-32
Best of Show: #31, pp. 36-39

GSL-V (1984) Contest: #33, pp. 24-27
Best of Show: #34, pp. 45-47

GSL-VI (1985) Contest: #39, pp. 27-31
Best of Show: #40, pp. 36-37

GSL-VII (1986) Contest: #45, pp. 40-43
Best of Show: #48, pp. 40-41

GSL-VIII (1987) Contest: #51, pp. 34-41
Best of Show: #51, pp. 36-37

GSL-XI (1988) Contest: #56, pp. 34-39
Best of Show: #56, pp. 40-41

GSL-X (1989) Contest: #62, pp. 26-31
Best of Show: #62. pp.28-29

GSL-XI (1990) Contest: #68, pp. 44-49
Best of Show: #68, pp. 46-47 (top)

GSL-XII (1991) Contest: #74, pp. 44-50
Best of Show: #74, pp. 46-47 (bottom)

GSL-XIII (1992) Contest: #80, pp. 48-54
Best of Show: #79, pp. 44-48

GSL-XIV (1993) Contest: #86, pp. 34-39
Best of Show: #87, pp. 47-49

GSL-XV (1994) Contest: #92, pp. 30-36
Best of Show: #92, pp. 32-33

GSL-XVI (1997) Contest #110, pgs. 44-49
Best of Show: #111, pp. 38-41
Scale Auto Contest Annual '96-'97, pgs. 102-103

Scale Wheels:
#9: Volume 1, No. 2 (July '88)
#10: Volume 2, No. 2 (April '90)
#11: Volume 2, No. 3 (June/July '90)
#12: Volume 3, No. 1 (June '91)
#13: Volume 4, No. 2 (August '92)

Street Rodder:
1980-none
1981-none
1982-none
1983-December, mentioned, pg 80
1984-November, mentioned, pg 78, September, GSL 5, pg 90
1985-October, GSL 6, pg 88
1986-October, GSL 7, pg 86
1987-November, GSL 8, pg 94
1988-none
1989-September, mentioned, pg 122, October, GSL 10, pg 154
1990-November, mentioned, pg 158
1991-October, GSL 12, pg 164
1992-October, mentioned, pg 176, August, mentioned, pg 163
September, GSL 13, pg 226
1993-November, mentioned, pg 190,
September, mentioned, pg, 176,
August, GSL 14, pg 210
1994- No coverage
1997- September 1997, pgs. 224-227

Appendix C

The following individuals, companies and publications have assisted the GSL Championship by donating funds, prizes and/or publicity to the Championship series. The author and the Trustees of the GSL International Model Car Championship express their appreciation to the authors and publishers for their coverage of the GSL Championship.

Accu-Pro
AMT/Ertl
American Modeler
American SATCO
Dale Angell
Aoshima
Auto Motif
Automobile Quarterly
Automotive Miniatures, Inc.
Automotive Modeler's Society
Badger Airbrush
Rex Barden
Bare Metal Foil Company
Dennis Barker
Mike Barlow
Bob & Kay Barnett
Tom Beauchamp
Mark Benton
Eric Bernai
Dave Berry
Don Berry
Gerald A. Bielecki
Bobbye Hall's Hobby House
The Body Choppe
Larry Boothe
Tim Boyd
Fritz Brockman
Buckeye Scale Auto Club
James Bunch
C & A Industries
C & C Collectibles
Chuck Cady
California Decals
Car Modeler magazine
Mike & Karen Carroll
Jim Carrigan
Steve Catron
Chicago on Wheels
Mike Chomiak
Chrome +
Chrome Tech
Circle Distributing
Richard Clark
Collector's Lane Hobbies
Commercial Truck Modeler magazine
Colin Grey Enterprises
Concours Automotive Restorations, Inc.
Calvin and Nancy Crouch
Custom Rodder magazine
D & J Enterprises
DLP Specialties
Herb Deeks Models
Brian Dees
Denver Area Modelers Network
Detail Master
Detroit Area Automotive Modelers
Tom Dillion II
Mike Dowling
Alana Drown
Jim Duran
East Coast Modeler's Association
Daniel Eastwood
Euro-Chrome
Don Fahrni
FineScale Modeler magazine
Dave Forseth
Fotocut/Fred Holtberg
Freeman Models
GSL Advisory Board
GSLMCC/GSLIMCC Board of Directors
Garage Scenes
Mike Good
Grayland Precision Machining
Fred Grumke
Mark & Janet Gustavson
Ken Hamilton
Rick Hanmore
Bill & Cheryl Helm
Hendrix Manufacturing Company
Daniel Hess
Don Henriksen
Evan Hermel
Bob Heselton
Highland Productions, Inc.
Hobby Depot
Hobby Heaven
The Hobby Shop
Hot Rod magazine
Richard Howell
Rik Hoving Kustoms
Wayne Hulsey
Gregg Hutchings
IPMS/USA
IPMS Journal
Illini Replica Conversions
In-Scale Hobby Supply
JMCCA
Terry & Cynthia Jessee
Joe's Upholstery
Mike Johnson
Clive Jones
Ron & Sue Jones
Journal of the MCCA
K-Mart Corporation
Andy & Renee Kallen
Kalmbach Publishing Company
Lynn Koberna
Joseph Krausse
Don Krell
Kustom Kemps in Miniature
LMG Enterprises
La Ruse & Associates
Lake Michigan Model Car Club
George Layton
Tom Lima
Lindberg Models
MRS Hobbies
MSC Model Products
Machined Aluminum Specialties
Maddog Models
Pat Maphis
Mark's Minis
Mark's Models
Merkel Model Car Co.
Metroplex Car Modelers Association
Mike's Miniature Motors
Milestone Miniatures
Millenium Sales Corporation
Mini Exotics
Model Car Garage
Model Car Journal magazine
Model Storehouse
Modelbarn Australia
Modelers of Auto Dueling (M.A.D.)
The Modelhaus
Monogram Models, Inc.
Monogram/Revell
Mortensen Engineering

Motorsports Miniatures
National Model Car Builders' Museum
Vince Nemanic
Neuchamps
Noel's Plates & Parts
Northeast Automotive Modelers Association
Northern Utah Plastic Modelers Association
Mike Ogle
Oklahoma Model Car Club
Orange Blossom Hobbies (Augie Hiscano]
PIP Printing
PJ Plastics
PJS Enterprises
Bob Paeth
John Papp
Parts by Parks
Pryor Passarino
Paul's Hobby Shop
Phase Three Publishing
Pioneer Hobbies
The Plastic Chrome Plating Co.
Plastic Fanatic magazine
Larry Porter
Bob Powley
The Putty Thrower, Inc.
RAS Graphics
RB Motion
R & B Plating Specialists
R & B Videos
R & D Unique
R & R Vacuum Craft
Race Ready Replicas
Randall Regelin
Ron Remark
Replicas & Miniatures Co. of Maryland
Revell-Monogram, Inc.
Ron's Custom Models
Rich Rothermel
Rod & Custom magazine
S & R Specialty Plates
S & S Specialties
Sacramento Auto Modelers
Karen Sands
Scale Auto Builder's Association
Scale Auto Enthusiast magazine
Scale Dreams
Scale Equipment Ltd.
Scale Model Products
Scale Sports
Scale Technologies
Scale Wheels magazine
John & Barbara Schmidt
Russ Schwenkler
The Screen Printer
Ed Sexton
Bob Shapiro
Mike Siegman
Roy Sorenson
Chris Stames
Jon Stevens
Jan Stevenson
Steve'Stuff
Street Rodder magazine
Don Strong
Greg Struhar
Superior Automotive Supply
Superior Paint Supply
T.J. Model and Detail Associates
Bill Taylor
Testors Corporation
Robert Tock
Andy Trepasso
Tri-State Scale Model Car Club
Trukrome/Castmaster
Uptown Automotive
Utah Model Car Association
Utah Miniature Automotive Guild
Valley Plaza Hobbies
Randy & Cassie Vandraiss
Waterloo Iowa Model Car Association
Dr. Mark Weller
West Coast Customs
Western Model Car Association
Bob Wick
Wildwood
Ed Wright
Alan Yoder
Fred & Lynn Yokel
Yosemite Area Model Car Association
George Zurowski

Appendix D
Custom Car Postcards

While not a complete collection of such items, these cards were freely distributed at custom car shows in the Sixties by the owners in the hope, perhaps, of influencing the public to vote for their car for the Popular Choice trophy.



Appendix E
Model Car Kits influenced by Custom Cars

Special Note: Special thanks is offered to model kit historians Dennis Doty, Ed Wright and Rick Hanmore for their hard work in assisting me in the preparation of the list of model kits that appear below.

Please note that the list below focuses on models of actual custom cars and custom-bodied hot rods, and does NOT include models of competition vehicles:

Section One. Kits of specific custom cars:

Alexander Bros (AMT)

Deora		
2030	1967	Original Issue
T-229	1967	"Alexander's Drag Time" (with blown Hemi motor)
T-230	1967	'Dodge Topless Pickup"
T-231	1967	"'Lil Covered Wagon"
T-298	1968	"Custom Cabana"(Camper parts added)
T-252	1971	"Dodge Deora" (New Wheels, Tires, Surfboards)
T-201	1976	"Vantasy" Custom Camper
1956 Ford Victoria		Original Issue had Victorian parts

Alexander Bros (MPC)

Deora	6221

Bailon, Joe (Eldon)
Pink Panther 9460
Bailon, Joe (Doyusha) C.S.C-1

Barris, George (AMT):

Ala Kart	T-129	1962
	2129	1963
	T 254	1968
Dragula	905	1966
Fireball 500	T 911	1967
	T 240	1968
Hero	914	
My Mother The Car:	904	
Munster Koach	901	1967
Munster Coach & Dragula:	T-309	1969 (double kit)
Sony & Cher Mustang	907, 2160	1967
Surf Woody	2166	1965
Surf-Van	2323	
T.H.E. Cat	915	1967
XR-6:	2127	1964
ZZR:	906	1967

George Barris (Aurora):
Batmobile 1967

George Barris (MPC)

Bearcat	1-0630	
Bed Buggy	1-0621	
Coyote	1-0689	1984
Fire Truck	613	(Wild Dream Chassis)
Good Guys TV Car	616	
Ice Cream Truck	614	(Wild Dream Chassis)
Mail Truck	618	
Mannix Roadster	609	
Moonscope	1-0628	
Raider's Coach	1-0622	
Ricksha	1-3008	
Super Teen Firebird	610	
Thunder Charger	608	

Carl Casper: (Aurora):
Undertaker 570, 5014 1967
Carl Casper: (Doyusha):
The Outhouse C.S.C-5
Carl Casper: (MPC):

Galloping Ghost II	1-0716
Cosmic Charger	1-0759
Phone Booth 'T'	1-0620
Paddy Wagon	619
Turbo Shark	507
Shaker Trike	1-4424

Clarence "Chile" Catallano:
Aurora 1/32 "Ram Rod" (aka "Silver Sapphire")

Boyd Coddington (Monogram):
ZZ Top Eliminator 2702
Boyd Coddington (Testor):
Chezoom 5201 (Quick Builder)
5301
Aluma Coupe 5202 (Quick Builder)
5302
Smoothster 5305
Chevy Custom C-1500 5207
5307 (Quick Builder)

Bill Cushenberry (AMT):
Silhouette 2162 (1964)
2362 (1967)
T276 (1968) (Molded in blue plastic)
T276 (1976) (No trailer)
6502 (Prestige)
Car Craft Dream Rod 2165 (1965)

Bill Cushenberry (MPC):
Tiger Shark 502

Bill Cushenberry (Revell):
Gypsy Dune Buggy H-1214

Ray Fahrner (Monogram)
Boot Hill Express PC 188
6735
2703

Dan Fink (Revell)
Speedwagon 7606

Dean Jeffries (MPC):
Kyote Dune Buggy 1-0406
Manta Ray II 406
Monkee Mobile 605
The Fonz Dream Rod 1-0635 (reboxed Monkee Mobile)
Shalako Dune Buggy 1-3004

Chuck Miller (MPC)
Fire Truck 613

Bob Reisner:
Invader: Doyusha C.S.C.-3
Invader: Eldon 9450

Ed "Big Daddy" Roth (all Revell)
Tweety Pie: H-1280
Outlaw: H-1282
Beatnik Bandit H-1279
Beatnik Bandit II 7618
Mail Box Chopper
Mysterion H-1279
Mysterion (in tin) 4111
Surfite H-1240
Road Agent H-1274

Ed "Big Daddy" Roth (MPC)
Mail Box Chopper 1-02400

***Steve Scott* (all Monogram)**
Uncertain T PC 134

***Darrell Starbird* (all Monogram):**
Predicta PC 95, 2796
Orange Hauler PC 131, 2431 (orig. called the "Ultra Truck")
L'il Deuce PC 130
Futurista PC 108
'Lil Coffin PC 94, 6749, 2705
Big Deuce PC 88
Little T PC 92



***Darrell Starbird* (MPC):**
Cosma Ray 505
(model depicted on cover was the Starbird version before Barris restyled the vehicle).



Gene Winfield (AMT):
Man from U.N.C.L.E T-291, 912

Girl from U.N.C.L.E	913	
Pirahna F/C	910	
Pirahna Drag Team	916	1967
Mademoiselle Secret Agent 97	T-228	1968

Gene Winfield (MPC):

Mannix Roadster	609	
Californian (Harry Bradley Design)	1-0510	

Wilhelm (AMT)

Wild Dream (Packaged with Tognotti's T)	2165	1965

Wilhelm (MPC)

Wild Dream	600 (Single package)

Dan Woods:
Doyusha "Milk Truck" (formerly released thru Eldon)

Section Two: Kits influenced by real custom cars, or containing parts designed by famous customizers:

Alexander Bros. (AMT):

'64 Thunderbird Conv.	6214
'66 Imperial Conv.	6816
'66 Ford Galaxie Conv.	6116
'66 Mercury Hardtop	6326
'67 Corvair Monza	5727

Budd Andersen (AMT)

1963 Buick Hardtop	6523

George Barris (AMT):

'58 Chevy (orig. only)	2758
Hairy Canary '61 Styline Kit	S-221
Landau '63 Fairlane	05-163
Farrah's Foxy Vette	3101
Villa Riviera	6555
Wild Kat pickup	2353
'64 Mercury Conv.	6314
'64 Chevy Conv.	6714
'65 GTO (reissue only)	2600

Bill Cushenberry (AMT)

'63 Galaxie conv.	06-113
'64 Buick Conv.	6514

Dean Jeffries (AMT)

'64 -1/2 Mustang	6154
'65 Lincoln Conv.	6415

.Gene Winfield (AMT):

'40 Ford Sedan Delivery contained decals similar to shop vehicle.	2540
'63 T-Bird Hardtop	6223
'64 Imperial Conv.	6814
'65 Chevy Conv.	6715
'66 Comet Cyclone	6356
'67 Toronado	6937

Sonny La-Roc:

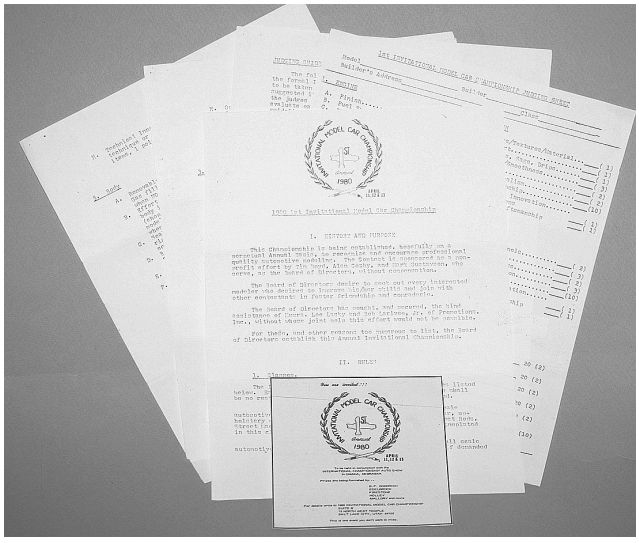
Monogram's '55 Chevy	PC 83

Orig. issue contained parts to duplicate "The Pearl of Shangri-La" by Sonny La-Roc

Appendix F

FIMCC Documents

These are the only documents that survive from the ill-fated Invitational Championship. This was an embarrassing experience, but a lot of lessons were learned. Examples provided by Alan Cozby and the archives in the National Model Car Builders' Museum.



Appendix G

The NNL-Putty Thrower column

At once, this column irritated some in the Midwest and led directly to the creation of both the NNL gatherings and the GSL International Model Car Championship. Looking back, it is *truly* arrogant. However, it did stimulate (however inadvertently) a major movement in the model car hobby.



The Putty Thrower

by MARK GUSTAVSON

It seems that I sparked some interest and ruffled a few feathers by some of the points in my last column. Among the many comments, one letter in particular provided a thoughtful challenge to my beliefs. I want to recount his remarks and, then, show why I so passionately believe that he is mistaken.

Initially, the writer thinks that the First Invitational Contest failed because the "average" modeler was scared off by the alleged unattainability of the sponsors: Tom Boyd, Al Corby and myself. He then claimed that I am "suffocating" the readership by my (admitted) "commitment to 1:1 detail" scale modeling. Further, he claimed that I "walked all over the average modeler" by my supposed intolerance. He also believed that my "fanatical" devotion to scale realism is inconsistent with creativity, enjoyment and basic modeling satisfaction, this occurring because the delicate, ultra-scale model outstrips the interest of the average modeler. In fact, he maintains, I should stop advocating precise scale modeling so that the average modeler "is not turned off by his own inferiority." In sum, he views my position as being exclusively oriented to other so-called "pro" builders, and thus ignoring the younger, less-experienced modeler. I trust this accurately represents this gentleman's opinion. I am devoting this column to his letter, because he so eloquently expressed a position with which I so fundamentally disagree.

Initially, after carefully discussing the Invitational Contest's failure with Tom Boyd, Alan Cosby and Jeff Bednar, we jointly decided that the late announcement and lack of adequate funding (Tim, Al and I were the only monetary sponsors), together with falling victim to modeler apathy, led to the demise. The Contest was meant to solicit participation from any interested modeler: the fact that some modelers decided not to compete because they felt they would not have a chance evidences an amazing pre-cognitive and, more importantly, betrays their contempt for such an endeavor. Consider: if you don't wish to build better models, and feel inferior to those who have spent the time to improve their skills, then it follows that one wouldn't participate in such a national contest and would think badly of those who sought to organize the contest. Remember, all model contests (including the old Revell-Pactra-Testors and the MPC series) sought to measure and identify the VERY BEST of those modelers participating. What is a contest supposed to be oriented to or organized for except the promotion of better modeling? I don't think anyone has ever claimed that all modeling isn't valuable—but only that in modeling, like everything else, the world seeks and rewards the simple virtue of excellence.

Let us again discuss "scale realism" and its appropriateness. We all seek such realism. If you paint a model, or add tires, you've made a stab at making the model realistic; otherwise, you are probably better suited to abstract art. As such, the issue is not whether we all seek realism, but the degree of one's devotion to realism. To arbitrarily stop your detailing short of your skill level is to betray the title of "modeler". Though some will continue to disagree, the epitome of modeling is the portrayal of a realistic, convincing scale model of a potentially real 1:1 vehicle. If that requires, consistent with your skill, that 1/25 scale wheels attach with 5 000-120 nuts, then you MUST DO JUST THAT! The pages of this magazine have bristled with precise how-to articles: they have appeared on these pages to demonstrate just that which most ignore—the building of highly detailed scale models is not a magical endeavor—it is not a conjunction of rare mystical elixirs with the proper utterances of medieval incantations. Anyone can do it, if they will just refuse to be intimidated by their present abilities or the accomplishments of others. Every modeler was once not as good as they presently are; they progress only by being exposed to those who have preceded them down the path toward the goal of the ultimately detailed model.

But what is "wrong" with the guy who loves to build lots of models to adorn his shelves? Well, nothing, nor has anyone ever seriously claimed that such a modeling orientation was improper. Joy in modeling is found where each modeler finds it: contrary to the man who wrote me, enjoyment can be found both in his endeavors and in mine. My only claim was, and remains, that our hobby can best obtain the respect of the rest of the modeling world by being (ultimately) devoted to excellence in modeling. Notice that no claim is made that this goal cannot be joyful, or that those not currently achieving that goal of ultimate scale realism (and NONE of us have) ought to "give up in disgust or discouragement." It is not that the man who wrote me was wrong; he was just off-point.

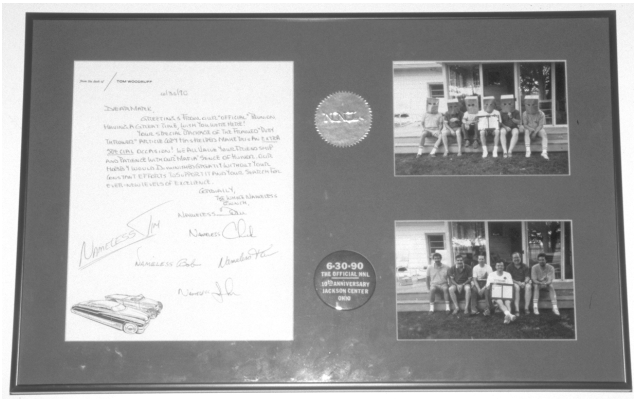
The whole matter here is that we all—each of us—must not succumb to the view that we ought not to advocate precise scale building from each of us because we may "run beyond what the average guy wants to be caught up in without feeling inferior or subservient." Does the uneasiness of some modeler act as a restraint on the advocacy of new and intricate scale techniques? To so argue is to forever restrain all of us to that which we are currently comfortable with. It was best said by the philosopher Locke: "It is better to be Socrates unsatisfied, than an animal satisfied." Creative tension and an uneasiness with current levels of achievement is the spark of human greatness. This is not to oppress anyone by intimidating them, but it is to argue that we ought to make people feel that they could do better. If this means causing upset, then so be it. If only a few "average modelers" (whatever that means) are stimulated to become ultimately devoted to scale modeling, then it's all worth it.

If I have caused offense, it was not so intended. My whole purpose has been to pass on those bits of modeling skills that I've acquired by listening carefully to the suggestions and constructive criticisms of better modelers: Wingrove, Boyd, Keeler, Coulter, Layton, and all the rest. Believe me, there was a time when I didn't know an ignition wire from pearl paint. Whatever position I occupy was achieved by paying the price: spending many hours working, re-working, suffering criticisms, crying in my frustrations, and bit-by-bit, improving my skills. I look with profound admiration to each of you who discover a new idea or technique, as I hope I've helped you to discover that which I recognized too late: No level of modeling achievement is unattainable for ANY of us.

***

Appendix H

NNL Award

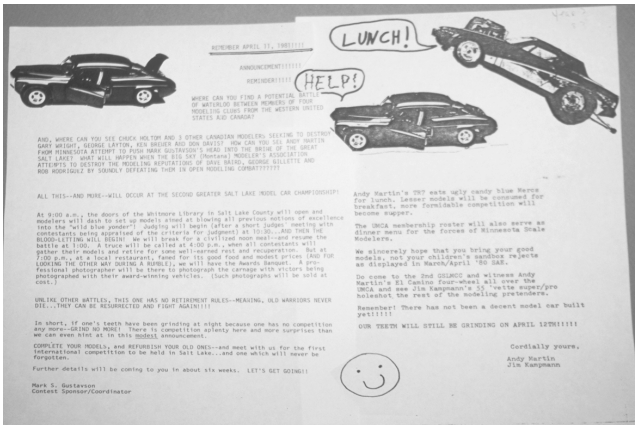


The humorous presentation by the original NNL crew really cracked me up when I first saw it. Their contribution to our hobby is inestimable.

Appendix I

"Car Wars" Documents

One of the rivalries that emerged from the Putty Thrower column was a good-natured contest between Andy Martin and me. We exchanged these documents in an attempt to



stimulate interest in the nascent GSL Championship and to encourage builders. These were great days.

Appendix J

Klingon Kruiser Award

A wide range of modelers have won this humorous award. They are:

1983: Andy Kallen, 1964 Chevrolet Impala Coupe
1984: John Young, 1951 Chevrolet Coupe
1985: Wayne Saunders, 1957 Ford Fairlane Coupe
1986: Mark Townsend, 1939 Ford Sedan Delivery
1987: Jim Wood, 6-Wheeled Ford Van
1988: Mike Carroll, Nuclear Waste I
1989: Mike Carroll, Nuclear Waste II
1990: Mike Carroll, Nuclear Waste III
1991: Andy Martin, "Darth Baker" '50 Studebaker
Note: The *Scale Auto Enthusiast* coverage for the Twelfth Annual GSL incorrectly listed Mike Carroll as the winner of the 1991 Klingon Kruiser Award.
1992: Leo Jenne, 1949 Mercury
1993: Nathan Sills, Collection of Animal Cars
1994: Roy Urvald, "Shades of Roth"
1997: Alan Gonick, "Alumalac"



Appendix L

GSL Event buttons.

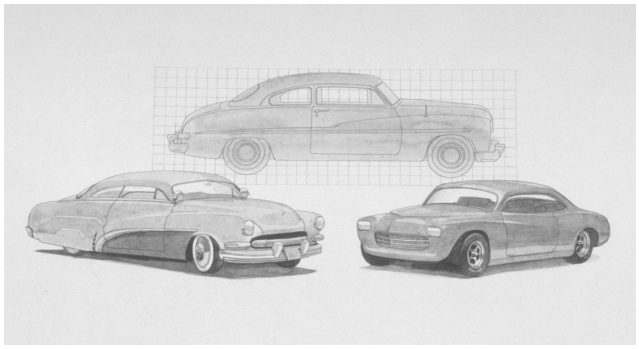
GSL-XV and the GSL Reunion didn't have a button for budgetary reasons. The NNL button showed up at a late Eighties Toledo NNL meeting, probably in response to the insistence at GSL on high-effort modeling. There was a lot of gentle ribbing, and it was received with the same good humor it was offered in.



Appendix K

"Mercury theme" artwork

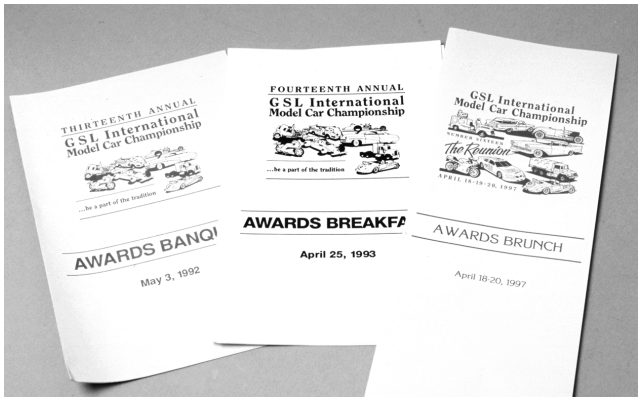
The artwork was done in pen and ink with a light water color wash. It appeared on early GSL stationery, and was the official GSL logo until 1989 and was used as the lead-in artwork in the special custom Mercury issue of *Scale Auto Enthusiast*. The left hand foreground image was of Dan Thomas' magnificent model of the Hirohata Mercury (now on permanent display in the Oakland Roadster Show Diorama in the National Model Car Builders' Museum), the right hand image was an interpretation of my model, "The Merc", that appeared on the cover of *Scale Auto Enthusiast* #7 (May-June, 1980), and the image in the background was of a factory stock 1949 Mercury.



Appendix M

GSL Awards Banquet Programs

Here is an array of surviving GSL Awards Banquet programs.



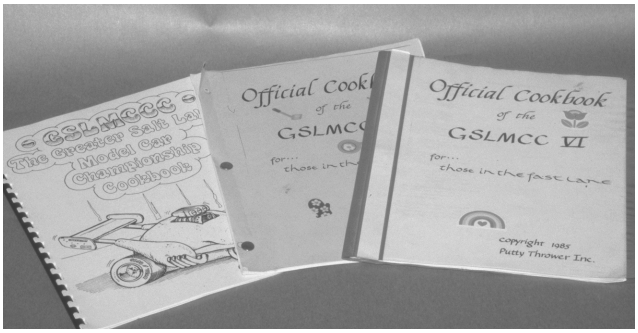
Appendix N
Testors' Craftsmanship Award

Mike Good proposed this award, presented for only two years, in order to encourage basic craftsmanship. It was donated to the National Model Car Builders' Museum by its first recipient, Dave Forseth, along with his '39 Chevy distributed to everyone at GSL-V.



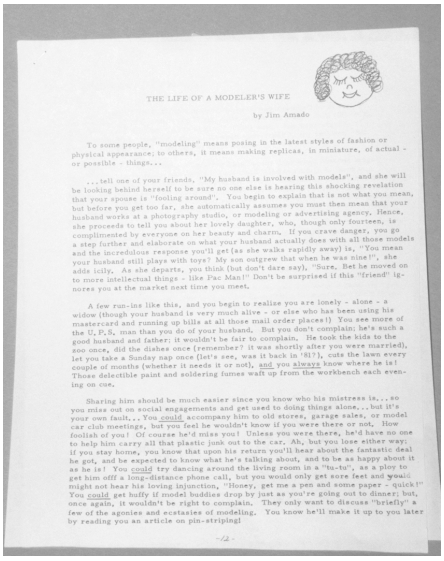
Appendix O
GSLMCC Cookbooks

Featuring Russ Schwenkler artwork and diverse recipes from Ed Roth to Roy Sorenson, Janet Gustavson added her own concoctions and produced the documents. They were distributed to everyone at GSL-V.



Appendix P
"Life of a Modeler's Wife"

Janet Gustavson distributed this document at the GSL-V Awards Banquet to offer a humorous view of model car building to modelers' spouses.



THE LIFE OF A MODELER'S WIFE

by Jim Amado

To some people, "modeling" means posing in the latest styles of fashion or physical appearance; to others, it means making replicas, in miniature, of actual - or possible - things...

...tell one of your friends, "My husband is involved with models", and she will be looking behind herself to be sure no one else is hearing this shocking revelation that your spouse is "fooling around". You begin to explain that is not what you mean, but before you get too far, she automatically assumes you must then mean that your husband works at a photography studio, or modeling or advertising agency. Hence, she proceeds to tell you about her lovely daughter, who, though only fourteen, is complimented by everyone on her beauty and charm. If you crave danger, you go a step further and elaborate on what your husband actually does with all those models and the incredulous response you'll get (as she walks rapidly away) is, "You mean your husband still plays with toys? My son outgrew that when he was nine!", she adds icily. As she departs, you think (but don't dare say), "Sure. Bet he moved on to more intellectual things - like Pac Man!" Don't be surprised if this "friend" ignores you at the market next time you meet.

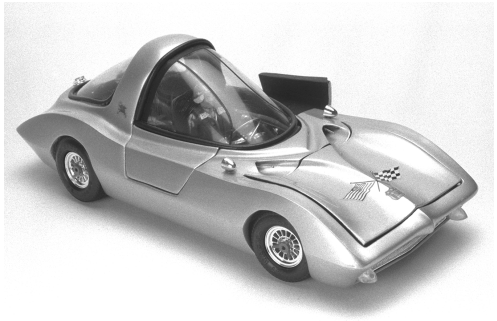
A few run-ins like this, and you begin to realize you are lonely - alone - a widow (though your husband is very much alive - or else who has been using his mastercard and running up bills at all those mail order places!) You see more of the U.P.S. man than you do of your husband. But you don't complain; he's such a good husband and father; it wouldn't be fair to complain. He took the kids to the zoo once, did the dishes once (remember? it was shortly after you were married), let you take a Sunday nap once (let's see, was it back in '81?), cuts the lawn every couple of months (whether it needs it or not), and you always know where he is! Those delectible paint and soldering fumes waft up from the workbench each evening on cue.

Sharing him should be much easier since you know who his mistress is,..so you miss out on social engagements and get used to doing things alone,..but it's your own fault,..You could accompany him to old stores, garage sales, or model car club meetings, but you feel he wouldn't know if you were there or not. How foolish of you! Of course he'd miss you! Unless you were there, he'd have no one to help him carry all that plastic junk out to the car. Ah, but you lose either way: if you stay home, you know that upon his return you'll hear about the fantastic deal he got, and be expected to know what he's talking about, and to be as happy about it as he is! You could try dancing around the living room in a "tu-tu", as a ploy to get him off a long-distance phone call, but you would only get sore feet and would might not hear his loving injunction, "Honey, get me a pen and some paper - quick!" You could get huffy if model buddies drop by just as you're going out to dinner; but, once again, it wouldn't be right to complain. They only want to discuss "briefly" a few of the agonies and ecstasies of modeling. You know he'll make it up to you later by reading you an article on pin-striping!

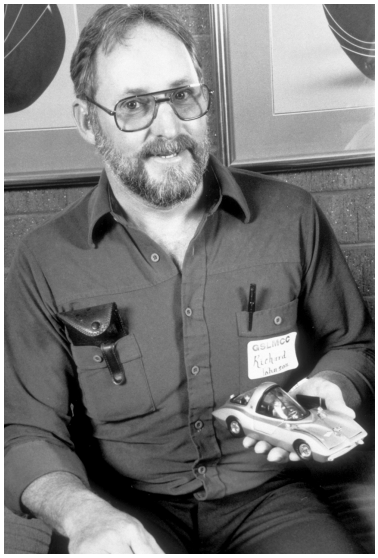
-12-

Appendix Q
The Pegasus.





Johnson's model is probably the most famous and enduring in our hobby. Trophies for all of the Top Regional and National Awards in the second annual (1964) Revell-Pactra national model car contest used the Pegasus as the basis for the automobile at the top of the award's 'arch'.



Mike Johnson told me that when the Revell-Pactra officials returned his model after measuring it for the Revell-Pactra II award, it had been damaged requiring a complete rebuild and a fresh paint job.

Appendix R

GSL Banners



Renee Kallen stitched up this magnificent counted cross-stitch GSL banner which was displayed at every GSL from VII through XV. It came to be regarded as a GSL icon. In 1997, Nancy Crouch (Calvin's wife) also stitched a GSL banner.

Appendix S

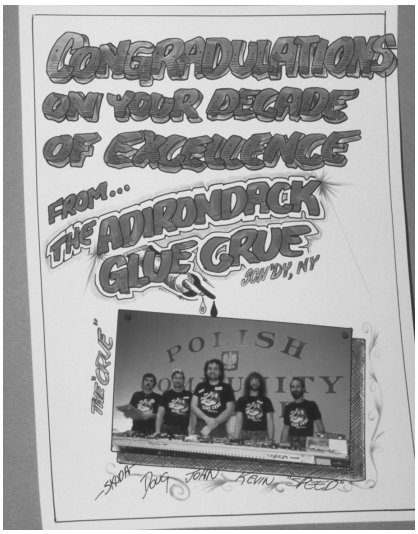
"Missed SW Challenge" diorama by Hamilton

As registrations were in full swing at GSL-IX, Ken Hamilton walked up to me with a sly grin and asked me to meet SW Challenge promoter Mike Siegman down the hall. I was directed by the garrulous Siegman to sit down on a couch (to control an anticipated fainting spell) after which Ken presented this diorama to me. The diorama took a well-aimed shot at me, and is on permanent display in the Museum after residing in my law office for years: More than a few clients have roared over it.



Appendix T

Glue Crue item



With the appearance of this laminated poster from the Adirondack Glue Crue, GSL started to receive heartfelt artifacts from individuals and clubs across the country.

Appendix U

Photo of Hiscano/Gustavson/Keeler/Johnson/Paeth

This was an event that I never thought I would ever experience. At GSL-X, I managed to get together the greatest of the First Generation of model car builders and judges at Revell-Pactra 1, holding *Car Model* magazine *Model Champions* (a pictorial of the winners of the first Revell-Pactra contest) and the November 1963 issue of *Car Model* on which Richard Mike Johnson's *Pegasus* and Tom Davison Paint Award winning Corvette are featured.



From left to right: Jim Keeler (Judge at Revell-Pactra I and II); Richard Mike Johnson holding his *Pegasus* (winner of the top senior award at Revell-Pactra I) and a specially-produced award from Revell-Pactra II which used a likeness of the *Pegasus*; I am in the middle, in the back, and am inordinately happy to be with these guys, next is Augie Hiscano, holding his blue roadster which won the top senior award at Revell-Pactra II plus his *Black Bandit* which won a special award at Revell-Pactra I; finally, there is Bob Paeth who, with Jim Keeler, was a judge at Revell-Pactra I and II and holds the January 1964 issue of *Car Model* magazine which features on its cover Hiscano's *Black Bandit* and Carl Dunn's *Super Sizzler* which won the Best Engine Compartment at Revell-Pactra 1.

Appendix V

GSL License Plates



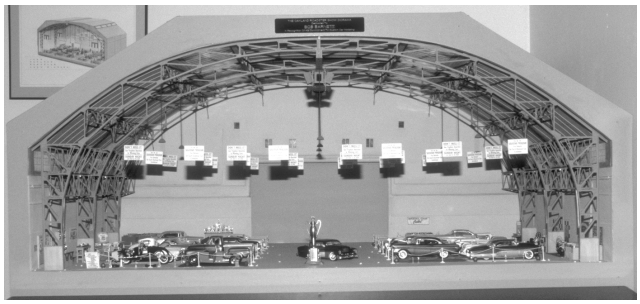
The idea of Bob Wick, these Fred Hultberg photo etched license plates were added to the GSL Commemorative Kits. Portrayed here are a selection of surviving spare GSL license plates.

Appendix W
List of ORSD Models and Sponsors

Sponsors included: Automotive Modelers' Group, Mike Adams, Bill Aitchison, Dale Angell, Kenneth "Red" Bachman, Rex Barden, Mike Barlow, Bob Barnett, *Car Modeler* magazine, John Berry (KKIM), Dennis Besler, Larry Boothe, Tim Boyd, Randy Brown, Glen Carpenter, Steve Catron, Ray Denney-*Journal of the MCCA*, Dennis Doty-*Model Car Journal*, Brian Ellerby – Evergreen Scale Models, John Erskine, Martyn Faustnauer, Josef Flurer, GSLIMCC, Duane Garner, Donald Graham, Fred Grumke, Mark S. Gustavson, H&R Hobbies, Ken Hamilton, Rick Hanmore, Don Henriksen, Augie Hiscano, Don Holthaus – The Modelhaus, Frank Horak, Russell Hurst, D.L. "Doc" Jones, Ron & Sue Jones, Joseph Kausse, David Knight, Rob Kuhn, Fred Kunges, Chuck Larsen, Aaron Lee, Bud Lefevre, Rick Lentz - R&D Unique, Maryland Automotive Modelers' Association, Pat Maphis, Derric McFarland, Vince Nemanic, P.J. Plastics, Bob Paeth, Bruce Pearce, Phase Three Publishing, Romeo Poirier, LeRoy Rockwell, Ron Roebuck, Suncoast Model Car Club, Gary Schmidt, *Scale Auto Enthusiast* magazine, Ken Smith, Roy Sorensen-Plastic Fanatic, Tri-State Model Car Club, Sam Tate, Bill Taylor, Utah Model Car Association, Ken Uhler, Dave Vanderwal – R& D Unique, Norman Veber – Replicas & Miniatures Co.. of Maryland, West Coast NNL, Randy Waugh, Bob Wick and Ed Wright

An remarkable array of builders and sponsors made the Diorama possible. Hobbyists building specific model cars for the diorama included: Bill Aitchison (*Matranga Mercury, Larry Ernst's '51 Chevy, '48 Mercury coupe, Westergaard-style '36 Ford roadster, Alexander Bros.' Victorian, XR-6, '48 Ford coupe, Doug Rice's '39 Ford coupe, '57 Chevy, '49 Mercury*), Alan Barton (*Niekamp roadster*), Dennis Besler (*'29 roadster*), Larry Boothe (*'32 Ford highboy*), Scott Bourget (*'49 Mercury*), Mark S. Gustavson (*generic '50 Ford custom, '34 Ford Pickup, Starbird's Predicta*), Ken Hamilton (*'34 Ford, 'fad 'T'*), Russell Hurst (*Beatnik Bandit*), Andy Kallen (*'Ala Impala'*), F.R. Kunges (*'58 T-Bird*), Chuck Larsen (*Ala Kart, '23 bucket 'T'*) J. Morselli (*Tiago's Ranchero,* with Stan Pinnick), Vince Nemanic (*Villa Riviera*), Frank Olsen (with Automotive Modeler Builders, *Ringheim's '56 Chevy, Mulligan's '58 Chevy),* Bob Paeth (*'39 Ford phaeton*), Bruce Pearce (*Casper's Undertaker dragster, Hairy Canary with Budd Andersen figure*), Stan Pinnick (*Tiago's Ranchero,* with J. Morsilli), Jim Richards (Sixties dragster), Dave Roehrle (generic Sixties slingshot dragster), Rick Suit ('29 Ford pickup), Bill Taylor (*'32 Ford*), Dan Thomas (*Barris Buick and Hirohata Mercury*), John White (Barris' *Wildcat* pickup) and Darrell Yoos (*Car Craft Dream Rod*).

Appendix X
Oakland Roadster Show Diorama



The Oakland Diorama is one of the greatest collaborative efforts ever in the model car hobby. I knew Ken Hamilton had arrived in Salt Lake with the diorama when I saw him flying across the lobby of my office on a wheeled secretary's chair with a goofy grin on his face. I laughed so hard I had to excuse myself from a conversation with another attorney who was on the phone.

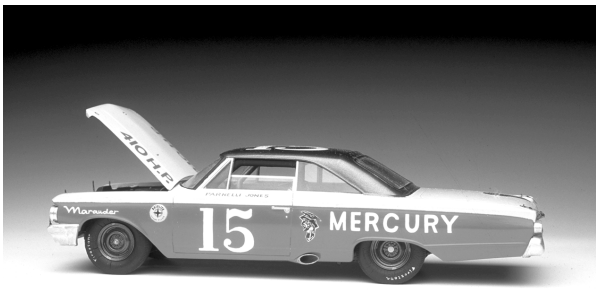
Appendix Y
Photo of Hall of Fame Plaque

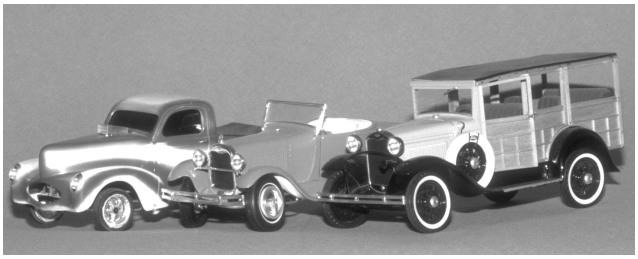
The idea for a Hall of Fame award came up in late 1991 when Gary Schmidt and I were discussing the history and future of the hobby. Jointly sponsored by the National Model Car Builders Museum and *Scale Auto Enthusiast* magazine, nominations and balloting are handled by the SAE staff. It is great that the award has survived the transition of the magazine to Kalmbach Publishing in 1996.

1992: Dave Shuklis/Budd "The Kat" Andersen
1993: Don Emmons
1994: Oscar Koveleski
1995: Phil Jensen
1996: Herb Jackson
1997: Bob Barnett
1998: Bob Paeth



Appendix Z
Emmons' Models





Gary Schmidt and I arranged to have Don Emmons attend GSL XIV, where he received the Hall of Fame award. At that time, he brought with him, and placed on display in the Museum, three of his most famous models all of which were the focus of his how-to articles in the old *Rod and Custom Models* magazine. They are magnificent — and well-preserved — examples of sophisticated building in the Sixties.

Appendix AA
GSL Commemorative Kits

GSL-X (1989): AMT Corvette ZR-1



GSL-XI (1990): Revell 1990 Cougar XR-7

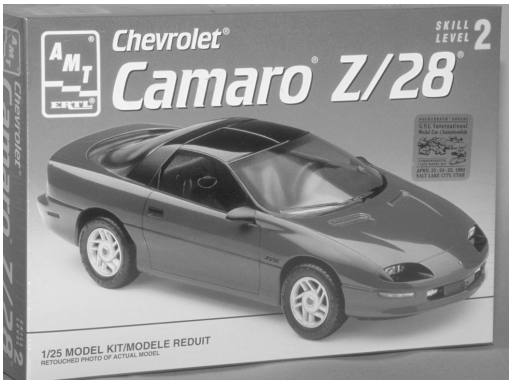


GSL-XII (1991): AMT Chevrolet C1500 454

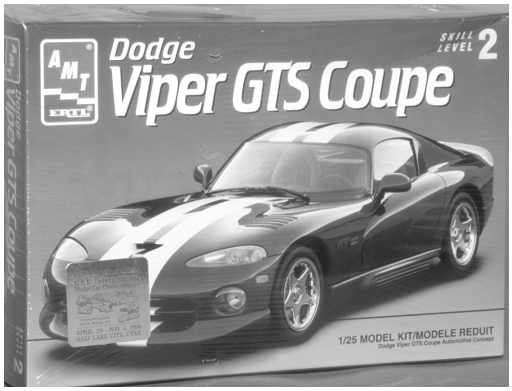


GSL-XIII (1992): Monogram Pennzoil Pontiac NASCAR
No photo available.

GSL-XIV (1993): AMT Camaro Z-28



GSL-XV (1994): AMT Dodge Viper GTS Coupe



Special Note: Though not offered with registration, R&D Unique offered for sale a special GSL-XV Anniversary 1930 Model A Pickup kit, with parts offered exclusively through their company. A run of 150 were made; each box had the GSL Logo on the white lid, and there was a special note from the GSL Board of Directors included in the box. Kit #15 was donated by R&D Unique to the National Model Car Builders' Museum.

GSL-XVI (1997): Revell 1937 Ford Pickup



Appendix BB

GSL Seminars

The appreciation of the author and the GSL Trustees is extended to the following individuals who presented enjoyable and highly informative seminars at GSL. The did so without compensation and they bore the expenses of their presentations*!*

GSL-XI (1990)
"Machining and Milling:Turning Your Models into High-tech Wonders" by John MacGowan
"*Working with Sheet Brass: The Art of Panel Fabrication*" by George Layton
"Building from Blueprints: Scaling for Accuracy" by Don Henriksen
"Cast Your Own Parts" by Dale Angell
"Roundtable Discussion: "Establishing a National Contest Judging Standard" moderated by Bob Wick

GSL-XII (1991)
"Resin Parts Casting" by Dale Angell
"Creating Your Own Graphics" by Rick Hanmore
"Preparing Artwork for Photo-etching" by Bob Wick and Steve Catron
"Creation of a Model Kit" by Bob Johnson and Ed Sexton
"Painting for Realism" by Russ Schwenkler

GSL-XIII (1992)
"Researching Your Next Modeling Project" by Mike Carroll
"Basic Machining Techniques" by Cody Grayland
"Preparing Artwork for Photo-etching" by Bob Wick

GSL-XIV (1993)
"Restoration of the Revell 1/4 Scale 283 Engine" by Chris Stames
"Weathering with Paint and Other Media" by Russ Schwenkler
"Writing for Publication" by Rick Hanmore
"Basic Plumbing and Wiring" by Don Fahrni
GSL White Paper #1: "How to Survive GSL Judging" by Mark S. Gustavson and Bob Wick

GSL-XV (1994)
"Machining for Models" by Cody Grayland
"Preparing Artwork for Photo etching" by Bob Wick
"Scratchbuilding in Brass" by Don Henriksen
"Final Restoration, Reconstruction, and Casting of the Revell 1/4 scale 265 Engine" by Chris Stames
GSL White Paper #2: "A New Perspective on Building Realistic Models" presented by
Mark S. Gustavson and Bob Wick

GSL-XVI (1997)

"Making Your Own Waterslide Decals" by Mark Benton
"Small Details That Count" by Norman Veber
"How to Build Better Auto Models" GSL Reunion White Paper, By Mark S. Gustavson and Bob Wick
"Round Table Discussion: Status of the Hobby " (Tom West, Pat Covert, Derek Brown)
"Creating More Realistic Models: A How-To Guide for Beginning Modelers" by Bob Wick
"Restyling Using Epoxy Putty" Seminar by Mike Good

Appendix CC

"Welcome to the GSL-XV Awards Brunch."

The following welcome was presented by Bob Wick at the start of GSL- XV Awards Banquet:

"Fifteen years. If you think about it, that's amazing. That's older than some of your kids. There are a lot of familiar faces here, and an impressive number of new ones. I'm curious. How many of you have been to ten or more GSLs?

"It's been said before, but that's because it's true: The heart of GSL is the people.

"GSL has come to hold a truly unique position in our hobby for modelers and the people who enjoy their works: We have become known as the place the best of the best come to - NUMBER ONE!

"Ever since I've been coming here, I've heard it over and over again, in one version or another:- "GSL? Oh, yeah, I'd like to go, but I can't build like those guys.' But once they've been here, it's 'GSL? Wish I'd gone before...Those people are great!'

"All the people in this room know firsthand the latter statement is true. It's true because you, and everyone who has been part of the GSL family during the past fifteen years, have made it so. Thank you.

"In large part, GSL is the result of Mark Gustavson's love of and vision of this hobby, his willingness and ability to present and share that vision, and to inspire and interest people in bringing it to life. Thank you, Mark.

"During the fifteen years of GSL, builders have come from nowhere to national prominence. We had a chance to meet some of the legends, even those from the 1950s and 1960s. We had the opportunity to see in real life models we'd only seen in magazines. Businesses, part or full-time, have come out of this hobby, and many have been promoted through, and grown with, GSL.

"Most of all, we've had a great time. And, whatever the future holds, some of that will be built on what GSL has accomplished, what it has meant to people, and how it has helped define and showcase the best our hobby has to offer.

"That's a legacy we can all be proud of . . . especially you: The builders, competitors, and attendees here today or who have been here in the past, and the volunteers, sponsors and supporters who have given life to the vision.

"Fifteen years. When you think about it, that's truly amazing. Welcome to the fifteenth GSL International Model Car Championship Awards Brunch."

Appendix DD

GSL Plastic Players

The GSL Plastic Players are comprised of a core group of "actors" with many other GSL attendees occasionally participating. The Plastic Players emerged, sort of by accident, following the unexpected but funny "roast" of the author at GSL-X. After that, the author proposed the creation of this hobbyist's "acting troupe" and regularly talked with Ken Hamilton, Terry Jessee, Bob Wick and Andy Kallen about the next topic and the participants.

1989: GSL-X	"*Let's Fry Gustavson*"
Participants:	Bob Barnett, Tim Boyd, Mike Carroll, Terry Jessee, Bob Paeth, Mike Siegman and Russ Schwenkler,
1990: GSL-XI	"*Who Won First*?"
Participants:	Mike Carroll, Andy Kallen
1991: GSL-XII	"*The Great Model Carnac*"
Participants:	Ken Hamilton, Terry Jessee.
1992: GSL-XIII	"*Getting on a Plane*"
Participants:	Larry Boothe, Mike Carroll, Ken Hamilton, Augie Hiscano, Ron and Sue Jones, Andy Kallen, Chris Stames plus selected audience participants.

1993: GSL-XIV
No *Plastic Players* skit this year.

1994: GSL-XV	"*Why Me?"*
Participants:	Larry Boothe, Mike Carroll, Ken Hamilton, Mark Gustavson, Ron and Sue Jones, Andy Kallen, Norm Veber, Bob Wick, plus selected audience "Extras."
1997: GSL-XVI:	"Who'da Thought It?"
Participants:	Mike Carroll and Andy Kallen.

Appendix EE
GSL Directors/Judges:

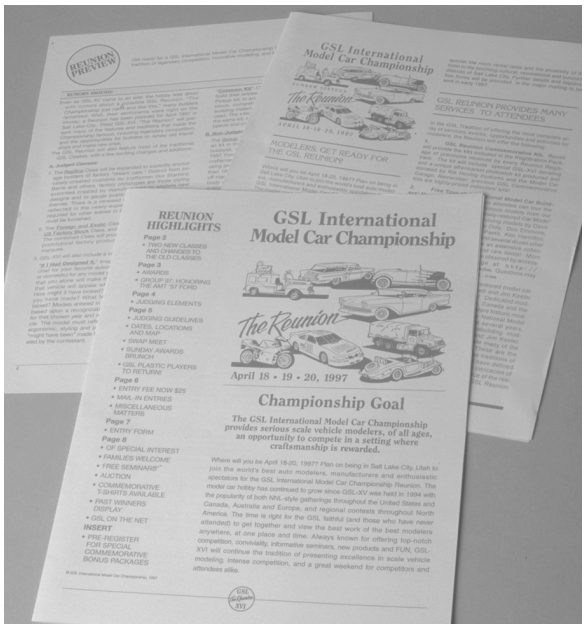
GSL Directors/Advisors

Mike Barlow
Mark Benton
Don Berry
Tim Boyd
Brian Dees
Tom Dillion II
Dave Forseth
Mark S. Gustavson
Rick Hanmore
Bill Helm
Richard Howell
Terry Jessee
Andy Kallen
Bob Paeth
Russ Schwenkler
Mike Siegman
Rick Somerlot
Bob Wick

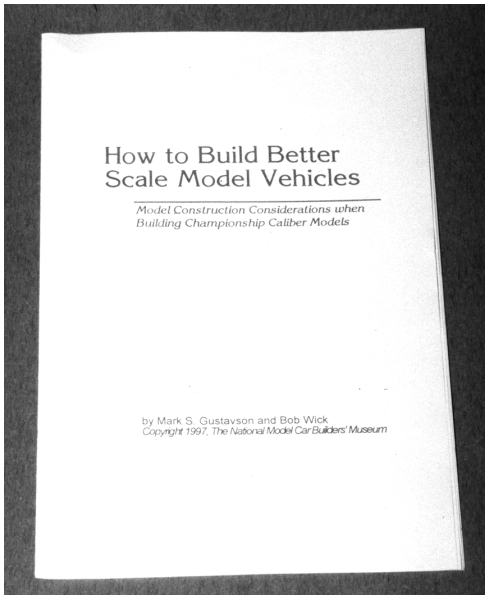
GSL Judges (not all judged at every event):

Tim Boyd
Pat Covert
Mark S. Gustavson
Rick Hanmore
Terry Jessee
Jim Keeler
George Layton
Russ Schwenkler
Mike Siegman
Rick Somerlot
Bob Wick

Appendix FF
GSL-XVI Documents



Appendix GG
Photo of Museum Handbook



Appendix HH

Text of Opening Remarks at GSL Reunion Awards Brunch by Mark S. Gustavson:

"Welcome to the GSL Reunion. Seeing so many new faces here this morning is wonderful. We have with us today Luiz Tinoco from the Rio de Janiero Model Car Club, Rik Hoving from Amsterdam, a phalanx of Canadian modelers and other newcomers. To those who have returned to be with us again — thanks for your continuing faith in the goal and dream of the GSL Championship, namely to provide the best, most cordial and fair professional-level scale automotive competition to be found anywhere.

The GSL Championship has provided a venue for the reappearance of many historic modeling personalities — heroes whose modeling defined and launched the early years of our hobby. You see, we have accepted into our ranks hundreds of second-generation modelers who grew up under the tutelage of Jim Keeler, Augie Hiscano, Mike Johnson, Dennis Doty, Phil Jensen, Bob Nordberg, Tom Davison, the Yonts Brothers, Dave Shuklis, and many *dozens* of other incredible builders whose efforts defined the *First Golden Age* of our hobby. The names of those pioneers can be found in magazines like these (hold up samples of magazines).

The point is this: During the initial 15-year run of GSL, we hosted 463 *different* individuals — both the old timers and newbies – who have inextricably joined the history of our hobby by competing at or attending the GSL Championships. With more than half of the people here this weekend new to the GSL experience, GSL can now add dozens of new names to the growing list of committed, dedicated modelers who have trusted their most prize possessions to the scrutiny of the GSL Judges and the admiration of everyone who has participated in the GSL Tradition.

This Reunion, officially GSL International Model Car Championship XVI, is presented after a three-year hiatus following the epochal Fifteenth GSL Championship in 1994. We have presented this Reunion because of the overwhelming response of modelers disappointed when we announced the Championship's Finale following GSL-XV. If you will indulge me for a moment, I would like to thank several individuals publicly who have worked tirelessly to make this GSL Reunion a reality. Without their help, there is no way that this Championship could have been presented to you:

Dennis Barker	Mike Barlow
Mark Benton	Brian Dees
Bill Helm	Richard Howell
Bob Wick	Fred Yokel

I cannot adequately express my great appreciation to these friends and hobbyists whose friendship, dedication, incredible work and belief in the GSL Championship have made this all possible this weekend. Their loyalty wasn't free. It came through a common experience — seeing early competitors volunteer to drive to the airport in 1984 to pickup other contestants, or seeing uncounted contestants freely sharing their techniques with other inquiring hobbyists, or seeing Russ Schwenkler leap to his feet at GSL XIII to congratulate Randy Derr's narrow win over Russ' model, thereby establishing a tradition as the Awards are presented.

Inevitably, our ranks have diminished since GSL started. Friends of a lifetime have left us, though their contributions to the hobby and our memories of them will never die and will live forever in the National Model Car Builders' Museum. Might we please observe a moment of silence?

Alert to the future, we are happy to announce that we will hold a new series of GSL Championships every two years, beginning with *this* event*:* GSL-XVII will be presented in 1999, GSL-XVIII will be presented in 2001 and so forth. Through that schedule, highly-motivated modelers will have the opportunity to plan and construct their models and compete in each successive GSL Championship.

The GSL Tradition, long-established and now revived, looks to the future of our hobby with the same optimism, dedication to world-class craftsmanship and cordiality that have always defined our efforts. Thank you for being a part of the GSL Reunion!

- Mark S. Gustavson
April 1997

Appendix II

Here is the text (slightly edited) of my Putty Thrower column that appeared in the November 1977 issue of *Car Modeler* magazine:

The news is stunning. Revell-Monogram recently announced its title sponsorship of the NHRA Revell Nationals at the Texas Metroplex in Ennis, Texas, October 16-19 of this year. This sponsorship echoes Revell's past sponsorship Seventies Funny Cars driven by Gene Snow, Ed McCulluch and, in the Sixties, when Revell released kits of competition cars driven by Tony Nancy, Stone/Woods/Cook, Mickey Thompson and Tommy Ivo. Revell has a well- established history in tying together model car kits and recognized 1:1 vehicles.

This announcement is interesting for a couple of reasons. First, it is good news because, under the leadership of Ted Eischeid, Revell-Monogram has committed itself to an important segment of auto racing, and the publicity that will accrue to them is hard to overestimate. Certainly, we will be seeing

more Revell kits of high-profile drag racing vehicles which, presumably, will generate more kit sales.

But there is a much more interesting aspect implicit in the Revell-Monogram announcement. In the early years of our hobby (three and -a- half - decades ago, when the hobby was getting underway), market stimulus was "top down" with almost all of the development, production and marketing of kit being done by a few major kit manufacturers. Back then, manufacturers occupied the center stage of the hobby: they offered almost all of the hobby kits, they offered almost all of the accessory parts paks, and only a *very* few aftermarket companies offered detailing parts for existing hobby kits. Moreover, major kit producers were very pro-active in the infrastructure of the hobby: Revell joined with Pactra (and later with Testor) to create four national model car contests (followed later with the MPC series). AMT and Johan did similar things. It could be truly said that the major manufacturers defined the hobby (products as well as activity) by providing virtually everything available to the scale builder.

During this current renaissance of our hobby, that historic arrangement is reversed. This time, the resurgence of the hobby has been proceeding "bottom up." When the hobby emerged from the "dark ages" in the late Seventies, only a handful of individuals and entrepreneurs — financing their efforts with their own funds — took the risks of developing and marketing unique (and often sophisticated) products, and presenting hobby events and contests for serious buildings and those sincerely interested in the hobby. With only a few exceptions, every public hobby event (contests and noncompetitive displays) and virtually all aftermarket products have been created by individuals and companies not in any way associated with the major kit manufacturers. Of course, Revell-Monogram, AMT, Lindberg and other kit manufacturers have provided much needed assistance, but the primary burden has been carried by private promoters.

Though there is a touch of incongruity about all of this, it is actually a blessing that companies like Revell-Monogram are focusing on "big car"events and not taking a leading role in sponsoring established hobby events. The absence of the major kit manufacturers from hobby events and specialized products has left the field open for smaller companies to provide an unprecedented array of sophisticated products for the scale vehicle enthusiast. In the same way, imagine the impact on the aftermarket if a major kit manufacturer started to manufacture and mass market photoetch kits, decal kits or other items now commonly available from the aftermarket.

The fact that no major kit manufacturer has a leading role in a genuinely nationwide, widely-recognized scale vehicle contest or a related event actually fosters the health of the hobby because it encourages a diversity of events and dispersed participation, thereby involving many more people that might otherwise occur. Model car hobbyists now enjoy a wonderful assortment of geographically-diverse events precisely because the need for such activities is met on the same grass roots level where the need also arises. The "need" for the current range of contests would diminish if there were a major contest series sponsored by one of the kit manufacturers. Thus, for example, the worst thing that could happen to competitive events would be for the marketing expectations of a kit manufacturer to dictate the rules of a juried contest. It is best to leave such matters in the hands of the hobbyists.

However, this "democratization" of the hobby is also ironic because quality contests and display-only events desperately need the kind of financial support only available from such major hobby companies like AMT, Lindberg, Revell-Monogram, Testor and Tamiya. The kind of funds that are truly needed are not available from the cash-strapped aftermarket. For a fraction of the money that Revell is spending to promote its drag racing program, principal model contests and related events across the country could benefit enormously.

Yet, the wide diversity of hobby events (displays and contests) and aftermarket products that we enjoy are available almost totally because the major kit manufacturers have been focusing their attention elsewhere. That's the way things should remain for the health of the hobby. It is up to us, ultimately, to ensure the health of our pastime.

GSL