

Guild News

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An organization for the development of craftsmanship and creative ability among boys

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Scholarship Winner Uses Simple Method

Ben Taylor, Maple, N.C., Junior, Explains Use of Makeshift Tools

By Benjamin B. Taylor
Guild Alumnus, 1950

I drew very few plans for my car, as I did most of the drawing in my head; just plain thinking as to what would look best. Every new car, or any drawings of modern ones, I eyed very closely for ideas and suggestions to think about. I used the paper the Guild sent me to draw the side-view of my car and used carbon paper to trace the lines on my block of wood.

The material which I used was Balsa wood, which is very easy to work with. Sharp tools are necessary for doing a satisfactory wood-carving job.

By using a plain hand-saw, I got the bulk of the wood off. This is where the sharp knives came in. I cut out one side almost like I wanted it and then tried to cut the other side like the first one. Templates should be used, but I didn't. I used the "rock-of-the-eye". When using the "rock-of-the-eye", if the work is left for a minute or two, it is much easier to see the holes and hills in the carving when the work is tackled once again. Also, a coat of primer of some color will help in finding these holes and hills.

I cut slots for my wood bumpers to fit into. To make the bumper fit more snugly, I filled the slots around the edges with plastic-wood.

My wheels were made of wood,

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Alumnus Praises Guild As Career Preparation

By Robert J. Hartlieb, Jr.
Guild Alumnus, 1946

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Paint Cannot Hide Workmanship Flaws

Time and Patience Necessary To Develop Proper Paint Finish

Defects in workmanship cannot be covered up with paint.

This is a truth that every youthful craftsman should keep always in mind—and you Guildsmen who, right now perhaps, are approaching the "paint stage" in preparing your model cars for entry in the Guild competition, may profit greatly by taking this timely tip.

Remember that it is the finish on your model car that will make the first impression on everyone who sees it.

The finish on your model should, first of all, have plenty of "eye-appeal". Observe that this year's new models of automobiles are more colorful than ever. Choose your own color scheme so that your model will be in step with the times. Lively tones or striking color patterns in good taste can add a lot of distinction to the appearance of your model car.

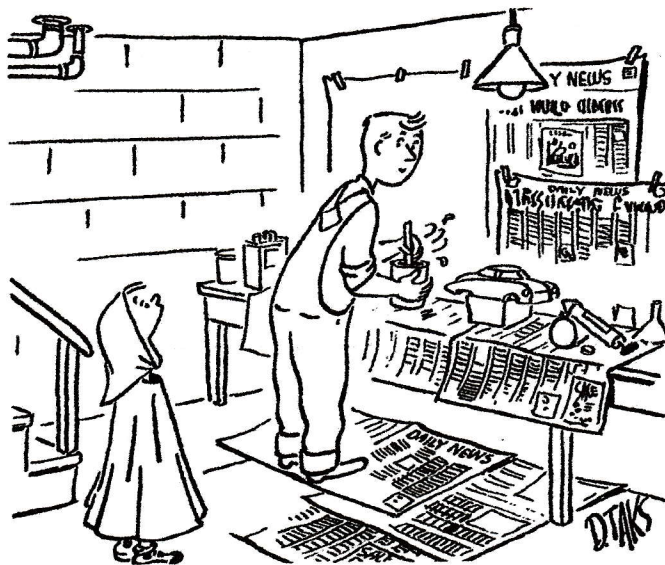
But the most important consideration of all is to make sure your paint job

is smooth, sleek and gleaming!

That kind of a finish can only be applied to a foundation that is completely free from dents, waves, furrows or any other visible flaws. The foundation, of course, is the bare surface of your model, before filler, sealer or anything else is applied.

Take plenty of time to prepare the surface of your model car—it

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"Mom said I could watch you paint the model now!"

A Simple Home-Made Tool Solves a Common Problem

Many of the jobs that inexperienced boys find difficult, in making their model cars, can be done easily once the right tool is found.

Guild members, for example, frequently write the Guild Technical Department asking how they can

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Paint Finish

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is a job that calls for patience and thoroughness.

Follow the instructions in your Guild manual and be sure that you observe every step recommended.

Your work before the first coat of sealer, of course, will be the job of sanding your model until it is as smooth as velvet—using, first, coarser sandpaper and, then, the finer grits.

As you go along, be sure to fill in and sand down even the tiniest pits, furrows or depressions.

Use Sanding Block

Use a wood sanding block, wherever possible, because that helps you to do the evenest possible job of smoothing. On curved surfaces, you may use felt pads to back up the sandpaper so that it will cut evenly. For the more complex curves and the "nooks and corners" of your model car you may whittle out special sanding blocks (like those shown in Fig. No. 1), and glue pieces of sandpaper to them. Make the sanding tool fit the job to be done.

Do not apply too much pressure, particularly when using coarse sandpaper; this causes a *scratched* surface. Finally, if you are sanding a wood model, *always stroke in the same direction* that the wood grain runs.

Be sure to sand carefully the successive coats of sealer, surfacer and color paint or lacquer as directed in your Guild book of instructions.

Expert Paint Jobs

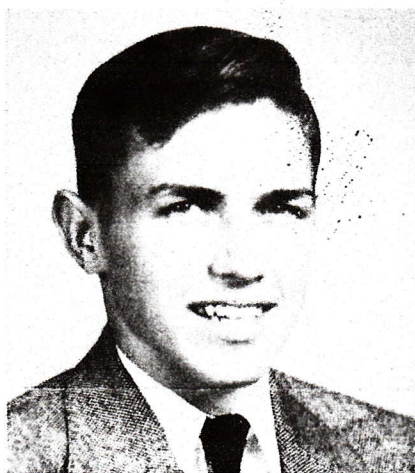
The following stories by two former Guild scholarship award winners demonstrate how much patient work is required to develop a fine finish on your model car.

One of these scholarship winners built a plaster model. He described his job of finishing and painting as follows:

"When the model was good and dry, I scraped it all over to take out all the pits and flat spots in the surface. I next began to sand the job down with all different types of sandpaper, ranging between No. 240 and 600. This sanding was about the longest part of the job.

"The next step was to design and cut in the window and door lines. These were marked out carefully in pencil on the model and grooved in with small files. This job was one of

BEN TAYLOR



the most painstaking of them all.

"First I brushed on a coat of plaster sealer over the entire model and let it dry over night. Next I sprayed on a heavy coat of white surfacer. This was sanded many times with fine emery. All the bad spots were filled with putty glaze and sanded smooth. Then several coats of primer were sprayed on and sanded with No. 600. The color was last applied, rubbed out with pumice paste and then polished."

Painting a Wood Model

The second scholarship winner built his model out of wood. Here's how he prepared the finish:

"The finish consisted of: (a) Nine brushed coats of wood filler and (b) twelve brushed coats of automobile lacquer.

"The wood filler I used was the result of experimentation with a filler for model racing planes. The ingredients are: (1) Airplane dope; (2) powdered soapstone (talcum powder can also be used); and (3) enough lacquer thinner to bring the mixture to a brushing consistency. The filler should be sanded after every three coats.

"After the seventh or eighth coat of filler, I scored the door outlines, etc., with a knife edge file. These outlines had to be recut a few times as successive coats of finish tended to fill them up.

"I then brushed on 12 coats of lacquer and sanded it down with wet 8/0 garnet paper. This surface was then rubbed with a polishing paste."

A Few Simple Tips On Model Details

Technical Dept. Tells Easy Way To Make Lights and Window Trim

Following are a few tips on details and methods that the Guild Technical Department gave to Guild members who have written in for advice. We are passing them on for the benefit of all Guildsmen.

Headlights: Clear plastic—carved, sawed or filed to shape—is suggested as the best material for making model-car headlight lenses. A comb or toothbrush handle can be used.

Tail-lights: Ordinary red sealing wax, melted and poured into small holes in the rear of the car body or fenders, offers an easy way to make tail-lights. After the wax has hardened, you may work it to the required shape with fine sandpaper. Make the hole for the melted wax somewhat larger inside than at the opening, so that the wax will be wedged in the hole after it has hardened.

Window Trim: You may use several methods to obtain a quality job. The commonest and easiest way is to outline the window with a single grooved impression in the wood. Another is to use a double-grooved impression, painted over to look like metal molding. A third method, which is gaining in popularity, consists of grooving the outlines of the window and setting in metal frames which have been bent and cut to the proper shape. Aluminum wire or strips of clothes-hanger wire are ideal materials for this purpose.

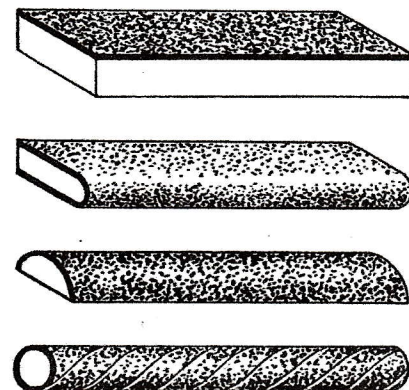


Fig. No. 1

Schedule Your Work To Finish on Time

The closing date of this year's Guild competition is June 30, midnight. As of April 1, Guildsmen have three full months in which to complete their model cars for entry. The way to be sure *your* model is ready *on time* is to schedule carefully the balance of your work — leaving two full weeks at the end to take care of unforeseen problems that may come up. The way to get ahead in this industrial age is to know how to *meet deadlines*. Start now to build a successful career by learning to *finish ON TIME!*

Home-Made Tool

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accurately cut grooves in their models—for inserting moldings or for outlining door, hood and trunk openings.

The solution to this problem is using the right tool—and, in this case, the right tool can easily be made from an old hacksaw blade.

Fig. No. 2 shows three different designs of scoring tools which can be ground or filed from a hacksaw blade. The design shown at the top has the greatest all-around usefulness. The tool shown in the center is ideal for making a sharp, deep cut, but it must be handled carefully to avoid damaging the edges of the groove. The bottom tool is a variation of the one at the top.

In using these tools, hold them at about a 45-degree angle to the surface of your model and draw the tool toward you.

A handle may be provided by wrapping some masking or friction tape around the butt end of the tool.

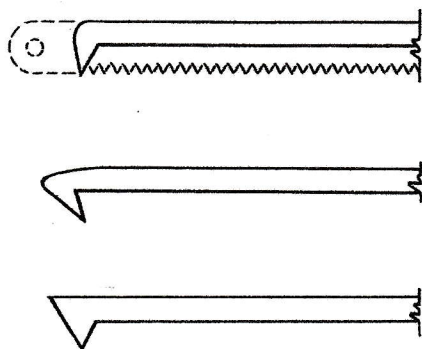
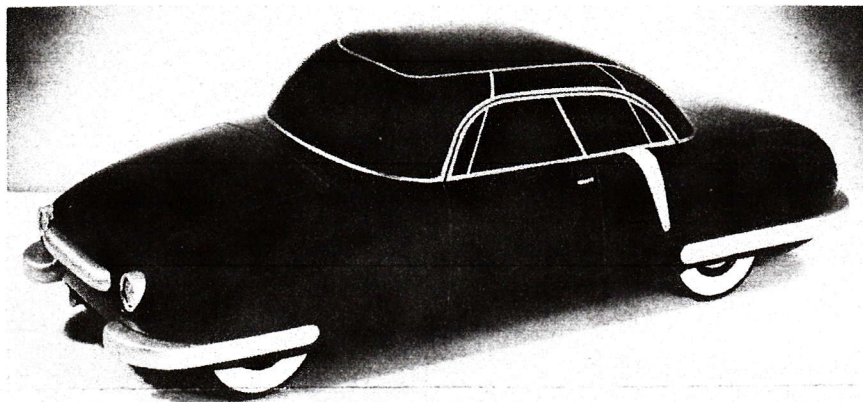


Fig. No. 2

BEN TAYLOR'S SCHOLARSHIP MODEL



Ben Taylor's Story

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also. They were turned out on a home-made lathe, which was made up of an old motor, given to me by my uncle, and an old faceplate, which had two holes in it so I could fasten the wood to it by screws. I sharpened the handle end of two or three files, which I used for cutting tools.

Wooden Grille

My front grille was between the two pieces of my bumper, which did not extend across the entire width of the car. It consisted of vertical strips of wood placed in a hollow in the front of the car. Just above the grille, I cut another groove, or slot, in which I inserted a piece of wood which could also be used as a bumper.

For trimming over the air intake on the side of my car for the rear engine, I used a strip of aluminum. I fixed a small grille and wood bar in the rear, somewhat like the front.

Aluminum Windows

The side windows I made of a piece of aluminum roofing, which I set into the wood about one-eighth of an inch. The door handles also were made of a small piece of aluminum roofing. My hub caps were made from the metal ends of a roll of scotch tape, my headlights from thimbles and the rims for my headlights were taken from the end of a mop handle.

In preparation for painting, I gave my car twenty coats of primer and then water-rubbed it to get it smooth. Then, I gave it five coats of

color, taped off my windows and painted them. I used a spray gun for all my painting except my chrome trimmings, bumpers, etc. I gave my bumpers and other trimmings several coats of primer, sanded them smooth, and put the aluminum on with a brush. For my aluminum paint I used extra brilliant aluminum dust and mixed it with bronzing liquid.

In painting my wheels, I gave them several coats of primer, sanded them smooth, and then painted them the same color as my car, which was maroon. I then cut a piece of aluminum roofing to fit over the opening of the wheel and painted the rest of the wheel white for a white sidewall, and then I turned one of mother's fruit juice glasses over the wheel to paint the black on it.

The Real Fun

After painting all parts of my car, I put it together—which was the real fun. I nailed most of my trimmings and bumpers on, either with small nails or with straight pins from the bottom of the car so they wouldn't show.

I then rubbed it down with rubbing compound, waxed it and there was my car, finished and ready to put in a box and send to Detroit.

The surprise of my life came one morning not too long after that, when Mother called my brother, Wayne, and me over to the store and told me I had won the first state award and a trip to Detroit. I did not know then that there was still a big surprise in store for me in Detroit, the NATIONAL GUILD AWARD.

Model Car Design Competition-Summer 1950

Dad: Cars were that size because it's 1 inch equals a foot, and that was the specifications for the contest.

Mary Louise: But the one I saw was -- I don't know if it was a toy or what it was. It sure made me think of the one you made.

Dad: There are a lot of those cars out there. The Smithsonian wanted that car, and so I communicated with them. I said, "Are you going to display the car?" They said, "We cannot promise that." I said, "Then I'll keep it until you are ready to display it. It's in good hands. It's safe." I said, "It'll just stay where it is, so when you're ready to display it, you, let me know. Then, I'll let you have it." I never heard from them again. But they were out after all of the cars. They were trying to store all of the national winners.

The contest ended in 1968. And so I don't know exactly when it started. But in the beginning, the logo for Fisher Body was the Napoleonic Coach. There was the craftsmanship part of the thing. You could make the replica, enter that, and the one who did the best craftsmanship job won, not the best design. That wasn't available the year I did my car.

Mary Louise: And what was it you were designing? What was the point of the contest?

Dad: The contest was a model car design competition, and you built a model. We discovered it in the Boy Scout magazine, *Boys Life*, and there were at least four or five people in Currituck that built model cars. It was not just Wayne and myself. You had to have the car in federal railway express by midnight the 30th of June, and Mr. Lucian Griffin took care of me. But the interesting thing that happened, that same summer that I was in Billy's wedding, I went to the Boy Scout national jamboree in Valley Forge, and I went to Detroit for the awarding of prizes for the car competition. So that was 1950, a busy summer.

I was sitting in the store after school was out. I had started playing around with the car while I

was finishing up the school year. The day school was out, I came in the store, and I think I had my report card and I got a Pepsi and then I was sitting there and daddy says, "How are you doing with your model car?" I had made one the year before. It was the 30th of May, so I had a month. Daddy said, "Are you going to be one of these boys that doesn't finish what you start?"

Made me mad! So I pulled a Jimmy. I walked out... down towards the Aycock's and Milton Walker's house and came back by the cornfield and Uncle Alton's house, went around behind the barn and came back in and came in the house and sat for a while, and then... I went back out to the shop and started making the car.

Well, I got a chance to go to the Boy Scout Jamboree, and I had to leave on the 26th of June. I finished that car in 26 days, 28 coats of lacquer, so it had a good finish. You know, 27 days and 28 coats, I had to do 2 in one day. And, of course, I got a telephone call from Detroit and that I won and, of course, when I got ready to hang the phone up, Francis Megs says, "Congratulations!", it was a 10 (family) party line.

But later, I got a call from a Vice President of General Motors. He said, "Mr. Taylor, (he called the phone in the store, that's the only number he had), are you able to get to Norfolk to the train station to catch the train for Detroit, or do I need to have a taxi come pick you up?" He had been looking at a map of where Maple was. I said we go in and out of Norfolk quite a bit. We're there frequently. You don't need to send a taxi for me. We'll make that okay.

Cella: But you were on the train by yourself?

Dad: Oh yeah, and they sent me \$20 for expenses on the train up, okay. So I spent \$10, thinking that I need to save \$10 for coming back. Well, they gave me \$20 more when I left Detroit.

Mary Louise: What was the prize?

Dad: The prize was \$1000 scholarship

Cella: Have you ever heard his speech?

Mary Louise: No

Cella: Tell them your speech.

Dad: After the awards presentation in the Book Cadillac Hotel, the four seniors and four junior national winners joined Burt Parks on NBC National radio for the presentation. While we were waiting for the presentation, Burt Parks said, "Mr. Taylor, how large is Maple?" My reply, "13 including livestock," Mr. Parks broke up. Someone else had to start the radio program. My dad had the radio on in the store, and when it was announced that I had won 4th place in the Junior Division, Carmal Walker told me that he fell off the egg crate he was sitting on.

Weeksville 04/03/21

