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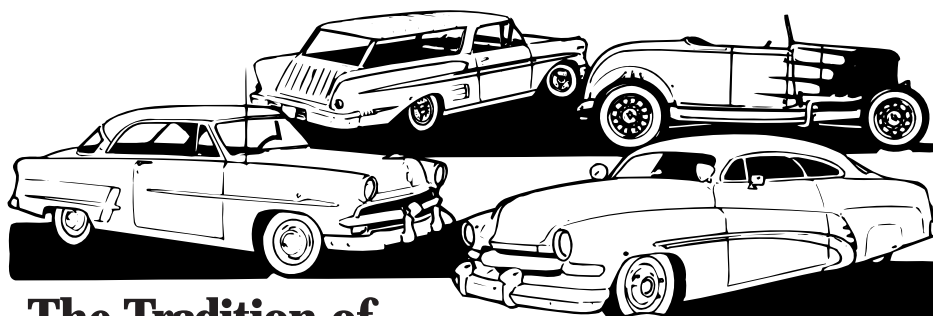
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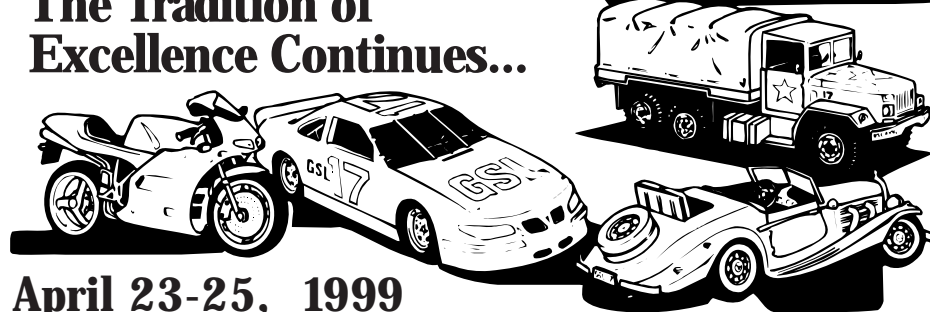
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GSL International Model Car Championship



The Tradition of Excellence Continues...



April 23-25, 1999

Championship Goal

The GSL International Model Car Championship provides serious scale vehicle modelers, of all ages, an opportunity to compete in a setting where craftsmanship is rewarded.

Plan on being in Salt Lake City, Utah this April 23-25 to join the world's best auto, truck and vehicle modelers, manufacturers and enthusiastic spectators for the seventeenth GSL International Model Car Championship! The model car hobby has continued to grow since GSL-XVI was held in 1997, and the time is right again for the GSL faithful (and those who have never attended) to gather together and view, learn about, and enjoy the best scale auto miniatures created by the best modelers found at one place and time—the GSL Championship in Salt Lake City.

Now universally known for offering the best competition, conviviality, informative seminars, new products and FUN of any scale vehicle contest, GSL-XVII will continue the tradition of presenting excellence in scale vehicle modeling, intense competition, and a great weekend for competitors and attendees alike. Without a doubt, you need to attend the seventeenth GSL International Model Car Championship!

GSL-XVII: WHEN AND WHERE

Date and facility:

The seventeenth GSL International Model Car Championship will be presented April 23-25, 1999 at the Holiday Inn, located at 999 South Main Street in Salt Lake City, Utah. The newly-remodeled Holiday Inn will host all GSL activities. A block of rooms have been reserved for GSL registrants. Room rates, regardless of occupancy (one, two, three or four people), are offered at the reduced rate of \$74.00 plus Utah room tax of 10.85%, for a total of \$83.00 per night. To receive the special room rates, you MUST, when reserving your room, specify that you are attending the "GSL International Model Car Championship." You can reach the Salt Lake Holiday Inn by calling direct (801) 359-8600 or by calling Holiday Inn worldwide reservations, toll free at 1-800-933-9678 (if you call the 800 number, be sure that they give you the special rates stated here).

Entry Fees:

The \$25.00 GSL Entry Fee covers any number of models entered by one contestant, in any Class(es), including Group 99. Entries from contestants 16 years of age and younger will be accepted **without an entry fee**, and will receive the Registration Package at no charge. "In-progress," "display only," and past GSL winners' models may be placed on display at no charge. Pre-event registration (see the enclosed form) is suggested: the first 100 registrants receive a special jacket patch contributed by Calvin and Nancy Crouch, a specially-decaled Hot Wheels® car donated by Dennis Barker, a special photo etched set by Bob Koronow and Model Car Garage, and the special GSL Commemorative Kit supplied by AMT/ERTL. Registrants from Number 100 through 125 will not receive the Hot Wheels model, but will receive the balance of the premiums. Registrants after 125 will not receive the patch or the Hot Wheels model, but will receive the balance of the premiums. Remember that you can also order your GSL-XVII T-Shirt and GSL book for delivery at GSL (you could have your friends at GSL sign both!).

Mail-in Entries

Because there are special mail-in entry expenses, please write to GSL Headquarters if you intend to compete by mail for the special GSL mail-in entry requirements and costs. GSL does not accept mail-in "display" models that will NOT be entered into competition, and GSL does not accept mail-in entries for the Diorama Class.

GSL-XVII: THREE DAYS OF SPECIAL EVENTS

Seminars and Special Presentations

In addition to the legendary GSL Championship seminars presented, without cost, by some of the hobby's leading craftsmen, GSL will also host other events to entertain and challenge you: the presentation of restored historic models from the Museum, the Dream Truck project, and GSL Saturday Night! Check out the schedule located on page 8, and be sure to check at the Contest Hall registration desk when you arrive for last-minute changes.

Swap Meet to be held at GSL-XVII!

Come to the GSL Swap Meet and purchase the best of the aftermarket products, vintage kits and other items! As the past,

leading aftermarket vendors will offer their latest products for sale, and it's a great place to find a deal on a new model or to locate a rare kit! The Swap Meet will open Saturday at 8:00 a.m. and end at Noon to give everyone a chance to enjoy other aspects of the GSL Championship. If you are interested in being a GSL vendor, please send a large #10 envelope (SASE) with 33¢ postage to GSL headquarters, c/o National Model Car Association, 353 East 400 South, Salt Lake City, Utah 84111 for the necessary information and forms.

Free Tour of the National Model Car Builders' Museum.

Each GSL attendee is invited on a free tour of the Museum starting on Saturday afternoon. The newly-renovated facility contains restored models from the collections of Dave Shuklis, Bob Barnett, Jim Keeler and the works of Bob Paeth, Don Emmons, Dennis Doty, Phil Jensen, Pryor Passarino, Ken Hamilton, and many other builders. The newly-restored *Shamrock*, *Red Rever* and *Bob-Tailed Cat* by Dave Shuklis will be on display, as well as Jim Keeler's 1961 Winternationals model car winning *Carnation* and Ron Parker's 1963 Winternationals winner, *The Titan*. The fully-restored Model Car Magazine *Crusader* will be on display, along with nearly six dozen additional models. These are models that inspired builders and helped establish the goals of superb craftsmanship and creativity that have defined our hobby. The world-famous Ken Hamilton-built Oakland Roadster Show Diorama is on display, as well as other dioramas from Russ Schwenkler and Chris Stames. Visitors can also view an extensive collection of historical items, including a comprehensive collection of model car magazines and related publications.

You will need to sign up for a specific tour when you register for GSL-XVII so that everyone can have a good chance to see the incredible collection. Free transportation to and from the Museum will be provided courtesy of the local GM dealership and GSL Championship sponsor: Young Pontiac/Cadillac/GMC. For more information on the Museum, check out our WEB page at: <http://www.xmission.com/~msgsl/nmcbm>.

Museum Benefit Auction on Saturday!

Late on Saturday afternoon, after everyone has returned from the Museum tours, come to the Auction and bid on literally hundreds of different items! The staffs of GSL and the Museum, with the help of many donors including some of the leading aftermarket companies, have come up with a HUGE list of really cool and always useful specially-produced products, vintage kits, and automobilia. Auctioneer Mike "I can sell anything!" Carroll and his intrepid staff will make sure everyone has a great time. Light refreshments will be served. Your donations for the Museum-Benefit Auction are always welcome – Please send any items you wish to donate (such as, old kits, built-up models, auto books, or other "modelabilia") to the Museum at 353 East 400 South, Salt Lake City, Utah 84111.

GSL Saturday Night!

The GSL Championship will present GSL Saturday Night– an evening of fun, vintage hot rod movies, refreshments and camaraderie. Relax and have a good time while the GSL Judges work through the night!

Sunday Awards Brunch

The GSL-XVII Awards will be presented Sunday morning at our traditional brunch and awards ceremony. The cost will be \$13.00 (price includes meal, tax and gratuity) for the breakfast buffet (the same cost as in 1997!). Admission is by ticket only,

which can be purchased at the registration table. Please note that the cost of the Awards Brunch is **in addition** to the cost of registering for GSL-XVII. If you wish, you may attend the awards presentation free of charge even if you don't purchase a ticket to the brunch, but space will be limited. Be sure to attend as there will be a special presentation at the GSL-XVII Awards Brunch!

Past GSL Best of Show and Master Award Winners:

Individuals who have, at any time, won any Master Award or Best of Show at any GSL Championship are cordially invited to show those models at no charge in a special display area. We will provide special signage for your model. Check with one of the GSL Proctors if you are bringing such a model.

GSL Plastic Players to Return!

Ready or not, the legendary GSL Plastic Players are on the loose once again... Look for them at the GSL-XVII Awards Brunch Sunday morning!

GSL-XVII: THE CLASSES, RULES OF COMPETITION AND THE AWARDS

Section A. CLASSES:

General Rules and Class Definitions

Except for limitations specified in some GSL Class definitions, each contestant may build in any scale, and may use any building techniques and construction materials on any entry. Each GSL contestant should note that the rules for each GSL Class, as specified below, will be strictly observed, including required documentation in some Classes: please be careful to avoid disqualification by not meeting Class rules and requirements.

A combination of vehicles may be entered and judged in any GSL Class as one entry if they are a logical combination. FOR EXAMPLE: a car and trailer; a race team car, truck and trailer; a truck tractor and semi-trailer with load, etc. If any ambiguity arises about in which GSL Class a model should compete, the GSL Judges will make a final determination, prior to the actual judging if possible, and will also make every effort to notify the builder. If you have any questions, please ask!

Use the enclosed entry form for each model (make copies as necessary—one document is required per model). Be sure to fill out all of the information (but leave the screened areas blank, please)

The following Classes will be presented at the seventeenth GSL International Model Car Championship. Please read the GSL Class rules and definitions carefully:

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

Any "aftermarket" body putty or filler may be used: i) to fill

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

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

Any adhesives, paints, decals and/or metal foil products may be used to assemble and detail the kit, but no three-dimensional structural parts or functional details (mechanical, electrical or hydraulic) may be created with paint, glue, putty, sprue and/or metal foil products. However, any painting or abrasive technique(s) may be used to create surface textures on any part. Color and painting guides shown on the instruction sheet do not need to be followed.

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

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

COMMERCIAL, LIGHT DUTY: This Class is for models of any job-specific pickup, public service vehicle, light van, law-enforcement vehicle, firefighting-related or medical equipment (*all* must display commercial or official markings), small motor homes or similar vehicles, representing any vintage or era, with a gross vehicle weight of less than 10,000 lbs.

COMMERCIAL, HEAVY DUTY: This Class is for models of any job-specific truck, van, firefighting-related or other emergency equipment, bus, earthmoving equipment, or other vehicle with a 10,000 lb. minimum gross vehicle weight and representing any vintage or era, which are exclusively intended for commercial use. Models entered in this Class must display commercial or official markings, where required by its use.

COMMON KIT: 1953 FORD VICTORIA. This Class is strictly for contestants constructing any style or version (custom, factory stock, competition, commercial, and so forth) of the Lindberg 1953 Ford Victoria. The entrant may modify the kit body shape or style, swap parts from other kits, and use aftermarket parts (except for aftermarket resin bodies), and use any building materials,

techniques or technologies, subject to the "single builder" rules of the Championship. The intent of this Class is for each entrant to start with an identical kit, then display their widest array of individual creativity, building skills, craftsmanship and technical innovations. (A 1953 Victoria model may be entered in any other Class instead, at the builder's option, but may compete only in one Class).

COMPETITION: CIRCLE TRACK/ROAD COURSE: This Class is for any model of a vehicle, representing any vintage or era, used in road course, circle track, IROC, NASCAR, Can-Am, Trans-Am (including monster trucks configured for sanctioned competition) and similar competitive events. Vehicles must be constructed in accordance with applicable 1:1 competition rules of the sanctioning organization for the appropriate era or year(s).

COMPETITION: DRAG AND DRY LAKES: This Class is for models representing vehicles of any vintage or era, used in straight-line acceleration and/or top speed competitions. Models must be built in accordance with applicable 1:1 competition rules of the sanctioning organization (NHRA / UDRA / NDRA/ SCTA / Bonneville or other organizations) for the appropriate era or year(s).

CUSTOM: This Class is for any model of a vehicle, of any vintage, description or style, where the primary modification(s) are in the body shape and interior, creating a unique or personalized appearance to the vehicle. These modifications include "minor" modifications (trim removal, custom paint and upholstery, etc.) that create a "mild" custom, to extensive modifications (chopping, reshaping body panels, sectioning, frenching and molding, etc.) to create a "full" or "radical" custom. Models entered in this Class may represent any era or style of customizing.

DIORAMA: This Class is for displays or scenes containing vehicle(s) or related displays with an automobile, truck, motorcycle, or related theme as the principal focus. It is suggested that the entrant include a brief statement or story of the diorama if there is a theme or there are specific details that the entrant wishes the judges to consider, or if the "auto" theme is unclear.

FACTORY STOCK: This Class is for any model representing any typical, factory-built vehicle, including all foreign and exotic vehicles (excluding motorcycles and factory concept/dream cars), that is not the replication of a *specific* vehicle. This Class also includes production vehicles that are performance or visually modified by an aftermarket company or "tuner," (e.g., AMG Mercedes, Saleen Mustang, Westfalia VW camper conversions and so forth) sold as completed vehicles through authorized factory dealerships, but which do not represent "one-off" modifications by the dealer. Documentation (copies of dealer brochures, magazine articles, etc.), sufficient to establish the authenticity of the model, *must* be provided.

"IF I HAD DESIGNED IT": Imagine that you are the styling chief for your favorite foreign or domestic automobile manufacturer for any specific model year that you desire. Assume that you alone will make the final decisions about how that vehicle will appear when it goes into production. How might it have looked and what styling decisions would you have made? What design and mechanical features would it have had? Models entered in this Class must be obviously based

upon a recognizable factory production vehicle for that selected year and reasonably resemble that vehicle. The model must also reflect the practical engineering, ergonomic, styling and production characteristics that "might have been" made for the year of the vehicle modeled by the contestant. Each contestant must present a brief written statement explaining the styling decisions for the entry, and specify the year vehicle represented by the entry.

JUNIOR: This Class is for modelers 16 years of age or younger, who build any style or scale vehicle, including motorcycles. If a Junior Class builder wishes to compete in another Class instead, he/she may do so. NOTE: Entries from modelers 16 or younger will be accepted without an entry fee regardless of the Class in which they compete.

MOTORCYCLE: This Class is for any model of any motorcycle of any vintage or era, other than a replica of a specific motorcycle, whether kit-based or scratch-built. Competition-type motorcycles must be constructed in accordance with the rules of the sanctioning bodies for the appropriate era or year(s).

REPLICA: This Class is for any model built as a precise replication of a specific automobile, truck, factory "concept" or "dream car" of any vintage, or a specialty vehicle of any description, excluding motorcycles. The vehicle must actually exist or have actually existed in three-dimensional form: A "styling studio" or other artist's conceptual rendering alone will not be acceptable as a source for documentation. The model must replicate the particular vehicle presented in the research materials, which **MUST** accompany the entry. A replica of a scene must be entered in the Diorama Class.

SMALL SCALE: This Class is for any model, of any description, in 1/43 or smaller scale (except dioramas) built in any style. (All models in scales larger than 1/43 shall be entered in other Classes. Also note that the Junior Class encompasses all scales). The builder of a 1/43 or smaller scale vehicle may choose to place the entry in any other appropriate Class if they wish.

SPECIALTY: This Class is for all subjects reasonably related to the automotive focus of the Championship, but which do not fit in any other GSL Class. These subjects include auto engines of any vintage, automobile components, "T-shirt monsters", drag boats when powered by "auto" engines adapted for marine use, futuristic/fantasy vehicles, and so forth. Each entry will be evaluated for a general automotive theme.

STREET MACHINE: This Class is for any model of a vehicle manufactured from 1949 to date, that is essentially stock in body configuration but that includes a modified power train, suspension, interior and/or other elements. Models entered in this Class may represent any era or style of construction. Models entered in this Class may reflect a "racing style," but not be built primarily for sanctioned racing competition.

STREET ROD: This Class is for any model of any vehicle, manufactured through 1948, that is essentially stock in body configuration and features a modified power train, suspension, interior and/or other elements, but is not built primarily for sanctioned racing competition. Models entered in this Class may represent any era or style of street rod construction.

GROUP '99 (Please note: This is not a formally-judged Class; rather, the winner is selected by popular vote). The GSL GROUP '99 model is AMT's 1949 Mercury. To qualify, any version of this venerable kit can be built in any style with the skills and craftsmanship that you have today, but must be constructed using products, materials and supplies (except adhesives and paints) available no later than 1969. This means: no photo-etched parts, no one-off machined parts not fashioned by the entrant, no aftermarket products available after 1969, no resin body conversions, and no metal foil trim not available in 1969. GROUP '99 is intended to revive and celebrate vintage building styles, and to create a fun and challenging forum for builders. Judging is by people's choice ballot for 4th through 1st place, and the results will be announced during the Sunday morning Awards Brunch.

Section B. MODEL ELIGIBILITY, CLASSIFICATION and PRESENTATION

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

1. Model Eligibility. The GSL Championship rewards and encourages individual craftsmanship and creativity. GSL rewards individual effort, not partnership, committee or "contract" construction of entries. To be eligible for competition, each model must be constructed exclusively by the entrant. No one other than the builder-entrant may: i) install any upholstery materials or kits, ii) apply any finish/paint job/graphics design work iii) install any component pre-assembled by any person other than the entrant, or iv) do any intermediate or final assembly tasks. However, contestants may use any aftermarket part(s) including: a) decals from any source (except where prohibited by specific Class rules), and b) parts or components specially-manufactured for that contestant, as long as such specially-made parts are not assembled, detailed or installed on the entry by anyone other than the builder-entrant. Where two entries display equivalent basic craftsmanship and advanced building techniques, but where the first entrant has constructed all of the parts (as opposed to using commercially-available parts) on his/her entry, that model will be preferred by the judges to the equivalent model featuring parts specially-made by others and not otherwise commercially available.

The GSL Championship provides a hospitable arena in which scale vehicle modelers may compete with the assurance of a fair and unbiased evaluation of each model entered in competition, regardless of scale, subject matter or building materials used. There is no effort to "spread the gold": A great model may win Best of Class and any number of Master Awards, including Best of Show.

2. Classification of Models. Though the greatest latitude is afforded each contestant in the placement of a model in a Class, the final determination of the appropriate placement of each model in each Class is reserved for the GSL Judges. The GSL Judges will try to make an initial determination of the qualification of the GSL Entries before the Contest Hall closes on Saturday. In the case of incorrect or questionable placement of a model in a particular Class, or possible disqualification, the GSL Judges will attempt to notify the entrant (or the entrant's representative) to discuss the problem(s) before judging starts on Saturday evening. Often, problems can be

resolved by a clarification or simple re-classification of the model. If the judges cannot locate the entrant or the entrant's representative, and if a simple re-classification will permit the model to remain in competition, the judges will reclassify it.

3. Disqualification Rules. Any model entered in competition will be disqualified if: i). It is unfinished, defined as lacking a major component or components necessary to be eligible to compete in the Class in which the model is entered. The GSL Judges recognize that the lack of any particular detailing element (e.g., the existence of a working throttle linkage) does not necessarily characterize any model as "incomplete," but the absence of a necessary element, such as an exhaust system in Factory Stock Class, would disqualify that model from competition in that Class; or ii). The model does not qualify for any official Class. (Whenever possible, the GSL Judges will move a model to another Class in order avoid disqualification); or iii). Has been awarded a Best in Class or any Master Award in any previous GSL Championship; or iv). Has been team-built. Each model must be EXCLUSIVELY constructed by the entrant as stated in Section A. Models featuring basic assembly or craftsmanship tasks performed by others (e.g., pre-wired distributors, pre-painted bodies, and so forth) are prohibited from competition.

4. Restricted Access During GSL Judging. No contestant is permitted in the Contest Hall during judging. Only GSL personnel and preauthorized representatives of the hobby media are permitted to be in the Contest Hall. Additional administrative personnel may also be admitted at the discretion of the GSL Judges.

5. Entries. Once officially entered (defined as registering, paying the Registration Fee for an adult contestant, receiving a registration slip and entering the Contest Hall), a model may not be withdrawn from competition and must remain in the Contest Hall. All models must be placed in the Contest Hall no later than 5:30 p.m. Saturday: NO late entries will be accepted. No work, other than repairs, may be done to any entry once it has been officially entered, and those repairs must be made in the Contest Hall, except with permission of a GSL Official. Models may be generally retrieved from the Contest Hall on Sunday morning, approximately after 11:00 a.m., or earlier by special prior arrangement.

6. Research and Construction Documents/ Display: If you wish to describe the features of your model and the work you have done, you must restrict such material to a 9"x12" standard-size 3-ring binder or smaller size album. Place your documentary information on the table in such a way as to protect adjacent entries.

7. Displays, including Dioramas. If any measurement of your diorama or display is more than 18", please write to or e-mail GSL headquarters, no later than April 1, 1999, to discuss available room and the method of presentation. If your entry will include display base, please limit the same to no more than 4" larger overall than the model in each direction, regardless of scale (this size limit does not include your research materials, see above). If your entry will be larger than that size limit, you MUST write to GSL Headquarters to make special arrangements for its display. Though we cannot guarantee that we can accommodate large displays, we will try to do so.

8. General Standards of Good Conduct. The success of the GSL Championship depends on the personal integrity and good-faith of everyone, including participants, contestants, GSL staff and the judges. Everyone's enjoyment of the GSL Championship is enhanced when we all abide by the written rules and observe rules of common courtesy, and when no one tries to "bend the rules," or take advantage of the rules by entering a model not built in accordance with the "letter" and "spirit" of the GSL Championship rules. Lobbying of the judges is also **strongly** discouraged.

Section C. AWARDS

1. Class Awards. Best of Class through Fourth Place Awards are presented in each Class where there are a minimum of four (4) models in each Class. If there are fewer than four entries in any Class, the awards will descend in order from Best of Class.

2. Master Awards. The GSL Championship presents the following Master Awards, selected by the GSL Judges: BEST OF SHOW (selected only from among the Best of Class winners), Best Paint (Finish), Best Interior, Best Detail, Dave Shuklis Memorial Engineering Award, Gerald Wingrove Scratchbuilding Award. Modelers' Choice is selected by popular ballot. All Master Awards will be presented. The Best of Show winner will receive a special embroidered GSL Championship jacket from GSL sponsor Custom Design Marketing, complete with the GSL-XVII logo and the winner's name!

3. Special (Private) Awards. Additionally, there are a few privately-sponsored special awards presented at the GSL Championship, that are not selected by GSL Judges: Scale Auto Enthusiast magazine will present its "Best Original Design" award, and Plastic Fanatic magazine will present its "Best Use of Color" award. Any other private awards must be specifically approved by the GSL Trustees by March 15, 1999. All Awards will be presented during the Awards Brunch Sunday morning.

Section D. AWARD SELECTION

1. Procedure. All official GSL Class and Master Awards winners are selected by the GSL Judges: Mark S. Gustavson, Bob Wick and Pat Covert, based on the Judging Standards and Criteria set out later in this Section. The three-judge panel evaluates the entries, on a Class-by-Class basis. The GSL Judges "walk through" the Class, doing an initial examination of the entries, and eliminate those models with gross craftsmanship flaws from further judging. **A technically-sophisticated model lacking basic craftsmanship will not win a Class award.** The remaining models are then judged on detailing, technical innovation, operational features, finish, and other distinguishing characteristics. No written score "points" sheet is used, and all decisions by the judges are agreed upon by unanimous vote following multiple examinations and evaluations of each entry in a Class. *All decisions are final.* Note also that models are picked up during judging and to photograph for one or more of the publications that will cover the GSL Championship; while every attempt is made to protect the integrity and safety of your model, accidents DO happen. Therefore, it would be best to leave a note by your model specifying where/how to pick up your entry or if there are any particularly delicate parts or assemblies.

2. What do the GSL Judges look for? The GSL Championship

encourages the construction of thoughtful and accurate, intelligently-built scale automotive miniatures that create the illusion of reality and that capture the attention, respect and imagination of other entrants, attendees and the judges. To aid you in the construction of your GSL entries, here are some of the things GSL Judges consider when evaluating models entered in the GSL Championship:

i). **Is basic craftsmanship present?** Remember that basic craftsmanship and exquisite cleanliness are the most important elements in the construction of any scale automotive miniature. Successful entrants must remove ejection pin marks, parting lines, copyright notices and other evidences of the manufacturing process. Make sure that adhesives are used sparingly. Without exhibiting basic craftsmanship and a "clean" build, the model will not be considered for an award.

ii). **Is the detailing authentic and realistic?** Make your detailing accurate. Don't make the mistake of just "throwing" wires, and brackets and clamps everywhere. Check out research materials, visit car showrooms and old car shows; route mechanical, electrical and hydraulic elements in the way they appear in the "real world." Once basic craftsmanship is addressed, authentic detailing of every kind is evaluated.

iii). **Is the model well-defined in theme and execution?** Define what you want your model to be. A successful GSL entrant gets a CLEAR overview of what he or she wants to build and how the model will be constructed before construction begins. Visualize how your subject matter must look to represent the intended style or category of vehicle: Analyze what the viewer/judge will need to see to be convinced of the realism of your model. In the case of a "weathered" vehicle, it may help to create a "story" or "history" of the model to clarify how and why it appears as it does. Also, research what equipment was available at the time the model represents. For example, don't put new radial tires on a 1953 domestic vehicle entered in the Factory Stock Class.

iv). **Is the subject well-researched and presented?** Focus on your subject – get familiar with it and do your research. If the model represents a specific point of time in that vehicle's life, "freeze" that moment and construct your model to accurately reflect it. For example, if you are replicating a custom that has been restyled several times, research and confirm the details particular to one "version" of that vehicle. Don't forget to document that research for the judges!

v). **Is the entry comprised of a series of convincing subassemblies?** Once you have defined your goal(s), divide your project into sets of subassemblies in addition to visualizing the project as a single whole. In doing so, the entire scope becomes more manageable and less daunting, especially when complex models are being built. This will also help to create an accurate miniature that will help convince the judges of the realism of your model. Make each part, and each subassembly, a masterpiece model in itself. It is important to fashion each element of the model as if it could be entered in a contest without being combined with other parts. By treating each part, then each subassembly, as if it alone would determine the character and quality of the entire scale vehicle, you are more likely to make sure that the fit, finish, and realistic appearance are consistent and convincing throughout.

vi). **Do all the parts and subassemblies interface properly?**

It is virtually impossible to think completely about the shape and size of every part, and how those parts fit with all other parts early in the planning stages. This approach should also lead you to think seriously about the dimensions of major subassemblies and their components, and will influence the use and placement of other sub-components. By establishing the "outer parameters" of each subassembly and how they fit with other assemblies in the early stages, you can work within the confines of those parameters and ensure correct fit of the entire subassembly into the model. This also means that dimensional errors (or "tolerance drift") will be contained within each subassembly, and not compounded throughout the entire model. Think about ways to reduce these tolerances. We build in small scales, which means that the compounding of panel thickness, the fit between parts, and structural requirements often don't leave space for an accurately- sized part. In that case, try to place the part so that the fact the part is too short, is simplified, or is otherwise inaccurate, is hidden.

vii). **Has the illusion of a scale miniature vehicle been created?**

"Massage" the fit of parts so that they appear to be the correct size. Often, precise measurements won't create the illusion of reality, but neither will gross errors in proportion. Think about how the model will look when you are finished.

viii). **Are required documentation, research materials, and explanations of construction procedures, techniques and details provided to the GSL Judges?**

GSL encourages the entrant to provide research materials and details of construction. Where a Class rule requires documentation, or if you decide that the presentation of research or model construction information would assist the judges and GSL attendees to better understand the theory behind your entry or appreciate the effort and detail that were required to create your model, the GSL Championship encourages you to present that information. Research materials might include the history of the subject you have replicated. Documentation can include technical information, techniques, conversion information and so forth. But, there are several guidelines to keep in mind: Organize your materials in an economical manner – don't repeat essentially equivalent photographs, and edit and re-edit your narrative so that the "story" of your model is easily understood and concisely presented. And, make sure that there is plenty of room around your documentation so that adjacent entries aren't damaged.

GSL-XVII: MISCELLANEOUS MATTERS:

A. PLEASE HELP WITH A FINANCIAL DONATION. The GSL International Championship must rely upon the generosity of its supporters in order to pay the expenses. Simply, the entry fees and sponsor support DO NOT cover the enormous costs of this International Championship. The goal of providing this forum for modelers to gather for fun and competition must rely upon the generosity of entrants, attendees, sponsors and all interested modelers. PLEASE, donate any amount, large or small. Remember, your very generous contributions make the Championship possible.

B. MAIL-IN ENTRIES: If you can't attend GSL-XVII and want to compete with a mail-in entry, please write to GSL Headquarters for a special package of information and enclose two first-class stamps. Mail your letter, with a specific request for mail-in entry information, to:

GSL-XVII Mail-In Entry
c/o National Model Car Builders' Museum
353 East 400 South
Salt Lake City, Utah 84101

C. IN-PROGRESS DISPLAY AREA: Don't forget to bring your "in-progress" projects for display at GSL-XVII. We will provide a much larger display area for your projects at GSL-XVII than we've had previously. These projects are display-only and won't be judged, but are of great interest and inspiration to everyone in attendance. Remember, there is no entry fee for in-progress display projects. *Note: You must remove your display-only models by Saturday at 5:00 p.m. because the space will be needed for the Sunday morning Awards Brunch.*

D. GSL INFORMATION AVAILABLE ELECTRONICALLY:

Interested hobbyists everywhere can get the latest, up-to-date information on the GSL Championship by checking in at the GSL WEB page at: <http://www.xmission.com/~msgsl/GSL> or by submitting an inquiry by e-mail to msgsl@xmission.com (Mark S. Gustavson) or mjbenton@xmission.com (Mark Benton).

E. PHOTOGRAPHY

All entrants also understand that: 1) Their model(s) may be moved for photography by representatives of the GSL Championship and representatives of the hobby media approved by GSL, and 2) They consent to having their model(s) appear as photos and/or electronic images without limitation in publications, books, and/or web pages. By placing a model into GSL competition or placed in a GSL display, the builder/owner agrees that GSL, and any publication, may use the photographic image (however stored, reproduced and used) without compensation to the builder/owner. No model may be removed from the Contest Hall during contest hours.

F. GSL-XVII COMMEMORATIVE T-SHIRTS!

A souvenir GSL T-Shirt will be offered for sale at the show. These high-quality 100% cotton shirts will be screen-printed with a special commemorative "GSL XVII" logo. Shirts in sizes L, XL and XXL are available at \$15.00 each, and XXXL shirts are sold at \$17.00. Pre-order and pick up your shirt at registration, then wear it all weekend! See the enclosed Pre-Registration form for details. If you cannot attend GSL XVI, but would still like to be part of the GSL tradition, you can order a GSL XVII commemorative shirt – we'll ship it shortly after GSL. Use the enclosed GSL-XVII Pre-Registration and Order Form and mail it, along with your payment (including shipping), to:

GSL T-Shirts
c/o National Model Car Builders' Museum
353 E. 400 South
Salt Lake City, UT 84111

G. ENTERPRISE RENT-A-CAR SPECIAL RATES.

The GSL International Model Car Championship is pleased to announce that Enterprise Rent-A-Car is the official automobile rental sponsor for the GSL Championship. Special rates have been negotiated with Kyle Spencer, Corporate Account Manager, so that you can rent an upscale car for discounted rates. If you are traveling by airplane to the GSL Championship or if you just need a car once you arrive, call 1-801-537-7433, in advance, and give this special corporate custom ID#-CUT0807.

H. FAMILIES ARE WELCOME:

We encourage the participation of the spouses and families of GSL entrants and attendees. The Salt Lake City area offers a wide variety of



attractions and activities, and everyone will find plenty to do at both GSL and in the beautiful Salt Lake area. Additional information can be obtained from the Salt Lake Convention and Visitors Bureau at 801-521-2822.

I. LEGAL NOTICES: The Seventeenth GSL International Model Car Championship is presented under the auspices of the Utah Miniature Automotive Guild, Inc., a Region 10 IPMS chapter.

While every effort is made to protect the contestant's model(s), the entrant recognizes that accidents, criminal behavior, the negligence of any person, or acts of God may result in harm to any model or person at GSL. Consequently, the contestant and all attendees, in consideration of the participation in the GSL Championship series, hereby releases the Championship, its founder, Board of Directors, publications, photographers, the host hotel and any other person from any liability whatsoever in the event of the damage to or destruction of any model, or any injury of any kind to the model or any person.

Additionally, by placing any model into GSL competition or display, the contestant/participant hereby consents to each GSL Rule and Guideline included in all official GSL publications, and

gives permission to GSL to publicize his/her model(s), including photographically, and electronically, in all media coverage and records of the event including any web page, without compensation

HOW TO GET THERE

Maps and directions to the Host Hotel are on the hotel "welcome letter" included with this mailing.

FURTHER QUESTIONS?

If you have any questions concerning the Championship or any item in this mailing and don't have access to the Internet, please address your inquiry, **ALONG WITH A LARGE SASE**, with 2 unattached First Class 33¢ stamps to:

GSL-XVII International Model Car Championship
 c/o National Model Car Builders' Museum
 353 E. 400 South
 Salt Lake City, UT 84111

SCHEDULE OF EVENTS:

Friday, April 23, 1999

10 am to 6 pm	Registration of Entries (Models Placed in Contest Hall)	Foyer/Alta Rooms C and D
10 am.to 9 pm	Contest Hall Open for Viewing	Alta Rooms C and D
10 am to Saturday at 4 pm	Display of Model Projects	Alta Room B
10 am to 11 am	Seminar (To Be Announced)	To Be Announced
11:15 am to 12:30 pm	Seminar (To be Announced)	To Be Announced
Noon	Lunch (On your own)	
1 pm to 2 pm	Seminar by Augie Hiscano "Metal fabrication and silver soldering"	Brighton East and West (First floor)
2 pm to 3 pm	Special Museum Presentation Debut of restored models	Brighton East and West (First floor)
3 pm to 4 pm	Seminar by Mark J. Benton "Computer use for Decals and Photoetch"	Brighton East and West (First floor)
5 pm to 6:30 pm	Dinner Break (On your own)	

Saturday, April 24, 1999

8 am to 12 Noon	Swap Meet/Vendor Sales	Solitude (First floor)
9 am to 4 pm	Contest Hall Open	Alta Rooms C and D
9:30 am to 4 pm	Registration of Entries/Models Placed in Contest Hall	Foyer/Alta Rooms C and D
10 am to 11 am	Presentation of The Dream Truck Project (Mark S. Gustavson)	Brighton East and West (First floor)
Noon	Lunch (On Your Own)	
1 pm to 2 pm	Seminar by Roger Yu: "Thinking About Your Next Diorama"	Brighton East and West (First floor)
1 pm to 4:30 pm	Tour: National Model Car Builders' Museum	Travel to Museum: 353 East 400 South Salt Lake City, Utah (See Map)
5 pm	All Display models/projects removed from Alta B Contest Hall by owners	
5:30 pm thru Sun. am	Contest Hall Closes for Judging	Alta Rooms C and D
5 pm to 6:30 pm	Auction for benefit of National Model Car Builders' Museum	Brighton East and West
7:30 pm to 10 pm	GSL Saturday Night: Hot Rod Movies, Refreshments, Fun!	Brighton East and West

Sunday, April 25, 1999

9 am to 11 am	Award Brunch Meal By Ticket Only; Room Also Open to visitors not taking a meal but wishing to participate.	Alta Rooms A and B
11 am	Removal of Models from Contest Hall	Alta Rooms C and D

