

YGRbooks

Highly Detailed 1/24 Scale Slot Cars and Kits



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Practically all of the cars offered in this catalogue were hand-built with great care and love. Most of the detailing is stupendous and took hours to complete. The Catalogue is split into four sections:

- A. Cars hand-built and ready to run
- B. Modified factory-built cars
- C. Cars that have been sold
- D. Additional photographs of some of the cars

All the cars usually run with 10 to 11V (exceptions are the vintage cars from the 60s) and have been track tested. Some have been raced in races at the DSC (German Slot Classic), Fine-Design Meeting, Le Mans or Historic Challenge – four of the most highly regarded series when it comes to historically accurate and beautifully built models. We have published reels of most of these cars on Instagram at: [#ygr1922/](https://www.instagram.com/ygr1922/) and on YouTube at: <https://www.youtube.com/channel/UCCOFkltmQN9eTCjUBgCeiwQ>

I built some of the cars myself, but have also collected, restored and refined cars built by friends, modellers and racers whom I have met since the 1990s.

There is only one photograph per car in order to keep the catalogue user-friendly, but should you be interested in a particular model, you will get as many photographs and as much information as you need to get a complete picture.

All prices are in Swiss francs (CHF). The cars remain in our property until paid for in full, though naturally you have a return guarantee, should you be unhappy with your purchase. We regularly update this catalogue, so make sure you do not miss out on new models.

Please note that most of the kits for the models come from highly limited productions, so that it will usually set you back CHF 150+ if you can get them at all. You would also have to add the cost for the chassis and all the parts and materials needed, so that any car has a basic value of CHF 400+ without any of the work and love that goes into building it.

Updated July 2026

Yves Rittener

A. Cars built and ready to run in alphabetical order

AC A98 – Le Mans 1964 – No. 3 – Jack Sears & Peter Bolton



Kit: Fein-Design-Modell.

Body: Resin with PET, resin and metal parts.

Chassis: Solid Backforce sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 204g.

Built by: Niemas Racecars (body and chassis) in 2013 and 2021 – to absolute perfection.

Notes: The car is in perfect condition, won the Best of Show at the Fine-Design Meeting (see https://www.youtube.com/watch?v=L_Z1xrjf3w8) and was raced again at the Fine-Design Meeting in Kassel on August the 27th in 2022 and in Hockenheim on October the 12th in 2024. At the end of the catalogue, you can find two pictures of this car at the first event. It comes with working lights (4 at the front, 2 at the rear), which Michael Niemas added for me in 2021. The car (body) is signed and dedicated by Michael in a very nice way. He is a most helpful, relaxed and wonderful guy; and a true master of his profession.

Price: CHF 2'000.

Should you wish to build an almost identical car at a much more affordable price, we can offer you the following MIB kit from Fein-Design-Modell together with a MIB GT AC A98 Backforce chassis #518 by Niemas Racecars, who has also painted and decaled the body:



Price: CHF 800

Alfa Romeo – Giulietta Spider 1300 – Targa Florio – No. 128



Kit: Italeri.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 183g.

Built by: YGR (body and chassis – perfect).

Notes: The car is in perfect condition, though it has been raced. It took me almost 2 years to build this car as I was not motivated a lot of the time, but also because the problems of turning the kit into the slot car I wanted, were quite tricky. It is a typical example of learning by doing and a second kit by Italeri helped a lot. After all the hassle, I am very proud of the result and hope you will like it, too. It comes with a DSC Wagenpass from 2024 (20 Points) and one from the Historic Challenge from 2025 (20 Points).

In honour of my late father and the Targa Florio, I chose to number this car 128. A similar car in honour of my mother (No. 132) is in the making.

On the 24th of February 2024, this Alfa won the Best of Show Klasse 1 at the DSC Süd race in Kißlegg:



Photograph by Andreas Schweikhardt

On the 15th of November 2025, this car also won the Best of Show at the Historic Challenge race in Martinsthal (winner's medal to follow ...):



Neuigkeiten

BoS holte sich souverän Yves Rittner mit seinem wunderschönen, detaillierten, mit Funktionen versehenen und genialer Motorrattrappe gebauten Alfa. Klasse 1 mit 200g. Kann man so machen!



Watt ein lecker Wägelchen.

Price: CHF 1'000

Alfa Romeo 2000 – GT Am – No. 41



Kit: Gunze.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 170g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced.

Price: CHF 450

Aston Martin DBR 1 – 24h Le Mans 1959 – No. 2 (actually No. 5) – Roy Salvadori & Carroll Shelby or (No. 6) Maurice Trintignant & Paul Frère



Kit: Phoenix Racecars.

Body: Resin with PET, resin, leather and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm steel axles, highly detailed Le Mans wire rims, plastic gears and guide, open Fox motor, and rubber tires.

Weight: 186g.

Built by: Pit Schwaar (body) and YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced and comes with working lights (2 at the front, 4 at the rear). Please note that the colour matches the actual car when seen live. Usually the colour chosen by modellers and depicted in photographs is much darker, though this does not reflect reality.

Price: CHF 550

Austin Healy Sprite MK I – No. 47 – “Treffpunkt”



Kit: Gunze Sangyo.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit inliner, with 2 ball bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Rabbit motor, and PU tires.

Weight: 117g.

Built by: YGR (body and chassis).

Notes: We built and raced this car in the 90s and have now restored it. The car shows its age and has some Dings, but it still is a cool reminder of a time when slot-racing had its second coming. When originally raced at a series called “Treffpunkt” (Meeting-Point), the cars had to be small as they were raced on a large wooden track, but also on a narrow Märklin Sprint course. We even had a frame through which you had to push your car before the race: if you made it – fine, if not – that was the end, my friend.

Price: CHF 200

BRM P57 – F1 Watkins Glen 1962 – No.4 – Graham Hill



Kit: Revell.

Body: Plastic and metal parts.

Chassis: EJS 2J inliner (a Revell clone), with 4 brass bearings, steel axles, original rims, metal gears and plastic guide, 3D (grey) Revell motor, and rubber tires.

Weight: 106g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition as it was never raced. It comes with the original 60s Revell "Racing Body" box, additional windshield, instructions and an additional No. 4 decal. We build this car in the 90s, but have supered it considerably in 2024, adding many beautiful details to make it look like the car that was raced in 1962.

Price: CHF 250

Chaparral 1 – Nassau Trophy Race 1962– No. 66 – Jim Hall



Kit: Phoenix Racecars.

Body: Resin with PET, resin and metal parts.

Chassis: Sakatsu sidewinder, with 2 brass bearings (at the rear), 3mm steel axles, custom rims, plastic gears and guide, Rabbit motor mounted behind the rear axle, and PU tires.

Weight: 137g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition as it was never raced.

Price: CHF 500

Chaparral 2A – USRRC Bridgehampton 1965– No. 65 – Hap Sharp



Kit: Monogram from the 60s (modified by Phoenix Racecars).

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 164g.

Built by: Pit Schwaar (body and chassis), signed and numbered: 10508.

Notes: The car is in perfect condition as it was never raced and comes with a signed certificate. When bought new, it cost well over CHF 1'400.

Price: CHF 650

Chaparral 2D – 1'000km Nürburgring 1966 – No. 7 – Jo Bonnier & Phil Hill



Kit: Modellers.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

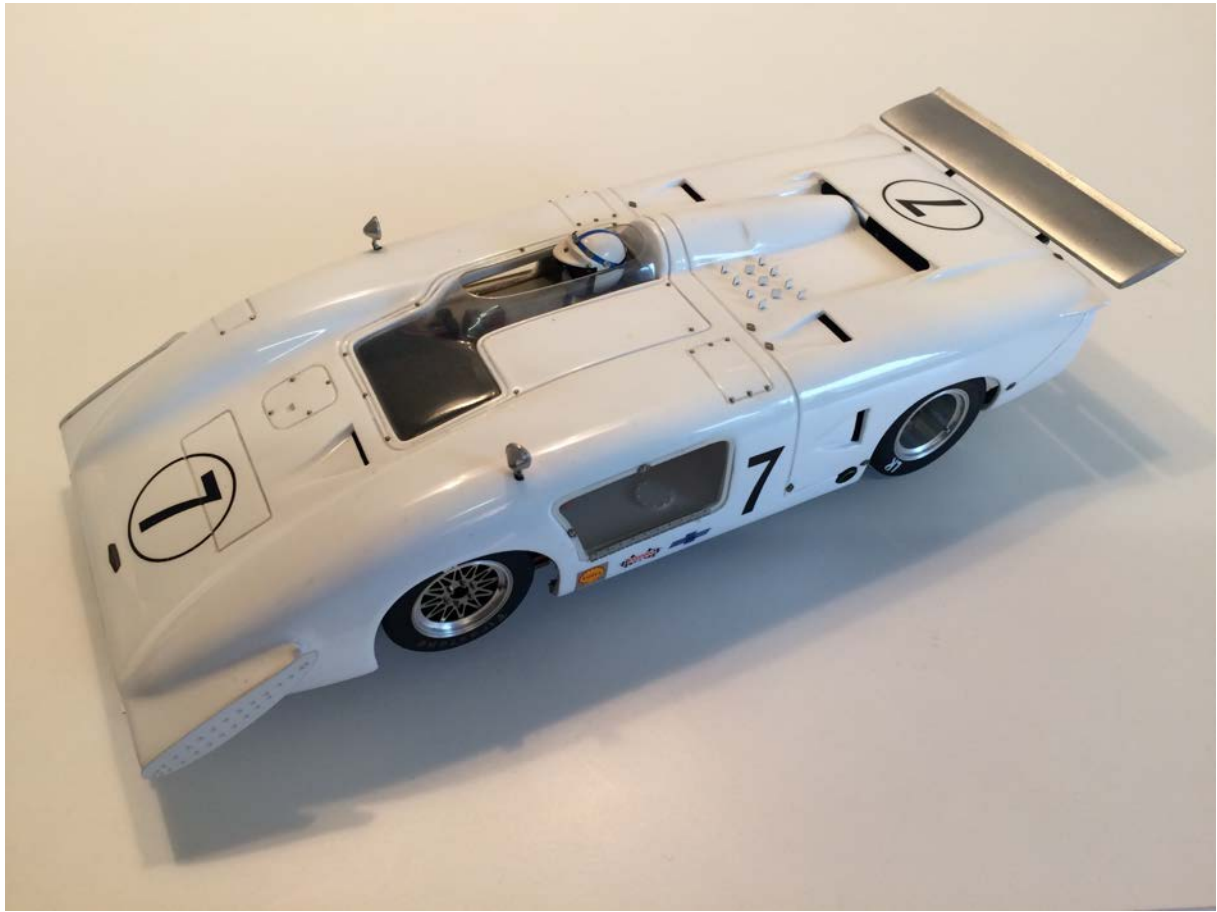
Weight: 184g.

Built by: Pit Schwaar (body and chassis – perfect)) and Patrick Studer (chassis). ID.-Nr. Pit 10107, though it is not signed nor numbered. It comes with an original certificate dated ("24.10.07") and signed by Pit Schwaar. When bought new, it cost well over CHF 1'400.

Notes: The car is in perfect condition even though it was raced at the Historic Challenge Race in Martinthal on the 15th of November 2025. It has a Historic Challenge Wagenpass from the race in Kassel (12th of November 2022) with 21 (!) points, though it was not raced on that occasion.

Price: CHF 900

Chaparral 2H – Can-Am Riverside 1969 – No. 7 – John Surtees



Kit: Phoenix Racecars.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 187g.

Built by: Pit Schwaar to absolute perfection (body and chassis), signed and numbered “Pit 10906”.

Notes: The car is in perfect condition though it has been raced. It is one of the most challenging, detailed and spectacular models ever designed and built. Only 12 kits were produced and, when this model was bought new, it cost well over CHF 2'500 as it took Pit around 80 hours to build it. The 2H is probably the least liked of Hall's creations hence its “doorstopper” moniker. It was not a success, and the drivers hated it. Still, it is a unique design and looks out of this world. It comes with a replacement certificate dated (“07.08.2025”) and signed by Pit Schwaar.

Price: CHF 1'800

As they say: “You win some, you lose some. But it is how you play the game.”

At the Historic Challenge race in Eltville-Martinsthal on the 25th of January 2025 there was a tie in the Concours d'Élegance between J.J.'s Lotus (No. 16) and my Chaparral 2H (No. 7).

Each got 10 votes until I cast my vote and chose J.J.'s Lotus. So he won 11 to 10.



Cheetah Coupe – 1963/64 – No. 8 – Ralph Salyer



Kit: Phoenix Racecars.

Body: Fibreglass (GFRP) with resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 172g.

Built by: André Wälti (body and chassis).

Notes: This car was raced and shows signs of an impact at the front, though nothing that cannot be fixed.

Price: CHF 300

Cheetah Roadster – 1964 – No. 1



Kit: Phoenix Racecars.

Body: Resin with plastic and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor by Slotvision, and PU tires.

Weight: 175g.

Built by: Pit Schwaar (body & chassis), though it is not signed nor numbered.

Notes: The car was raced and has a ding on the front left fender. It still looks fantastic, though. It comes with a DSC Wagenpass from 2009 (20 Points) and with a replacement certificate dated ("07.08.2025") and signed by Pit Schwaar.

Price: CHF 400

Chevrolet Corvette Grand Sport – 12h Sebring – 1964 – No. 67 – Jim Hall & Roger Penske



Kit: Accurate Miniatures.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 168g.

Built by: Frank Hermes (body and chassis).

Notes: The car is in perfect condition as it was never raced.

Price: CHF 300

Chevrolet Corvette C3 Roadster – 1965 – No. 10 – D. Johnson & D. Morgan



Kit: Werk.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel rear axle, 3mm carbon front axle, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 162g.

Built by: Kurt Rölly (body and chassis) and YGR (body).

Notes: The car is in near perfect condition though it was raced. It comes with a DSC Wagenpass from 2009 (20 Points).

Price: CHF 300

Chevrolet Corvette C3 Roadster – 1968 – No. 8



Kit: Arii.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 177g.

Built by: Frank Hermes (body and chassis) and YGR (body).

Notes: The car is in perfect condition, though it was raced a lot. As a matter of fact, this is one of the most successful DSC cars in history. Frank won almost every race with it and as a result the car was featured in the German slot car magazine *Car-On-Line* (September 2007 – Nr. 95 – pp. 65-66). Over the years, the chassis and motor were modified, but it can easily be reverted to its old state and is still one of the great models in slot car history. It comes with a DSC Wagenpass from 2019 (20 Points).

Price: CHF 450

Chevron B16 Mazda – 24h Le Mans 1970 – No. 48 – J. Vernaeve & Y. Deprez



Kit: Vökl.

Body: Fiberglass (GFRP) with PET, resin and metal parts.

Chassis: RPM sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 180g.

Built by: Thomas Umbach and YGR (body) and Bernie Drenowatz (chassis).

Notes: The car is in perfect condition, though it has been raced. It comes with a DSC Wagenpass from 2018 (20 Points).

Price: CHF 500

Cobra Daytona Coupe (Shelby) – 24h Le Mans 1965 – No. 11 – Jack Sears & Dick Thompson



Kit: Gunze.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 181g.

Built by: Pit Schwaar (body and chassis) to absolute perfection, signed and numbered: 10007.

Notes: The car is in perfect condition as it was never raced. When bought new, it cost well over CHF 1'500. The two additional side windows were used in some configurations and can be glued on if you think they add to the look of the car. It comes with a replacement certificate dated ("07.08.2025") and signed by Pit Schwaar.

Price: CHF 900

P.S. We also have a mint sealed kit of this model at CHF 200 if you want to have a go at it yourself.

Cunningham C-4R – 24h Le Mans 1954 – No. 1 – Briggs Cunningham & John Gordon Bennett



Kit: Fisher.

Body: Resin with PET, resin and metal parts.

Chassis: Sakatsu sidewinder, with 2 ball bearings (at the rear), 3mm steel axles, custom rims, plastic gears and guide, Sakatsu F1 motor, and rubber tires.

Weight: 198g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition as it was never raced.

Price: CHF 400

Cunningham F1 – Syracuse Grand Prix – 1956 – No. 34 – Desmond Titterington



Kit: Merit.

Body: Plastic with resin and metal parts.

Chassis: Custom F1, with 2 brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Rabbit motor, and rubber tires.

Weight: 123g.

Built by: YGR (body and chassis).

Notes: The car is in near fine condition as it was raced in the 90s in what we called the “Cigars’ Races”. It has since been supered in 2024 and comes in an original Merit box with instructions (sadly for a B.R.M. 1956) and promotional leaflet.

Price: CHF 250

Eagle MK1 – F1 – 1967 – No. 36 – Dan Gurney



Kit: Sakatsu.

Body: Resin with PET, resin, plastic and metal parts.

Chassis: Sakatsu F1 inliner, with 2 brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Sakatsu F 200 motor, and PU tires.

Weight: 137g.

Built by: YGR (body and chassis) in the 1990s and restored and supered in 2024.

Notes: The car is again in near perfect condition, even though it was raced a lot in the 90s. The kit was an absolute challenge then, as you just got the body, the rims, the windshield, some raw metal parts and six straight tubes to build the exhaust pipes. It has now been extensively restored and looks much better than it ever did.

Price: CHF 400

Ferrari 375 Plus “Carrera Panamericana” – 1954 – No. 91



Kit: Vökl.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: Plafit modified sidewinder, with 2 ball bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 176g.

Built by: Dieter Jens (body) and YGR (body and chassis).

Notes: This car has seen many races, but is still highly presentable.

Price: CHF 250

Ferrari 500 TRC Targa Florio – 1957 – No. 102



Kit: Phoenix Racecars in co-operation with Renaissance.

Body: Resin with PET, resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm carbon fibre front axle, steel axle at the rear, highly detailed custom spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 177g.

Built by: an unknown German enthusiast (body and chassis – perfect) and YGR (minor details on the body).

Notes: The car is in perfect condition even though it has been raced. It comes with working lights: two at the front, two at the rear, and with a Historic Challenge Wagenpass from the race in Kassel (8th – 9th of November 2024) with 20 points and a DSC Wagenpass (again 20 points) from the DSC Race in Kißlegg on the 4th–5th of April 2025.

Price: CHF 900

Ferrari 330 TRI – 24h Le Mans 1962 – No. 6 – Olivier Gendebien & Philip Hill



Kit: Phoenix Racecars.

Body: Resin with PET, resin and metal parts.

Chassis: Sakatsu sidewinder, with 2 ball bearings at the rear, 3mm steel axles, original Sakatsu spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 189g.

Built by: Pit Schwaar and YGR (body and chassis) to absolute perfection.

Notes: This car has never been raced and is in perfect condition. Pit only painted this kit for me, so he did not sign it.

Price: CHF 1'000

Ferrari 330 TRI – Bahamas Speed Weeks – Nassau 1962 – No. 7



Kit: Phoenix Racecars.

Body: Resin with PET, resin and metal parts.

Chassis: Modified Backforce sidewinder, with 4 ball bearings, 3mm carbon fibre front axle, steel axle at the rear, highly detailed custom spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 193g.

Built by: Pit Schwaar to absolute perfection and YGR (minor details on the body).

Notes: This car has never been raced and is in perfect condition. Pit's version of the car (see entry above) was slightly modified to reflect the changes the bodywork went through once NART had acquired the original race car from Ferrari (winner of the 24h of Le Mans 1962). It comes with a DSC Wagenpass from 2024 (20 Points) and with a replacement certificate dated ("07.08.2025") and signed by Pit Schwaar.

Price: CHF 900

Ferrari 250 GTO – Tourist Trophy 1963 – No. 11 – Graham Hill



Kit: Gunze Sangyo.

Body: plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm carbon front axle, 3mm steel axle at the rear, highly detailed custom spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 180g.

Built by: an unknown German enthusiast (body and chassis – perfect) and YGR (minor details on the body).

Notes: The car is in near perfect condition though it has been raced. There are two small bumps in the light blue front, which look like the car has been weathered. It comes with a Historic Challenge Wagenpass from the race in Kassel (8th – 9th of November 2024) with 20 points.

If you would like to build this car or any other version of it yourself, we offer a complete Gunze kit for CHF 150.

Price: CHF 650

Ferrari 250 LM – 24h Le Mans 1965 – No. 26 – Pierre Dumay & Gustave “Taf” Gosselin



Kit: Academy.

Body: plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 180g.

Built by: YGR (both body and chassis).

Notes: The car is in perfect condition as it was never raced.

Price: CHF 400

Ferrari 612 P – Can-Am Las Vegas 1968 – No. 23 – Chris Amon



Kit: Fisher.

Body: Resin with PET, resin and metal parts.

Chassis: Sakatsu sidewinder, with 2 ball bearings (at the rear), 3mm steel axles, custom rims, plastic gears and guide, Sakatsu F1 motor, and rubber tires.

Weight: 224g.

Built by: Wolfgang Schauburger (body and chassis) and YGR (body).

Notes: The car is in perfect condition as it was never raced.

Price: CHF 250

Ferrari 312 P Spyder – Monza 1969 – No. 1 – Chris Amon & Mario Andretti



Kit: Phoenix Racecars.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 177g.

Built by: Pit Schwaar (body and chassis) to absolute perfection, signed and numbered: 8006.

Notes: The car is in near perfect condition as it was rarely raced. It comes with an original certificate dated ("03.05.06") and signed by Pit Schwaar as well as a DSC Wagenpass dated "3/6/06" giving it 20 points.

Price: CHF 750

Ferrari 512 S Spyder – Brands Hatch 1970 – No. 2 – Chris Amon & Arturo Merzario



Kit: Scale Speed.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 182g.

Built by: Frank Hermes and Patrick Studer (body and chassis) and YGR (repairs).

Notes: The car is in very good condition though it has been raced. The front left fender was damaged in a race, but expertly repaired. It comes with a DSC Wagenpass from 2009 (20 Points).

Price: CHF 400

Ferrari 312 PB – Brands Hatch 1971 – No. 51 – Clay Regazzoni & Jacky Ickx



Kit: Werk with additional parts by Andreas Schweikhardt.

Body: Resin with PET, resin and metal parts.

Chassis: BRM sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 182g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition even though it has been raced. The car built here was driven by Clay Regazzoni (and Jacky Ickx). It came in different configurations, so we have included a different mirror and the white fins seen in some pictures of the car. It comes with a DSC Wagenpass from 2024 (20 Points).

Price: CHF 600

Ferrari 365 GTB/4 Daytona – 24h Le Mans 1972 – No. 36 – Ecurie Francorchamps (B) –
Derek Bell & Teddy Pilette & Richard Bond



Kit: Crown.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 175g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition even though it has been raced. It has 8 working lights – 4 at the front and 4 at the rear.

Price: CHF 250

Ford Galaxie 500 XL – NASCAR 1963/64 – No. 22 – Fireball Roberts



Kit: AMT.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit inliner, with ball bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Sakatsu F-200 motor, and rubber tires.

Weight: 192g.

Built by: YGR (body and chassis).

Notes: This car is in perfect condition as it was never raced.

Price: CHF 250

Ford Open Sports – LA Times GP, Riverside, 26. October 1969 – No. 2 – Frank Gardner



Kit: Fein-Design-Modell.

Body: Resin with PET, resin and metal parts.

Chassis: Niemas BR-Chassis #562 sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 218g.

Built by: Michael Niemas and Dominik Fischer (both body and chassis) and YGR (chassis) in 2024 to absolute perfection.

Notes: The car is in perfect condition as it has not been raced. It comes with the original box, building instructions and some spare parts. Please note that the cover over the motor was not used in this model as the open version (driven by Jack Brabham, Texas International Speedway 9th November 1969) looks much more spectacular. This model is probably one of the most challenging to get the paint job right when it comes to details, all of which are perfect in this one. It comes with a DSC Wagenpass (20 Points) from the race on the 4th – 5th of April 2025.

Price: CHF 1'200

Ford Torino Cobra – NASCAR 1970 – No. 11 – A.J. Foyt



Kit: Revell.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit inliner, with ball bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 194g.

Built by: YGR (body and chassis).

Notes: This car is in near perfect condition as it was hardly ever raced.

Price: CHF 300

Honda S800 Sports – No. 20 – “Treffpunkt”



Kit: Fujimi.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit inliner, with 2 brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Rabbit motor, and PU tires.

Weight: 120g.

Built by: YGR (body and chassis).

Notes: We built and raced this car in the 90s and have now restored it. The car shows its age and has some Dings, but it still is a cool reminder of a time when slot-racing had its second coming. When originally raced at a series called “Treffpunkt” (Meeting-Point), the cars had to be small as they were raced on a large wooden track, but also on a narrow Märklin Sprint course.

Price: CHF 200

Jaguar C-Type – 24h Le Mans 1953 – No. (1)9 – Peter Whitehead & Ian Stewart



Kit: Phoenix Racecars.

Body: Resin with PET, resin, leather and metal parts.

Chassis: Plafit sidewinder, with brass bearings at the rear, 3mm steel axles, spoke wire rims, plastic gears and guide, Fox motor, and rubber tires.

Weight: 169g.

Built by: Pit Schwaar and YGR (body – perfect), YGR (chassis) and Allan Wakefield (lights).

Notes: This car is in perfect condition and has working lights at the front and back. Pit Schwaar only painted the body, so this model is not signed by him. It comes with a 2022 DSC Wagenpass giving it the maximal 20 points.

Price: CHF 700

Lola T70 Mk II Spyder – Can-Am Riverside 1966 – No. 7 – John Surtees



Kit: Fein-Design-Modell.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 193g.

Built by: Patrick Ther (body and chassis - perfect) and Michael Niemas (chassis).

Notes: The car is in perfect condition as it was never raced. It is incredibly detailed and meets the highest standards of model building. We have been told that Patrick (R.I.P.) built some models of lesser quality in the final stages of his life, but this one is a most beautiful masterpiece built to absolute perfection.

Price: CHF 900

Lola T70 Mk III Spyder – Can-Am Monterey Grand Prix, Laguna Seca 1967 – No. 21 – Parnelli Jones



Kit: Fein-Design-Modell.

Body: Resin with PET, resin and metal parts.

Chassis: Slot-Vision anglewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 201g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition though it was raced at the Fein-Design Meeting in Hockenheim in 2024.

Price: CHF 600

Lola T70 Mk III Coupe – 1968 – No. 6 – Sidney Taylor



Kit: Thomas Spicker.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 194g.

Built by: Thomas Spicker (body and chassis).

Notes: The car is in very good condition as it was raced.

Price: CHF 300

Lola T162 – Can-Am 1969 – No. 10 – Simoniz



Kit: Werk.

Body: Fibreglass (GFRP), resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 186g.

Built by: André Wälti (body and chassis), modified by YGR (body).

Notes: This car was raced, but is still in near perfect condition. It comes with a DSC Wagenpass from 2020 (20 Points).

Price: CHF 450

On the 16th of March 2024, this Lola won the Best of Show Klasse 2 at the DSC Süd race in Esslingen am Neckar:



Photograph by Andreas Schweikhardt

The image also shows the winner of Best of Show Klasse 1: a beautiful Lotus Europa built by Jürgen Schulz.

Lola T70 Mk. IIIb 1970 – 24h Le Mans 1970 – No. 4 – Racing Team V.D.S – Teddy Pilette & Gustave Gosselin



Kit: Fein-Design-Modell.

Body: Resin with PET, resin and metal parts.

Chassis: Niemas BR-Chassis #563 sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 225g.

Built by: Michael Niemas and Dominik Fischer (both body and chassis) as well as YGR (body) in 2023/24 to absolute perfection.

Notes: The car is in perfect condition as it has not been raced. It comes with a complete light kit: four at the front; two breaking, two indicator and two exhaust flash lights at the rear. The original box, building instructions and a spare windshield are included. After this photograph was taken, the original number lighting was added to the rear, though it is not illuminated.

Price: CHF 1'500

Lotus 19 – V8 289 c.i. – Archway Ford 1964 – No. 2



Kit: Phoenix Racecars.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 183g.

Built by: Pit Schwaar (body and chassis – perfect), signed and numbered: Pit 4607.

Notes: The car is in perfect condition even though it has been raced. It comes with a Historic Challenge Wagenpass from the race in Kassel (8th – 9th of November 2024) with 20 points. It finished second in the Concours d'Élégance at the races in Kassel, where it was beaten by one of our other models (the Maserati “Birdcage”, see below) in a tie-break. It comes with a replacement certificate dated (“07.08.2025”) and signed by Pit Schwaar.

When bought new, it cost well over CHF 1'400.

Price: CHF 800

Lotus 23 – 1962 – No. 23



Kit: Revell.

Body: Plastic and metal parts.

Chassis: EJS 2J inliner (a Revell clone), with 4 brass bearings, steel axles, original rims, metal gears and plastic guide, 3D (grey) Revell motor, and original Revell rubber tires.

Weight: 102g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition as it was never raced. It comes with the original 60s Revell “Racing Body” box, instructions and four number stickers (“14”). We build this car in the 90s, but have supered it considerably in 2024, adding many beautiful details to make it look like the car that was raced in 1962.

Price: CHF 250

Lotus Ford 25 – V8 – 1962 – No. 6



Kit: Revell.

Body: Plastic and metal parts.

Chassis: EJS 2J inliner (a Revell clone), with 4 brass bearings, steel axles, original rims, metal gears and plastic guide, 3D (grey) Revell motor, and original Revell rubber tires.

Weight: 104g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition as it was never raced. It comes with the original 60s Revell “Racing Body” box, instructions and three number stickers (“20”) as well as the instructions for the EJ chassis. We build this car in the 90s, but have supered it considerably in 2024, adding many beautiful details to make it look like the car that was raced in 1962.

Price: CHF 250

Lotus 40 – L.A. Times Grand Prix, Riverside 1965 – No. 5 – A.J. Foyt



Kit: Fein-Design Modell.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 191g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced. Sadly, the Lotus 40 was described by the late Jim Clarke as the Lotus 30 (an almost total failure) with 10 additional mistakes. Well, you cannot win them all ...

Price: CHF 550

Lotus Elan – No. 9



Kit: Wiesel.

Body: Resine with PET, resin and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm steel axles at the rear, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 169g.

Built by: Frank Hermes (body and chassis) and YGR (body).

Notes: The car is in perfect condition even though it was raced a lot and won many races. It comes with a DSC Wagenpass from 2023 (20 Points).

Price: CHF 350

Maserati 300S – Gran Premio de Cuba 1957 – No. 6 – Harry Schell



Kit: Fein-Design-Modell.

Body: Resin with PET, resin and metal parts.

Chassis: Plafit sidewinder with four ball bearings, 3mm steel axles, original Fine-Design spoke-wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 159g.

Built by: Niemas Racecars (body and chassis – perfect) and YGR (body and chassis) in 2022.

Notes: The car is in perfect condition and was exhibited at the Fine-Design Meeting in Kassel on August the 27th in 2022, where it drew a lot of attention.

Price: 1'000

Maserati Tipo 61 “Birdcage” – 24h Le Mans 1961 – No. 24 – Briggs Cunningham & Bill Kimberley



Kit: Profil 24.

Body: Fibreglass (GFRP), resin and metal parts.

Chassis: Modified Schöler sidewinder, with 4 ball bearings, 3mm carbon axle at the front and 3mm steel axle at the rear, highly detailed spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

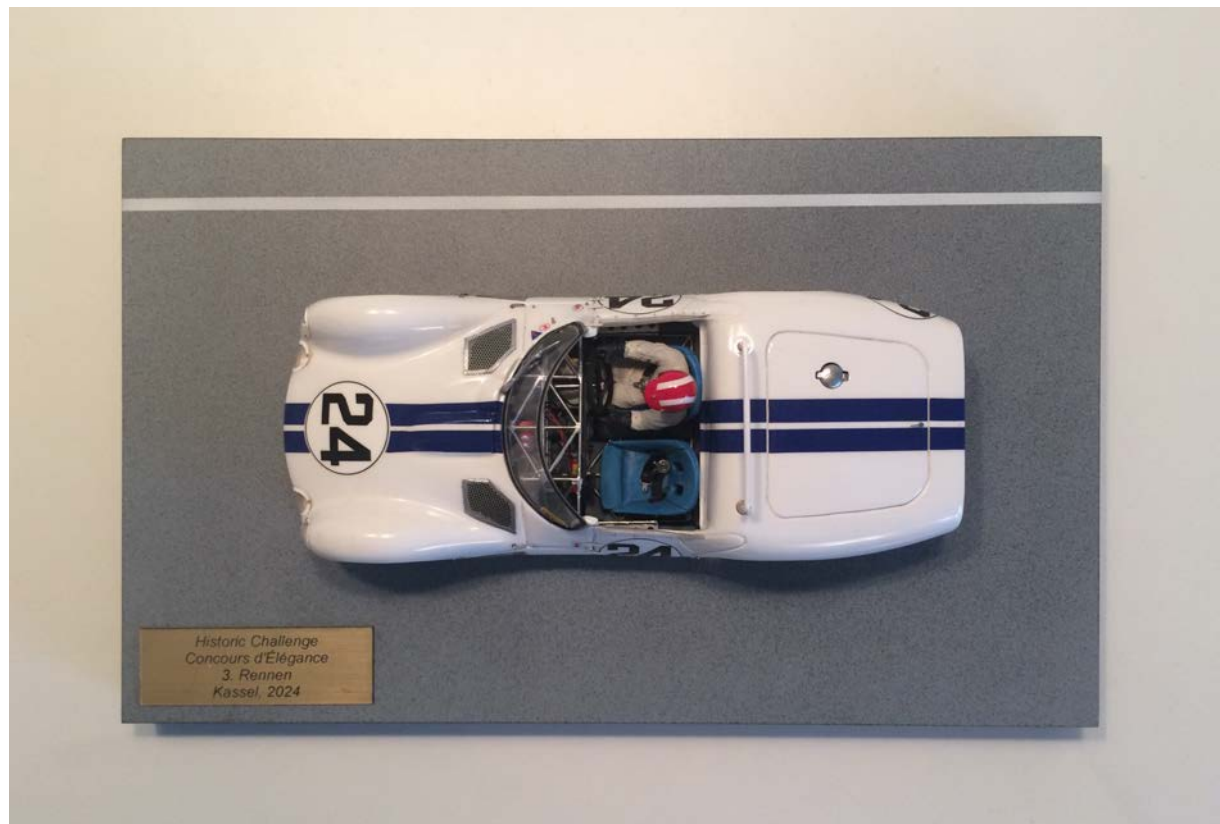
Weight: 176g.

Built by: an unknown German enthusiast (body and chassis – perfect) and YGR (details on the body).

Notes: The car is in perfect condition though it has been raced. It is one of the most challenging, detailed and spectacular models ever designed and built. It comes with a Historic Challenge Wagenpass from the race in Kassel (8th – 9th of November 2024) with 20 points.

Price: CHF 1'250

It also won the “Concours d’Élégance” at the season’s finale (3rd Race) of the Historic Challenge in Kassel on the 9th of November 2024 after a tie with our other car, the Lotus 19 – V8 289 c.i. – Archway Ford 1964 – No. 2 – 😊:





Mazda 110 S – Marathon de la Route 1968 – No. 18 – Koga & Katayama & Katakura



Kit: Hasegawa.

Body: plastic with PET, resin and metal parts.

Chassis: MoMo (Motor Modern) modified sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 162g.

Built by: Kurt Rölly (chassis) and YGR (body and chassis).

Notes: The car is in perfect condition as it was only raced once and was second in the Concours d'Élégance of a DSC race in 2019. It comes with a DSC Wagenpass from 2019 (20 Points).

Price: CHF 550

McLaren M6A – Can-Am 1967 – No. 6 – “Roger Penske’s Sunoco Special”



Kit: Fisher.

Body: Resin with PET, resin and metal parts.

Chassis: Sakatsu anglewinder, with 2 brass bearings (at the rear), 3mm steel axles, custom rims, plastic gears and guide, open Fox motor, and PU tires.

Weight: 183g.

Built by: YGR (body and chassis).

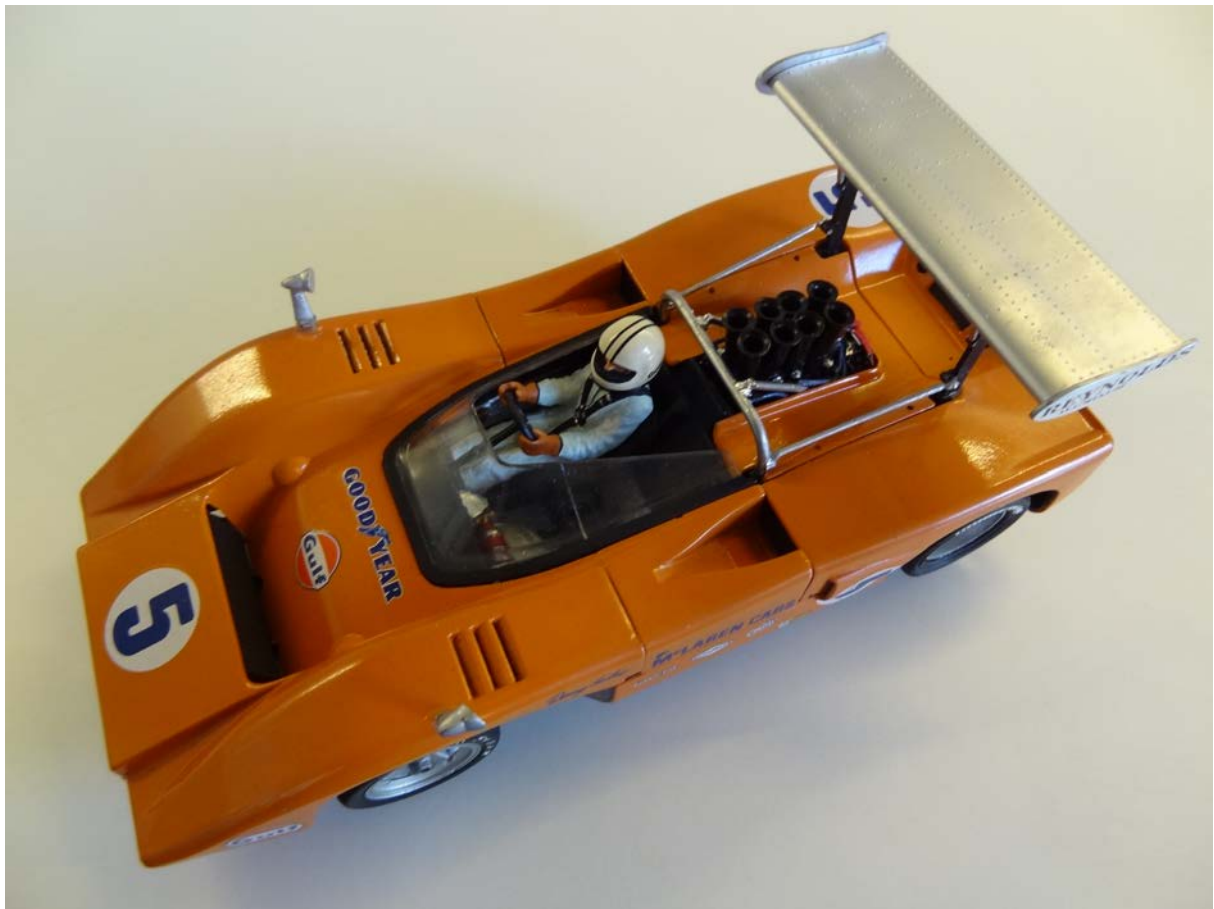
Notes: The car is in perfect condition as it was never raced.

Price: CHF 300

Should you want to build your own early McLaren, we are offering two mint and rare Phoenix Racecars slot car kits at CHF 150 each:

- McLaren Elva M1A – No. 26 – Ralph Salyer
- McLaren M1B – Can-Am Riverside 1967 – No. 45 – Jerry Entin

McLaren M8B – Can-Am 1969 – No. 5 – Denny Hulme



Kit: Accurate Miniatures.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit sidewinder, with 2 ball bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 196g.

Built by: YGR (body and chassis).

Notes: The car is in very good condition as it has been raced.

Price: CHF 350

McLaren M8B – Can-Am 1971 – No. 54 – Oscar Koveleski



Kit: Accurate Miniatures.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit sidewinder, with 2 ball bearings at the rear, 2 brass bearings at the front, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 182g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition as it has rarely been raced.

Price: CHF 350

McLaren M8F – Can-Am 1971 – No. 3 – Dan Gurney



Kit: Wiesel.

Body: Resin with PET, resin and metal parts.

Chassis: Plafit sidewinder, with 2 brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Cheetah motor, and PU tires.

Weight: 201g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition as it has rarely been raced.

Price: CHF 350

Mercedes 300 SL Roadster – 1957 – No. 54 – “Jérôme”



Kit: Revell.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 176g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition even though it was raced in 2019. It won the Concours d'Élégance in its class. It comes with a DSC Wagenpass from 2019 (20 Points). The motor bay is fully detailed. On the 14th of December 2020, this car finished 2nd in the Best of Show of all the Best of Show winners 2019/2020 with 71 votes:

<http://www.slotracing-forum.de/forum/messages/189926.htm>

Price: CHF 600

Morris Mini Cooper 12755 Mk. 1 – 1964 – No. 23



Kit: Tamiya.

Body: Plastic with PET, resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 160g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition, though it was raced. It won the Concours d'Élégance in its class at the DSC Süd Race in Esslingen near Stuttgart on November 20th in 2021. It comes with a DSC Wagenpass from 2021 (20 Points). The motor bay is fully detailed and beautifully so. The hood closes perfectly, so that it does not open during races.



Price: CHF 500

Plymouth Belvedere – 1964 – NASCAR – No. 25 – Paul Goldsmith



Kit: Lindberg.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit inliner, with 2 brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Cheetah motor, and Rubber tires.

Weight: 221g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced.

Price: CHF 300

Plymouth AAR Barracuda – 1970 – Trans-Am – Swede Savage – No. 42



Kit: Revell.

Body: Plastic with PET, resin and metal parts.

Chassis: Sakatsu sidewinder, with 2 ball bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 202g.

Built by: Dieter Jens & YGR (body and chassis).

Notes: The car was built and its chassis signed by Dieter Jens: "Antique Slot Cars / Dieter Jens 12/99". We have heavily restored and supered this model in 2024, so that it is now again in near fine condition as when it was raced.

Price: CHF 250

Porsche 356 A – 1956 – No. 56 – “Laurent”



Kit: Fujimi.

Body: Plastic with PET, resin and metal parts.

Chassis: DoSlot! 13D-PU-Tiny sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 190g.

Built by: YGR (body and chassis).

Notes: This car was raced in 2019, but is still in perfect condition. It won the Concours d'Élégance in its class. It comes with a DSC Wagenpass from 2019 (20 Points). The motor bay as well as the front bay are fully detailed. On the 14th of December 2020, this car won the Best of Show of all the Best of Show winners 2019/2020 with 183 votes:

<http://www.slotracing-forum.de/forum/messages/189926.htm>

It also won the “Concours d’Élégance” at the season’s finale (3rd Race) of the Historic Challenge in Kassel on the 11th of November 2023



Photograph by Michael Niemas – Kassel 2023

Price: CHF 900

Porsche 904 GTS – 24h Le Mans 1964 – No. 34 – R. Buchet & G. Ligier



Kit: Monogram.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit sidewinder, with 2 brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 162g.

Built by: YGR (body and chassis).

Notes: This car was never raced and is in perfect condition.

Price: CHF 300

Porsche 906 Carrera 6 – Can-Am 1966 – No. 12 – Doug Revson



Kit: Wiesel.

Body: Resin, with PET, resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 173g.

Built by: Jan Reimer (body and chassis).

Notes: The car is in near perfect condition even though it was raced. It comes with a DSC Wagenpass from 2010 (20 Points).

Price: CHF 450

Porsche 906 Carrera 6 Spyder – 1967 – No. 614



Kit: Aarii.

Body: Plastic, with PET, resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 182g.

Built by: Peter Bichsel and YGR (body and chassis).

Notes: The car is in near perfect condition even though it was raced. It won the Concours d'Élégance in its class. It comes with a DSC Wagenpass from 2011 (20 Points).

Price: CHF 350

Porsche 917K – 24h Daytona 1970 (Winner) – Gulf Team John Wyer – No. 2 – Pedro Rodríguez, Leo Kinnunen and Brian Redman



Kit: Heller

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit inliner, with 2 brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 162g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition as it has never been raced. We built this car in the 90s and have worked on it extensively in 2024: the poor decals were mostly renewed as were the complete interior, details of the exterior and the tires, so that it could now be raced in the DSC, provided that you add 18g in the right places and just want to have fun 😊.

Price: CHF 300

Porsche 917 Langheck – 24h Le Mans 1971 – No. 21 – Vic Elford & Gérard Larousse



Kit: Werk.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: The much coveted and limited MH-Racing sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 184g.

Built by: Patrick Brau (body and chassis) and YGR (body).

Notes: The car is in near perfect condition even though it was raced. It has working lights (2 at the front and 2 at the rear). It comes with a DSC Wagenpass from 2013 (20 Points). At the DSC Süd Finale in Kisslegg on the 22nd of April 2023 it won the Best of Show Award in its class (see photograph by Andreas Schweikhardt next page)

Price: CHF 600



Porsche 917 K – 1000km Brands Hatch 1971 – No. 9 – (Vic Elford was switched to No. 8)
Gijs van Lennep & Gérard Larrousse



Kit: Fujimi.

Body: Plastic with PET, resin and metal parts.

Chassis: RPM sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 187g.

Built by: Peter Bichsel (body and chassis – perfect) and YGR (body).

Notes: The car is in perfect condition though it has been raced. It has working lights (2 at the front and 2 at the rear). Vic Elford was switched to No. 8, but his name still appeared on the No. 9 car. It comes with the two hoods mounted over the cooler of the motor seen in some pictures of the car and with a DSC Wagenpass from 2020 (20 Points).

Price: CHF 650

Porsche 917 PA – 1000km Paris 1971 – No. 5 – M.M. Weber



Kit: Werk.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: MH-Racing high-performance sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 182g.

Built by: Frank Hermes (both body and chassis – perfect) and YGR (body).

Notes: The car is in near perfect condition as it was rarely raced. It comes with a DSC Wagenpass from 2017 (20 Points).

Price: CHF 550

Toyota S800 Sports GT-1 – 1965 – No. 20 – “Treffpunkt”



Kit: Fujimi.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit inliner, with 2 brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Rabbit motor, and PU tires.

Weight: 120g.

Built by: YGR (body and chassis).

Notes: We built and raced this car in the 90s and have now restored it. The car shows its age and has some Dings, but it still is a cool reminder of a time when slot-racing had its second coming. When originally raced at a series called “Treffpunkt” (Meeting-Point), the cars had to be small as they were raced on a large wooden track, but also on a narrow Märklin Sprint course. P.S. The sticker on the windshield says “USED CAR”, and yep that is what it is.

Price: CHF 200

Toyota 2000 GT – 1967 – No. 80



Kit: Aarii (“Owners Club 1/24”) & Hasegawa (parts).

Body: Plastic with resin and metal parts.

Chassis: Solid Backforce sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 181g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition. The doors open and give you a great view of the fully detailed interior. The motor is mounted behind the rear axle to achieve this. The beautiful lady would be an extra. It was raced at the Historic Challenge Race in Martinsthal on the 15th of November 2025 and comes with a Wagenpass from that race (20.5 Points).

Interestingly, this car drew much more attention from some serious modelers at the Historic Challenge Race than my winning entry for the best of show (the Alfa Romeo Giulietta Spider 1300 – Targa Florio, No. 128, see above).

I do not think the Toyota is perfect, but it has some kind of feel to it that comes across well and many people just love this most beautiful car. So it really got some love by people in the know and finished a happy 2nd.

What more can you wish for – 😊.

Here are some more photographs:



Photograph by Dieter Jens



Photograph by Dieter Jens



Photograph by Michael Niemas.



Photographs by Michael Niemas.

Price: CHF 600.

B. Modified factory-built cars

Opel Kadett Conrero (Type C) – No. 18. BRM near mint in the original box with all the additional candies. This car has been supered with photo-etched parts and a lot of other stuff.



BRM near mint in the original box with all the additional candies. This car has been supered with photo-etched parts and a lot of other stuff.

Price: CHF 150

Many more to follow ...

C. Cars & Kits that have been sold

Alfa Romeo Giulietta SZ – “Ruggero”



Neo Joker Kit No. 1 – a very rare kit and beautifully built.

Price: Sold.

Alfa Romeo GTZ – 1 – “Ruggero”



Kit manufacturer unknown. However, you rarely come across any kit of a GTZ 1, which is sad.

Price: Sold.

Alfa Romeo TZ2 – No. 12 – “Ruggero”



Kit: Scaleline/Thomas Spicker.

Body: Resin with PET, resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 173g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced. Another most beautiful car that is rarely available as a kit. And there are few other cars with as many openings as this one ... 😊.

Price: Sold.

Alfa Romeo Tipo 33 “Periscopia” – 1000km Nürburgring 1967 – No. 20 – Andrea de Adamich and Nanni Galli – “Alexander”



Kit: Wiesel.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 180g.

Built by: Patrick Ther (body) and Patrick Studer (chassis).

Notes: The car is in perfect condition as it was never raced. It comes with a Historic Challenge Wagenpass from the race in Kassel (11th – 12th of November 2022) with 21 (!) points, where it finished 2nd in the best of show.

Price: Sold.

Alfa Romeo Tipo 33 “Periscopia” – 1000km Nürburgring 1967 – No. 21 – Giacomo Russo & Giancarlo Baghetti – “Ruggero”



Kit: Wiesel.

Body: Resin with PET, resin and metal parts.

Chassis: Werk sidewinder, with 4 ball bearings, 3mm carbon fibre front axle and steel axle at the rear, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 181g.

Built by: Patrick Ther (body and chassis) and YGR (major details on the body).

Notes: The car is in perfect condition though it has been raced.

Price: Sold.

Alfa Romeo Tipo 33/2 – Targa Florio 1968 – No. 220 – Nino Vaccarella & Udo Schütz – “Gautschi”



Kit: Werk.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm carbon fibre front axle, steel axle at the rear, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 180g.

Built by: an unknown German enthusiast (body and chassis – perfect) and YGR (minor details on the body).

Notes: The car is in perfect condition though it has been raced.

Price: Sold.

Alfa Romeo Giulia Sprint 1600 – GTR – No. 308 – “Olivier”



Kit: Tamiya.

Body: Plastic with PET, resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 169g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced. It comes with an opening hood and a highly detailed motor.

Price: Sold.

Alpine Renault A 210 Prototype – 24h Le Mans 1966 – No. 44 – Roger Delageneste & Jacques Cheinisse – “Gautschi”



Kit: Heller.

Body: Plastic with PET, resin and metal parts.

Chassis: Sakatsu anglewinder, with 2 ball bearings (at the rear), 3mm steel axles, custom rims, plastic gears and guide, open Fox motor, and PU tires.

Weight: 154g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition and was raced at the “24 Stunden von Le Mans” in Siegen (Germany) around the year 2000. It also prominently featured on the title page of an issue of the German slot car magazine *car-on-line* shortly after that race.

Price: Sold.

Alpine Renault A110 – Tour de Corse 1973 – No. 3 – Gérard Larrousse & Ch. Delferrier – “Ruggero”



Kit: Tamiya.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 160g.

Built by: Frank Hermes (body and chassis) and YGR (body).

Notes: The car is in perfect condition as it was never raced. It comes with a DSC Wagenpass from 2019 (20 Points).

Price: Sold.

Aston Martin DB4 GT Zagato – 24h Le Mans 1961 – No. 2 – Jack Fairman & Bernard Consten – “Ruggero”



Kit: Phoenix Racecars.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm carbon axle at the front and 3mm steel axle at the rear, highly detailed spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 182g.

Built by: Pit Schwaar (body) and an unknown German enthusiast (body and chassis – perfect) and YGR (minor details on the body).

Notes: The car is in perfect condition as it was never raced. If you would like to build this car yourself, we still have a mint kit at CHF 200. Again: please note that the colour matches the actual car when seen live. It comes with a Historic Challenge Wagenpass from the race in Kassel (8th – 9th of November 2024) with 20 points.

Price: Sold.

Austin Healey 3000 MK II – No. 51 – “Ruggero”



Kit: Phoenix Racecars.

Body: Fiberglas (GFRP) with PET, resin and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm carbon axle at the front and 3mm steel axle at the rear, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 155g.

Built by: Pit Schwaar (body and chassis – perfect), though not signed nor numbered by him, and YGR (minor details on the body).

Notes: The car is in perfect condition though it has been raced. It comes with a DSC Wagenpass from 2024 (20 Points).

Price: Sold.

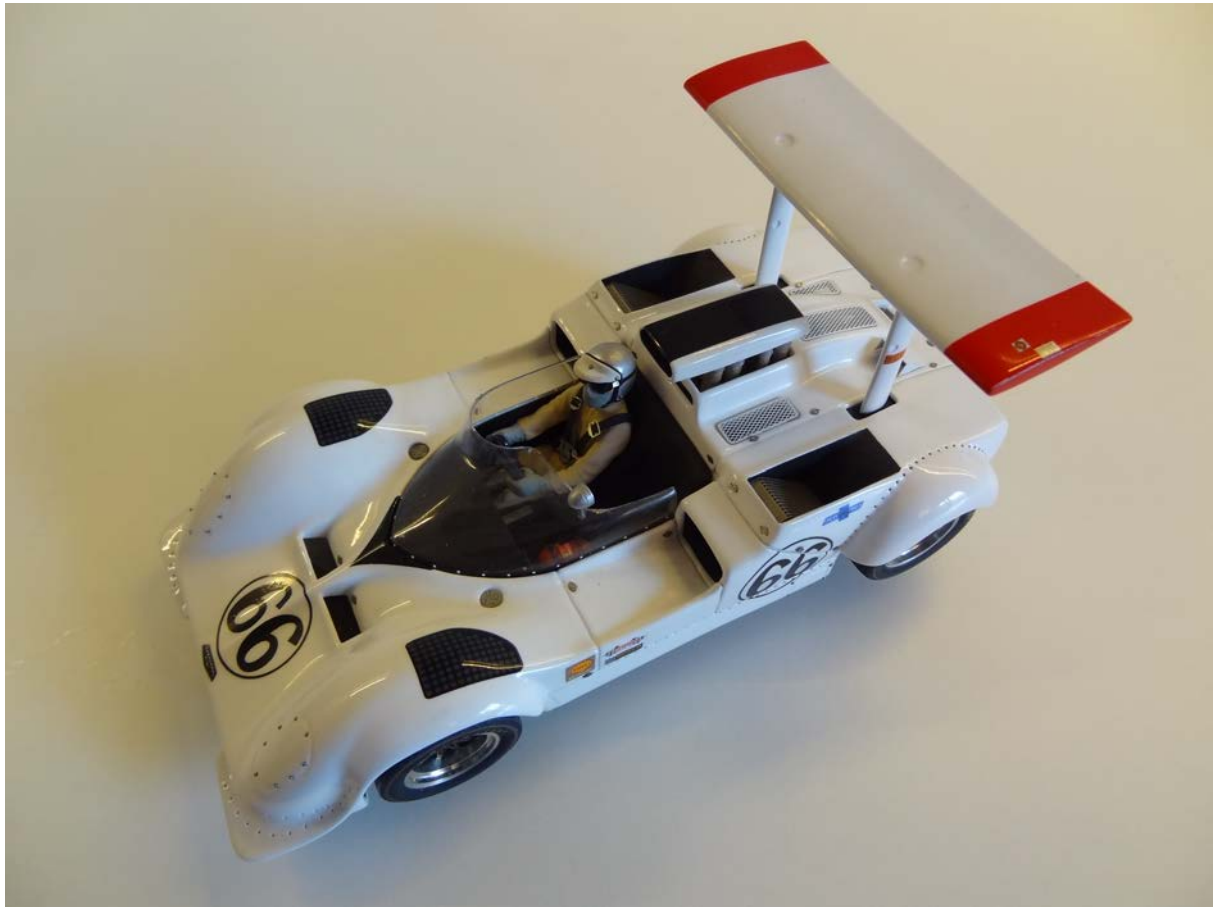
Chaparral 2D – 1'000km Nürburgring 1966 – No. 7 – Jo Bonnier & Phil Hill – “Ruggero”

Should you want to have a go at this beautiful racer yourself, (see our model built by Pit Schwaar above), we have a complete kit on offer and this one that has been painted and partially put together:



Price: Sold

Chaparral 2G – Can-Am Riverside 1968 – No. 66 – Jim Hall – “Alexander”



Kit: Fein-Design-Modell.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 205g.

Built by: Pit Schwaar (body and chassis), signed and numbered: 9407. The chassis and tires were adjusted by Patrick Studer.

Notes: The car is in perfect condition and was raced at the Fine-Design Meeting in Kassel on August the 27th in 2022. At the end of the catalogue, you can find two pictures of this car at that event.

It comes with an original certificate dated (“11.03.2007”) and signed by Pit Schwaar. When bought new, it cost well over CHF 2'000 and did not run well. Now it does, and incredibly so.

Price: Sold.

Cheetah Coupe – 1963/64 – No. 8 (blue) – Ralph Salyer – “Steff”



Kit: Phoenix Racecars.

Body: Fibreglass (GFRP) with resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 169g.

Built by: Patrick Studer and YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced. It comes with a DSC Wagenpass from 2020 (20 Points).

Price: Sold.

Cheetah Coupe – 1963/64 – No. 98 – “Steff”



Kit: Phoenix Racecars.

Body: Resin with plastic and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 187g.

Built by: Pit Schwaar (body and chassis), signed and numbered: 1703.

Notes: The car was raced and has two dings that were covered up with red tape (by Stephan Wiesel). It still looks fantastic, though.

Price: Sold.

Chevrolet Impala – NASCAR 1960 – No. 4 – Rex White – “Ralf”



Kit: Revell.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit inliner, with brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Cheetah motor, and rubber tires.

Weight: 212g.

Built by: YGR (body and chassis).

Notes: This car has seen many races and won its series in the 90s, but is still highly presentable.

Price: Sold (without motor, axles, gears and chassis).

Chevrolet Corvette C2 roadster – 1965 – No. 65 – “Ralf”



Kit: Werk.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: No chassis, though it was raced on a Schöler Striker sidewinder and would fit the chassis of the model featured above (Chevrolet Corvette C2 roadster – 1965 – No. 10) perfectly.

Weight: 32g.

Built by: Patrick Studer and YGR.

Notes: The car is in near perfect condition even though it was raced. It comes with a DSC Wagenpass from 2012 (20 Points).

Price: Sold.

Chevrolet Camaro Z/28 – Trans Am 1967 – Player's LTD – “Hermann”



Kit: AMT.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 212g.

Built by: Dieter Jens & YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced.

Price: Sold.

Chevron B6 – 1967 – No. 9 – Sam Feinstein – “Andreas”



Kit: TOJ.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel rear axle, 3mm carbon front axle, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 160g.

Built by: André Wälti (body and chassis), modified by YGR.

Notes: The car is in perfect condition as it was never really raced. It comes with a DSC Wagenpass from 2019 (20 Points).

Price: Sold.

Chevron B8 – 1968 – No. 2 – “Steff”



Kit: TOJ.

Body: Fibreglass (GFRP), resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 172g.

Built by: Jan Reimer (body and chassis).

Notes: The car is in perfect condition even though it was raced.

Price: Sold.

Chevron B16 – 500km Nürburgring 1969 – No. 19 – Brian Redman – “Ruggero”



Kit: Toj Racing Model Cars.

Body: Resin with PET, resin and metal parts.

Notes: The kit is in perfect condition.

Price: Sold.

Cobra Daytona Coupe (Shelby) – 24h Le Mans 1964 – No. 5 – Dan Gurney & Bob Bondurant
– “Gautschi”



Kit: Gunze.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 177g.

Built by: Pit Schwaar (body and chassis) to absolute perfection, signed and numbered: 9507.

Notes: The car is in perfect condition as it was never raced. When bought new, it cost well over CHF 1'500. The two additional side windows were used in some configurations and can be glued on if you think they add to the look of the car. It comes with a Historic Challenge Wagenpass from the race in Kassel (11th – 12th of November 2022) with 21 (!) points. It also comes with a replacement certificate dated (“07.08.2025”) and signed by Pit Schwaar.

Price: Sold.

Shelby Cobra 427 – 1965 – No. 91 – Skip Scott & Dick Thompson – “Steff”



Kit: Monogram.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 167g.

Built by: Peter Bichsel and YGR (both body and chassis).

Notes: The car is in perfect condition as it was never raced. It comes with an alternative driver's figure that matches the livery of the car.

Price: Sold.

Ferrari 250 Testa Rossa – 24h Le Mans 1958 – No. 21 – Alain de Changy & “Jean Beurlys” – “Jérôme”



Kit: Hasegawa.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit sidewinder, with 4 ball bearings, 3mm steel axles, original Sakatsu spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 136g.

Built by: Peter Bichsel and YGR (body and chassis).

Notes: This car has never been raced and is in perfect condition.

Price: Sold.

Ferrari 250 Testa Rossa – “Ruggero”



Kit: Hasegawa.

Body: Plastic with PET, resin and metal parts.

Chassis: Jens sidewinder, with 4 ball bearings, 3mm steel axles, Jens spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 175g.

Built by: Dominik Fischer (body paint) and YGR (body, details and chassis).

Notes: This car has never been raced and is in perfect condition.

Price: Sold.

Ferrari 250 GTO – 24h Le Mans 1962 – No. 23 (actually 22) – “Elde” & “Beurlys” – “Ruggero”



Kit: Italeri.

Body: Plastic with PET, resin and metal parts.

Chassis: Schöler Pantera P sidewinder, with 4 ball bearings, 3mm carbon axles, spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 165g.

Built by: Frank Hermes (body and chassis) and YGR (body).

Notes: The car is in perfect condition as it was rarely raced. It comes with a DSC Wagenpass dated “1. Mai 2006” giving it 20 points.

Price: Sold.

Ferrari 312 P Spyder – 6h Brands Hatch 1969 – No. 60 – Chris Amon & Pedro Rodriguez – “Marcel”



Kit: Fisher.

Body: Resin with PET, resin and metal parts.

Chassis: Sakatsu anglewinder, with 2 ball bearings (at the rear), 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 236g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced.

Price: Sold.

Ferrari 512 M – 24h Le Mans 1971 – No. 10 – Georg Loos & Franz Pesch – “Ruggero”



Kit: Wiesel.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 193g.

Built by: Dieter Jens (body and chassis).

Notes: The car is in near perfect condition though it has been raced. It has working lights (2 at the front and 2 at the rear). It comes with a DSC Wagenpass from 2008 (20 Points).

Price: CHF Sold.

Ferrari 512 M – 24h Le Mans 1971 – No. 11 – Mark Donohue & David Hobbs – “Gabriel”



Kit: Werk.

Body: Fiberglas (GFRP) with PET, resin and metal parts.

Chassis: RPM sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 182g.

Built by: Frank Hermes and Patrick Studer (body and chassis).

Notes: The car is in near perfect condition though it has been raced. It has working lights (2 at the front and 2 at the rear). It comes with a DSC Wagenpass from 2018 and 2024 (20 Points).

Price: Sold.

Ferrari 512 S Coda Lunga – 24h Le Mans 1971 – No. 12 – Hughes de Fierlant & Alistair Walker – “Ruggero”



Kit: Fisher.

Body: Resin with PET, resin and metal parts.

Chassis: Sakatsu anglewinder, with 2 brass bearings (at the rear), 3mm steel axles, custom rims, plastic gears and guide, Fox and PU tires.

Weight: 222g.

Built by: Wolfgang Schauburger (body and chassis).

Notes: The car is in perfect condition as it was never raced.

Price: Sold.

Ferrari 512 P – Can-Am 1971 – No. 76 – Jim Adams – “Stephan”



Kit: Fein-Design-Modell.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 180g.

Built by: Frank Hermes (body and chassis).

Notes: The car is in perfect condition as it was rarely raced. It comes with a DSC Wagenpass dated “9.02.2007” giving it 20 points.

Price: Sold.

[illegible]

Body: Fibreglass (GFRP), with PET, resin and metal parts.

Weight of all the parts shown in the picture: 34g.

Price: CHF Sold.

Ferrari 365 GTB/4 Daytona – 24h Le Mans 1973 – No. 37 – Luis Di Palma & Nestor García-Veiga – “Ruggero”



Kit: Werk.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: Werk sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 169g.

Built by: Peter Bichsel and YGR (body and chassis).

Notes: The car is in perfect condition even though it has been raced. It comes with a DSC Wagenpass from 2011 (20 Points).

Price: Sold.

Ferrari 365 GTB/4 Daytona – 24h Le Mans 1973 – No. 39 – Claude Ballot-Léna & Vic Elford
– “Gautschi”



Kit: Wiesel.

Body: Fibreglass (GFRP) with PET, resin and metal parts.

Chassis: Plafit sidewinder, with 2 ball bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 185g.

Built by: Stephan Wiesel (body) and YGR (body and chassis).

Notes: The car is in only very good condition as it has been raced a lot. It has working lights (4 at the front and 2 at the rear).

Price: Sold.

Fiat Abarth 1000 Bialbero Sibona + Basano – 1963 – “Ruggero”



Kit manufacturer unknown, but a very rare kit to get hold of.

Price: Sold.

Fiat 650 Jägermeister – No. 302 – “Hermann”



BRM near mint in the original box with all the additional candies. This car has been supered with photo-etched parts and other stuff, and comes with a fully detailed engine bay.

Price: Sold.

Ford GT-40 Mark II – 24h Le Mans 1966 – No. 2 – Bruce McLaren & Chris Amon –
“Gabriel”



Kit: Fujimi.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit sidewinder, with brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Rabbit motor, and sponge-rubber tires.

Weight: 180g.

Built by: YGR (body and chassis).

Notes: This car is in perfect condition as it was never raced.

Price: Sold.

Ford GT-40 Mark II – 24h Le Mans 1966 – No. 5 – Ronnie Bucknum & Dick Hutcherson – “Salomé”



Kit: Fujimi.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit sidewinder, with brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Cheetah motor, and PU tires.

Weight: 198g.

Built by: YGR (body and chassis).

Notes: This car is in very good condition as it was raced. A second set of original decals comes with the car.

Price: Sold.

Jaguar D-Type – 24h Le Mans 1955 – No. 6 – Mike Hawthorn & Ivor Bueb – “Gerrit”



Kit: Fisher.

Body: Resin with PET, resin, and metal parts.

Chassis: Custom Formula 1 inliner, with brass bearings, 3mm steel axles, custom rims, plastic gears and guide, Rabbit motor, and rubber tires.

Weight: 170g.

Built by: YGR (body and chassis).

Notes: This car is in perfect condition and has working lights at the front.

Price: Sold.

Jaguar E-Type Lightweight “Low Drag” – 24h Le Mans 1964 – No. 16 – Peter Lindner & Peter Noecker – “Gerrit”



Kit: Wiesel.

Body: Resin with PET, resin and metal parts.

Chassis: Plafit inliner, with ball bearings at the rear, 3mm steel axles, spoke wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 175g.

Built by: Stephan Wiesel (body) and YGR (chassis).

Notes: This car is in near perfect condition as it has never been raced. It has four working lights at the front and two at the back.

Price: Sold.

Please note that we do have another complete kit of this car, which is already painted, comes with a load of “rivets”, but not the decals.

Price: Sold.

Jaguar XKR RSR GT2 – 24h of Le Mans 2010 – Scott Pruett, Marc Gossens and Tony Gentilozzi - Hermann



Kit: Scaleauto.

Body: Plastic with PET, resin and metal parts.

Chassis: RPM sidewinder, with 4 high-performance ball bearings, 3mm steel axles, custom rims, metal pinion and plastic gear and guide, SC-0025 LongCan motor, and Scaleauto rubber sponge tires.

Weight: 195g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition, though it was raced. Unhappy with the performance of the original chassis, it was replaced by a high-end one and the interior of the car was also supered to give it a more realistic and beautiful look.

Price: Sold.

Lancia D24 – Targa Florio Winner 1954 – No. 76 – Piero Taruffi – “Ruggero”



Kit: Johnson Classic Scale Automobiles.

Body: Resin with plastic, PET, and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom spoke-wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 183g.

Built by: YGR (body and chassis).

Notes: My younger self would never have finished this model, but thrown it onto the floor, stamped on it and shamefully disposed of it. Everything that can go wrong, went wrong (and the list is too long to give an account here). It is now a presentable copy of a famous race car. And an old man's patience won the day – more or less. To quote Philip Marlowe in Raymond Chandler's *The High Window*: "From 30 feet away she looked like a lot of class. From 10 feet away she looked like something made up to be seen from 30 feet away."

Price: Sold.

Lister Jaguar – 1958 – No. 50 – Ed Crawford – “Andreas”



Kit: Peter Berg.

Body: Fibreglass (GFRP), with PET, resin and metal parts.

Weight: 20g (wheel inserts an additional 2g).

Built by: Peter Berg and YGR.

Notes: The body is in perfect condition as it has never been raced. It comes with highly detailed and painted original wheel inserts and knock-offs, ready to be inserted into racing rims.

Price: Sold.

Lotus 19 – V4 Coventry Climax 2.5l – Team Lotus 1964 – No. 8 – “Ruggero”



Kit: Phoenix Racecars.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 169g.

Built by: Pit Schwaar (body and chassis – perfect), signed and numbered: Pit 8806.

Notes: The car is in perfect condition as it was never raced. It comes with an original certificate dated (“13.10.06”) and signed by Pit Schwaar. When bought new, it cost well over CHF 1’400.

Price: Sold.

Lotus 47 GT – 24h Le Mans 1967 – No. 44 – John Wagstaff & David Preston – “Ralf”



Kit: Nitto Kagaku.

Body: plastic with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 172g.

Built by: an unknown guy (part of the body) modified and fitted with a chassis by YGR.

Notes: The car is in near perfect condition as it was never really raced. It comes with a DSC Wagenpass from 2019 (20 Points).

Price: Sold.

Maserati 300S – Targa Florio 1956 – No. 104 – Piero Taruffi – “Martin”



Kit: Modified Fein-Design-Modell.

Body: Resin with PET, resin and metal parts.

Chassis: Sakatsu sidewinder with brass bearings at the rear, 3mm steel axles, original Fine-Design spoke-wire rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 162g.

Built by: Niemas Racecars (body and chassis) and YGR (body and chassis) in 2022.

Notes: The car is in perfect condition and was exhibited at the Fine-Design Meeting in Kassel on August the 27th in 2022, where it drew a lot of attention.

Price: Sold.

Mercedes 300 SLR – Mille Miglia 1955 – No. 722 – Stirling Moss & Denis Jenkinson – “Hermann”



Kit: Revell.

Body: Plastic with PET, resin and metal parts.

Chassis: Sakatsu sidewinder, with 2 brass bearings (at the rear), 3mm steel axles, custom rims, plastic gears and guide, Fox motor mounted behind the rear axle, and rubber tires.

Weight: 165g.

Built by: YGR (body and chassis).

Notes: The car is in near perfect condition as it was never raced. It features two mechanics driving it and having to use a map to get to grips with the race course. The front hood can be opened, so that you could fit a model of the motor into the model.

Price: Sold.

Mercedes 300 SLR – 24h Le Mans – 1955 – No. 19 – Juan Manuel Fangio & Stirling Moss
“Björn”



Kit: Revell.

Body: Plastic with PET, resin and metal parts.

Weight: 31g (wheel inserts additional 2g).

Built by: Michael Niemas, who modified the original set, and YGR.

Notes: The body is in very good condition only as it has been raced. It comes with the original spoke wire wheels from the set, ready to be inserted into racing rims. There are visual imperfections on the right side of the car, which you can see in this picture:



Price: Sold.

Oldsmobile Rocket 88 – Mexican Pan-American 2178 Mile Stock Car Race 1950 – No. 55 – “Steff”



Kit: Privately moulded on a 1/25 scale Revell kit.

Body: Resin with PET, resin and metal parts.

Chassis: Plafit sidewinder, with 2 brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Cheetah motor, and Rubber tires.

Weight: 200g.

Built by: Patrick Studer (body) and YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced.

Price: Sold.

Plymouth Superbird – 1970 – NASCAR – No. 40 – Pete Hamilton – “Hermann”



Kit: Jo-Han.

Body: Plastic with PET, resin and metal parts.

Chassis: Plafit inliner, with brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Cheetah motor, and rubber tires.

Weight: 201g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition as it was never raced. It is by far our most popular car on YouTube with over 15'000 views (we usually get 50 to 400 – 😞) and we have no idea why ...

Price: Sold.

Porsche 550 Spyder – 1955 – No. 88E – “Hermann”



Kit: Phoenix Racecars.

Body: Resin, PET, leather, resin and metal parts.

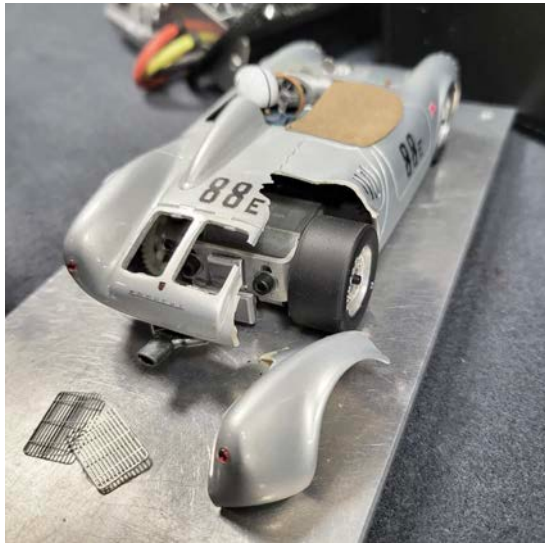
Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 162g.

Built by: Hanko Völkl ? (body and chassis) and YGR (body).

Notes: This car was raced and was in perfect condition. It comes with a Historic Challenge Wagenpass from the race in Kassel (11th – 12th of November 2022) with 21 (!) points. However, at the race, it had a terrible accident, so it needed some tender loving care. See below ...

After the crash:



After some lovely work by Michael Niemas and YGR:



Price: Sold.

Porsche 904/8 GTS – No. 125 – “Ruggero”



Kit: Schulz.

Body: Fibreglass (GFRP), with PET, resin and metal parts.

Chassis: JSR sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 163g.

Built by: Patrick Brau (body), Thomas Umbach (chassis) and YGR (body and chassis).

Notes: This car has been raced, but is in near perfect condition. It comes with a DSC Wagenpass from 2021 (20 Points). It is a real performer, which it showed in the Historic Challenge in Kassel in 2024, where Grégoire Truchet finished second in the 3rd race driving it. “I have never had a car as fast as this.” is what he said after the race. Unfortunately, it cannot be raced in the HC any longer, but it is a perfect racer for the DSC. Also, it is the most silent car we have ever “not heard”, which is good.

Price: Sold.

Porsche 906 Carrera 6 – 12h Sebring 1966 – No. 49 – Jo Siffert & Charles Vögle – “Udo”



Kit: Werk.

Body: Fibreglass (GFRP), with PET, resin and metal parts.

Chassis: Schöler sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 182g.

Built by: Frank Hermes (body and chassis) and YGR (body).

Notes: This car was raced at the Historic Challenge in Kassel in 2022, where it finished 3rd in the Best of Show, but is still in perfect condition. What is more, this is a performing race car and it comes with a HC Wagenpass from 2022 (20 Points).

Price: Sold.

Porsche 908/3 – Targa Florio 1970 – Nos. 12 & 40 – Jo Siffert & Brian Redman – Pedro Rodriguez & Leo Kinnunen – “Ruggero”



Kit: Vökl (No. 12) & Werk (No. 40).

Bodies: Resin (No. 12) & Fibreglass (GFRP – No. 40), with PET, resin and metal parts.

Chassis: Werk sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 182g (No. 40) and 17g (No. 12 – body only).

Built by: André Wälti (No. 12) and Thomas Umbach (No. 40) (body and chassis) and YGR (bodies)

Notes: The car and the body are in near perfect condition even though they were raced. This set comes with two DSC Wagenpasses from 2013 (19 Points for the body of No. 12) and from 2018 (20 Points for the complete car No. 40). You can easily switch the cockpit, motor dummy and chassis from one body to another. All the chassis parts as well as a driver's head needed for the switch, are included in this set.



Price: Sold.

Porsche 908/2LH – 24h Le Mans 1970 (3rd) – No. 27 – Helmut Marko & Rudi Lins – “Niemas”



Kit: Highly limited private German production.

Body: Fibreglass (GFRP), resin and metal parts.

Chassis: MoMo (Motor Modern) sidewinder, with 4 ball bearings, 3mm steel axle at the rear, 3mm carbon axle at the front, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 180g.

Built by: an unknown German enthusiast, modified by YGR (body).

Notes: This car was raced, but is still in perfect condition and looks fabulous.

Price: Sold.

Porsche 917 Langheck – 24h Le Mans 1970 – No. 3 – Gérard Larrousse & Willi Kauhsen – “Gautschi”



Kit: Fisher.

Body: Resin with PET, resin and metal parts.

Chassis: Sakatsu anglewinder, with 2 brass bearings at the rear, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 231g.

Built by: YGR (body and chassis).

Notes: The car is in perfect condition as it has never been raced.

Price: Sold.

Porsche 917 Langheck – 24h Le Mans 1970 – No. 25 – Vic Elford & Kurt Ahrens – “Ruggero”



Kit: Werk.

Body: Resin with PET, resin and metal parts.

Chassis: Schöler Striker sidewinder, with 4 ball bearings, 3mm steel axles, custom rims, plastic gears and guide, Fox motor, and PU tires.

Weight: 185g.

Built by: Peter Berg (body and chassis) and YGR (body).

Notes: The car is in perfect condition even though it was raced. It has working lights (2 at the front and 2 at the rear). It comes with a DSC Wagenpass from 2009 (20 Points).

Price: Sold.

D. Additional photographs by Grégoire Truchet taken in Kassel at the Fine-Design Meeting in 2022, the Finale of the Historic Challenge in 2023 and the Finale of the DSC Süd in 2024

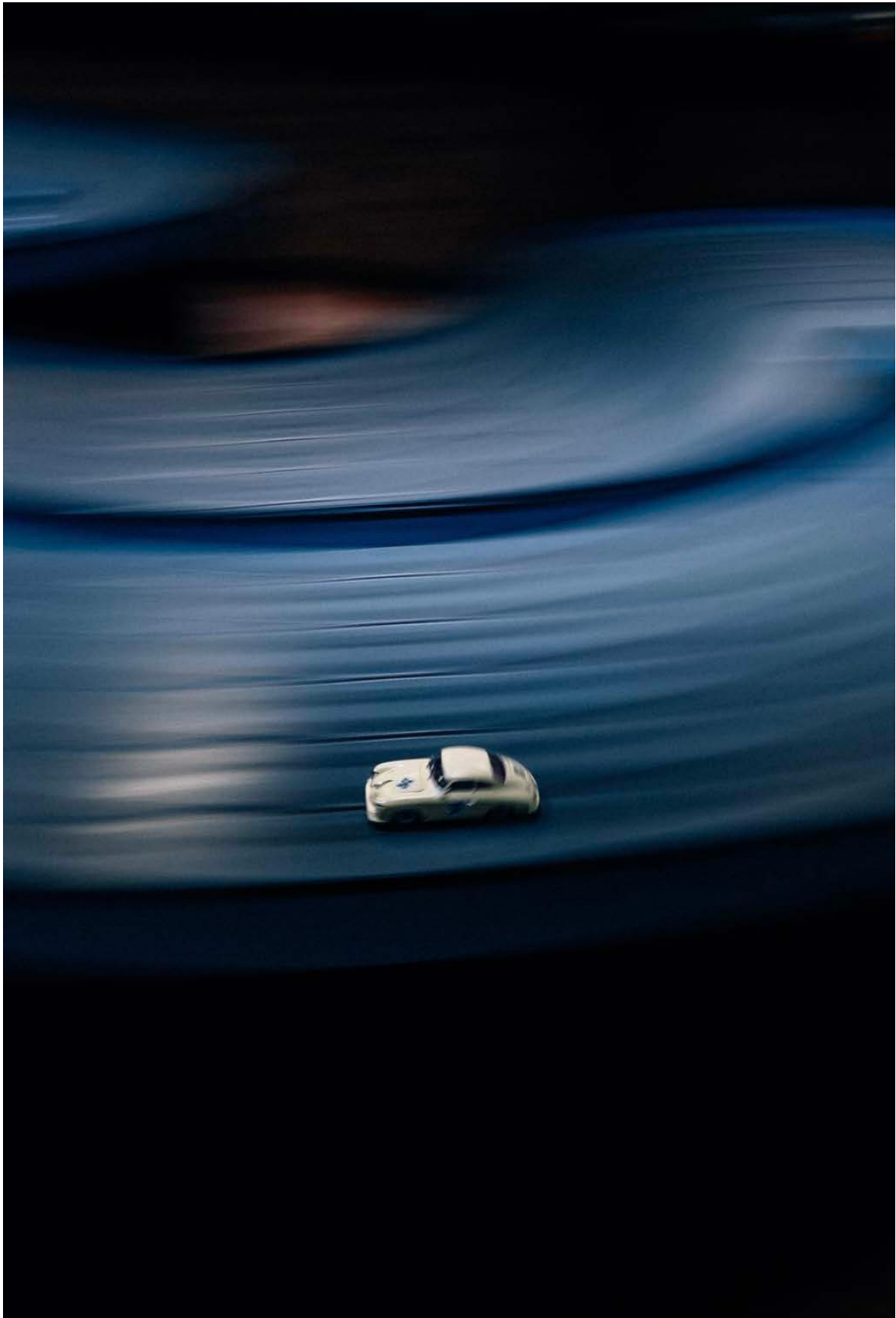
AC A98 – Le Mans 1964 – No. 3



Chaparral 2G – Can-Am Riverside 1968 – No. 66



Porsche 356 A – 1956 – No. 56 – “Laurent”



Mercedes 300SL Roadster – 1957 – No. 54



This photograph by Thomas

Porsche 904/8 GTS – No. 125



This photograph by Thomas

Austin Healey 3000 MK II – No. 51



This photograph by Jürgen Mainka

Ferrari 330 TRI – NART 1962/3 – No. 7

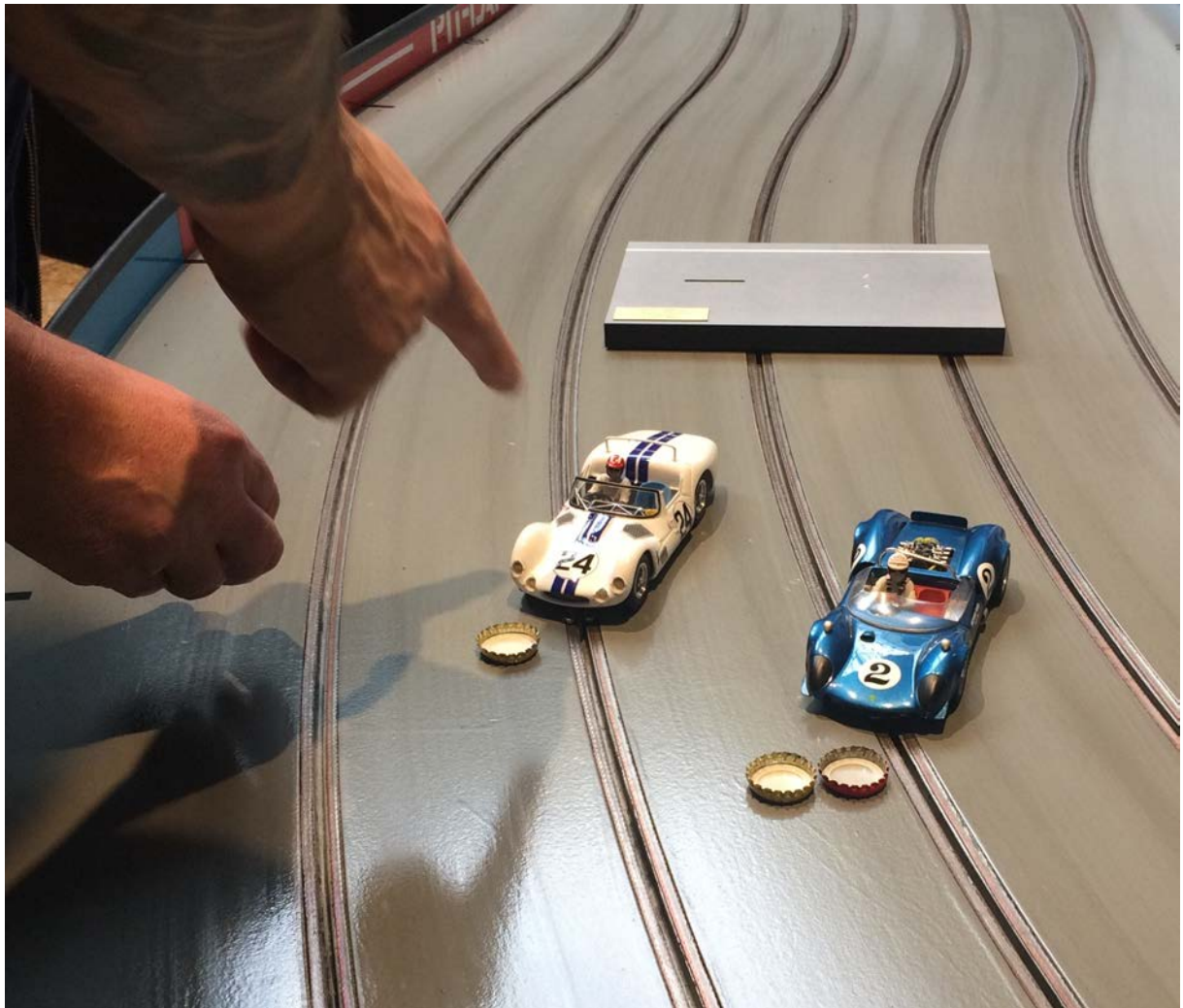


This photograph by Jürgen Mainka



This photograph by Grégoire Truchet

Concours d'Élegance – Historic Challenge Kassel 9th of November 2024 – Tie-break for the winner between two of the cars offered in this catalogue:



The Maserati won against the Lotus ... though it was down to one vote - 😊.

Best of Show or Concours d'Élégance winners:





The end.