

# Crazy Horses

1924-29 Alfa Romeo P2  
Ref: SHX001

**P**erhaps it isn't too surprising that the mainstream manufacturers have tended to shy away from the pre-war racers the so-called 'Golden Era' of Grand Prix racing. From a modelling perspective, the cars are difficult to mass-produce and it isn't easy to get them to perform well; thankfully, most draw the line at having a heavily-magnetised Auto Union that can take hairpins at 200 mph! A number of smaller manufacturers are dedicated to bringing us these fantastic cars, however and the newest on the scene is Shadowfax. We interrupted owner Marlon Foakes to find out more.

*Many of our readers will be aware that this isn't your first foray into the world of resin body making, but for the benefit of those who may not have come across your work before, please could you give a potted history of your slot racing career to date?*

Indeed this is my second slot car business dedicated to the supply of pre-war racers. My first—Tertre Rouge Racing Cars (TRRC)—was sold to new owners due to other work commitments in early 2011.

My interest in slot cars follows a familiar pattern; my first set as a child, racing with my brothers around the bedroom floor, then a big gap



where life and work took over, then my own children came along and the excuse to buy another set rekindles my interest in slot racing again. When returning to slots around 15 years ago, I found there weren't any cars available that I was interested in so decided to make my own and the idea for TRRC was born.

Nearly five years on from the sale of TRRC I now have the time again to pursue my passion for vintage slot racers and look forward to creating and supplying many cars from what I and many others refer to as the Golden Era of Grand Prix racing with Shadowfax Slot Cars.

*The pre-war era of Grand Prix cars has tended to be overlooked somewhat in the hobby compared with the post-war types. Is it something you have a special affinity with and interest in?*

Yes pre-war racing has always been my 'thing'. The cars, the drivers, the stories, the heroism, the recklessness, the tragedies and the successes of the time captivated me from an early age and I have been collecting books on the subject for many years.

*Is the modelling of these older types made that much more difficult, given the relative lack of detailed photographs and, with particular relevance to the RTR models, colour photographs?*

It's getting better. In the internet age details, photos and blueprints are emerging on-line all the time. Back when I started with TRRC ten years ago internet searches yielded little to no info on most of the cars I wanted to create. Back then books, magazines/ programmes and museum visits were still the main source for data. Books do tend to be better researched than anonymous internet postings so all information, regardless of its sources has to be cross checked for accuracy. We are never sure we get every detail right, no one could be, but we do our best during the months we spend researching a subject and is one the

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1938 Alfa Romeo 308  
Ref: SHX003



1930 Alfa Romeo P2  
Ref: SHX002

most enjoyable aspects of creating a new model.

Questions of colours are something we get asked about a lot. The important thing to remember is at the time colours on GP cars weren't tightly controlled like they are these days. Corporate identity, branding and sponsorship weren't top of their list like they are for today's outfits. Paint could be mixed up; sometimes at the race itself using whatever was to hand at the time. Our advice would be to go with what you're happy with, for us it's a deep, blood red for Alfas and Maseratis and a mid/Royal blue for Bugattis, a lighter blue for Delages and Delahayes and so on. Some like to go for a brighter red or lighter shade of blue, no one could prove otherwise so we advise not to get too hung up on colours, they didn't at the time, and we shouldn't either.

*The availability of a chassis with steering is a plus point. Is this something you wanted to do from the outset?*

I've always wanted to produce my own chassis. As I'm no stranger to chassis design, creating some of the race winning Penelope Pitlane offerings, I decided now was the time to design and make my own.

In contrast to my range of bodies which are all created by hand the all

new Shadowfax Golden Era chassis takes advantage of the latest 3D technology producing a carefully considered polymer chassis designed specifically for my range and other cars of this vintage. There are two main problems finding a chassis to fit these cars – firstly they are very slim compared with modern machines and secondly the front axle height is more often than not above the bodywork so a solid front axle just doesn't fit. My chassis removes both these obstacles by offering a super slim design and independent running front wheels. This combined with a unique low profile swivel Blade-Guide and front wheel steering offers a complete and elegant solution for the kit builder. To make mounting our bodies easy every Shadowfax resin body kit has mounting posts cast in to suit the Golden Era chassis.

*What running gear do the RTR cars and chassis use?*

RTR cars use the Shadowfax Golden Era chassis with steering as standard. The Golden Era chassis uses our in-house designed and manufactured wheels and tyres. Our wheels are a unique 'see through' design made possible by the advances of 3D technology. Tyres are produced using a two part mould ensuring sidewall and tread detail are present on both

sides. The motor is a milder 14500rpm slimline FF Mabuchi mounted via two screws so easy to swap out for more powerful replacement should the club racer require.

*How many of each model will you be able to make?*

Only RTR versions are limited to 150 examples. Kits are unlimited and will remain available indefinitely.

*Can Shadowfax finally get the Golden Era the attention it deserves?*

We are happy to have this little corner of the market to ourselves, slot cars are an ever decreasing niche market and this a niche within that! The range of cars that are coming from Shadowfax will cover some of the most beautiful and spectacular Grand Prix designs ever conceived. Cars from the legendary marques of Alfa, Bugatti, Maserati, Delage, Mercedes, driver line-ups including Nuvolari, Varzi, Campari, Ascari, Caracciola, Chiron, to name a few, driving on the old circuits of Spa, Nürburgring, Montlhéry and Monza all combined to give us some of the most sensational races and stories ever, in front of crowds of up to 300,000 spectators. This golden age has gone, it will never come back, but with these new releases these races can now be played out on slot car tracks the world over. If that doesn't deserve attention I don't know what does!