

This is the 1956 Ferrari 250 GT Competizione Speciale *telajo* -- chassis number -- 0425 GT. Despite its similarity to 250 GT "TdF" style cars, this vehicle is unique. Its sister, 0393 GT -- often called the Dubonnet 250 -- is very similar in overall dimensions and detail save for stepping-up kinks in the tail fins which are also seen in the larger and heavier 375 America Pininfarina Special 0490 AM. The Dubonnet car is represented by an exceedingly rare Hostaro casting which isn't practical as a donor due to its rarity. This car -- 0425 -- wasn't modeled in widespread release 1/43 until the modern Ilario series provided a miniature, IL43025. That miniature, however, is flawed, with poor form and proportion most notable in the nose. A more recent miniature, Matrix 50604-072, is superior to the Ilario in form and proportion, but inferior in detail and finish.

I built this digital model before either the Ilario or Matrix were available. It is designed to use the interior and some trim, light, and detail components from a common older BBR kit, KIT38, 1954 Ferrari 250 Europa GT Coupe PF, Liegi-Roma-Liegi 1956, Olivier Gendebien, 0373 GT. Although I own two examples of Hostaro reference #63, 0393 GT, I chose to develop the model without reference to that 1/43 resin casting as the Hostaro is likely an example of gifted and brilliant artistic, rather than technical, modeling. Indeed, the finished virtual 0425 GT displays significant dimensional differences as compared to the Hostaro 0393 GT, which nevertheless is an outstanding miniature.

I used an online service bureau to produce the parts in stereolithography resin. On advice of a friend overseas, I sent the parts to a casting house in Italy. Before I received my first set of parts in resin and white metal, built copies appeared on ebay from sellers in the far east. Thus endeth my first foray into mastering 1/43.

Photo records of this car and of the sister 0393 are plentiful. Detailed chassis and body dimensions and tire sizes provided key references. I was further blessed with a big stack of 5x7 glossies of the car undergoing its last restoration, which helped fix some key reference points.

This is Gene Winfield's Reactor show car. Reactor was based on a Citroen oliopneumatic suspension FWD DS series chassis fitted with a Corvair engine. Winfield was aggressive about marketing his cars to the television studios, and Reactor appeared in episodes of Star Trek, Mission: Impossible, Batman, and Bewitched, among others. Reactor was strongly featured in the Star Trek episode "Blood and Circuses" in a modern Roman empire TV commercial break as the "Jupiter 8". An entire episode of Bewitched was centered on the car, in which it was called simply "Supercar". In the Mission: Impossible episode, it was seen momentarily in passing as guest star William Shatner ran by it in a parking lot. In a Batman episode sequence, Reactor appeared as Catwoman's car and was covered with rather silly furry add-ons.

Famous publicity photographs of the car with William Shatner are plentiful, as are photos of the car on show stands. There was also a period magazine feature presenting a near orthographic overhead view, and of course the episode of Bewitched provided hundreds of detail reference

images. A friend of a friend also came through with a stack of snapshots of the car in very sorry shape sitting on a trailer, including a number of close-ups and details.

Reactor existed in at least two original versions, distinguishable from one another in that the apparent earlier version presented separate pillarless quarter windows ahead of the roll bar structure from which the bubble top was hinged. In later appearances these quarter windows vanished and the rear edges of the bubble reached all the way to the roll bar. My version is the latter. This is a model designed for large format 1/12 replication with quite a lot of detail. All the components have been 3D printed for test fits.

The car has been modeled by Eaglemoss in 1/43 as the Catmobile per its appearance in the original Adam West Batman TV series. In this version the detail is rather pathetic, the entire complex nose and front fender area being reduced to a single oblate cylinder reaching forward with fender flares, rearward. The overall proportion is also quite wrong, the actual car being very low and flat as compared to the 1/43 Catmobile. Since we know the car is based on a particular Citroen, there's no reason to omit the obvious front suspension detail, which I've modeled down to the correct number of ridges in the OEM forward CV boots. There is also an exceedingly rare 1/24 in resin mastered by Jim Simpson.

I call this the Gentleman's Roadster. It is an original design. My intent was to fuse early '20s runabout style with musclecar chops and proportion within an open boattail torpedo roadster/rumbleseat roadster hybrid. Designs of the early '20s were much more brutal -- heavier, flatter panels, thicker edges, simpler curves -- than the more evolved designs of the early '30s, which are far more popular for muscle rod source material. I had believed until I saw a 1925 Voisin Sporting Victoria at the Nethercutt that the retractable folding and self-stowing rear windscreen might be an innovation, but I don't believe it's ever been used in conjunction with a 2-door body in any case. I originally sketched this in 2012 and 2013, and there were discussions with a builder and sponsor/owner team as the model evolved through 2014, leading finally to a build plan and agreement in 2015, but that effort collapsed suddenly, the fabricator and the owners pointing fingers at one another. I will say that the original renderings I provided to others were in two-tone red and maroon instead of blues. And that's entirely all I will say, because I honor my NDAs whereas others clearly did not.

Well, I'll also say that the world already has plenty of Boydesque early- to mid-thirty's aesthetic musclerod coupes.

At a local city police impound auction one rainy and cold winter Tuesday morning my brother came across a 1966 T-bird factory Q-code 428 Landau. Whoever had abandoned the car had had two, and the 390 coupe had been salvaged to complete the 428's complement of original upholstery, instrumentation, and stainless steel trim. We bid on the 428 Landau and got it for the grand sum of \$1200. For a running 428! As with many of its contemporary brethren, the add-on vinyl top was the cause of vast and pervasive rot in the roof and C-pillars and at the root of the

trunk. While restoring the car to its stock 428 powered formal roofline glory would make purists swoon, it occurred to me that a new roof and some cosmetic tweaks might frame a more apt shell for the musclecar engine.

I experimented with two versions, one with a Charger Daytona style wing, and this one with a Boss 302 style wing. The Charger Daytona high wing needed to be moved too far forward to look anything like right, and that in itself, didn't. The Boss 302 wing is a much better fit, but needs to be widened. The roof is a '69 Torino GT/Cyclone panel assembly modified aft of the window to blend with the rear bumper design. The hood and headlight buckets have been altered, the intent being to suggest, if not mimic, a contemporary Shelby Mustang vibe.

This car is sitting in one of my shop's bays waiting for my metalworking skills to improve to the point that I can blend the T-bird trunk and Torino sportsroof.

I love extra wheels and tires. Always have. My first big expensive premium styrene car model as a kid was a Tamiya P34. One of my favorite diecast cars as a child was a Dinky FAB 1. One of my earliest welding projects was a VW pan with an awkwardly extended forward tunnel to carry a second axle. This is the third or fourth in a series of designs for a small sports car built around a Cadillac big block and a TH425 transaxle. As befitting the power plant's vintage, this is meant to convey a '70s show rod aesthetic. OK, it's more like "hammer over your head" the show rod thing, true. I always liked the Panther Six, sort of, but there's just too much bodywork over the four front tires, and both the Series 1 -- with that ugly and misbegotten local swelling under the windshield -- and the Series 2 -- with the weird fiberglass glove covering the mirrors and windshield root -- failed to adequately blend the light front end with the heavy tail. At one point I experimented with an open engine bay, but I just couldn't blend it with any amount of bodywork around the driver. I think this is my most successful effort. It's not for everyone. No argument.

Unlike the Panther Six, which burdened the already overlarge aft bustle with the big block's radiators, I've located custom flat radiators in the nose, so that the tail end can be slimmed down at least a little.

This car currently consists of two donor TH425 assemblies -- one Tornado unit with passenger car gearing and a solid case, and one GMC motorhome unit with seven-clutch sprags and the beefier metal transfer belt all packed into a cracked case -- an iron 500 Cadillac, and two aftermarket tube Mustang II disk brake front end kits all racked up behind the T-bird waiting for time to be built.

This was the first in my series of models designed for 1/12 large scale replication. This is Centauri's Star Car from The Last Starfighter. This car has never been adequately modeled. To be sure, resin garage castings exist, but they're all very wrong. One reason modeling this vehicle is difficult is because the virtual digital and actual VW transporter-based versions were quite different in much the same way the original G-wagen is different from the current offering:

while the overall appearance is similar and clearly represents the very same thing, there are significant dimensional differences, and detail conflicts, like curved vs. right angle door corners, abound!

I elected to model the proportions and most of the details of the actual vehicle because the real car's shape is a bit more elegant, flatter and wider and more streamlined, than that of the virtual version. The underside and the panel details around the lower tail end, however, are all virtual, since those details existed not at all on the transporter based filming car. The movie provided quite a lot of reference information. Other footage exists as well, and, again, one friend of a friend came through with a number of big glossies of the actual car, and another friend of a friend supplied some technical data derived from the original digital model.

All components of this miniature have been 3D printed and test fit. The miniature is 22" long!

The third Doctor, British actor Jon Pertwee, had himself a personal showrod built on a Reliant Bond Bug platform -- a small, anemic 3-wheel, two-seater. The builders originally painted "The Alien" on the tip of one upcurved wing, but that logo and text were painted over for the vehicle's appearances in some of the Pertwee Dr. Who episodes. Originally the open vehicle was fitted with a fixed marine windscreen. Later, it would receive a revised and repainted control panel box with a few more controls along with A/C or simple vent outlets, all under an articulated two-part bubble canopy. Generally, the canopy was shown without its fixed upper cap hatch in place, but while "in flight", the small fixed hatch with a central horizontal window was installed at the canopy's apex, completely enclosing the interior.

Thousands of still images can be taken from the Dr. Who episodes. Hundreds more images, TV appearances, and fan sightings exist. Some very, very clear high resolution photographs exist of the unfinished vehicle at the original fabricator's shop, and I was provided a small stack of photographs of the vehicle, particularly of the interior, by someone close to the recent restoration effort. These images actually represent the model just before I incorporated some significant tweaks to the interior based on those photos.

Intended for 1/12 replication, this model was quite difficult because of the nonuniform, complex curvature, hand-formed topology, only a bit less difficult than Reactor. All components have already been 3D printed and test fit.

The Whomobile has been modeled in small scale at least twice. Both miniatures were abysmally bad.