



This famous model from Renault and its Spanish subsidiary FASA comes to your SCX® circuit

## SCX® PRESENTS THE RENAULT 8 TS

Relive all the swerves and the roar of the popular TS Cup of the 1970's



**SCX®** brings you the **Renault 8 TS**, one of the French manufacturer's most successful sports models, which in Spain was limited to mass production. It was a thoroughbred sports car, brilliant to drive, but also a general-purpose vehicle for ordinary driving.

All blue, the **Renault 8 TS** has a spectacular front with four round headlights and a shiny aluminium bumper. This car is a Spanish model, as you can see from the registration number, which identifies it as being from the province of León.

This is a four-door model, brought to you by **SCX®** with a wealth of detail, not forgetting the pair of chrome-finish windscreen wipers or the different logos on the bonnet and the sides, where the MC Ediciones/Clásicos Exclusivos emblem stands out in red.

Other details which grab the attention on this **Renault 8 TS** include the drivers' names on the front door and the rear side window, along with the Catalan flags, the large handles on the doors and the race number 131 in yellow on the rear side window and in white on the front side door.



A metal reinforcing strip runs all along the side of the **Renault 8 TS**. At the back the attention is grabbed by the square period number plate, in the middle above the large chrome-look bumper. The lights have red glass and above them, in the centre, the Renault logo and two air vents can be seen. The lid of the boot on this **SCX®** model is decorated only with a 5th Rally Costa Brava logo.

The **Renault 8 TS** is a sparsely-decorated car. It has no rear-view mirrors and its roof, all in blue, is free of logos or aerals. Inside there is a single driver, protected by anti-roll bars. Simplicity combined with smartness in a car which was considered a true sports car and was very highly-regarded.

## Track Trials



The **Renault 8** is another little racing classic brought to you by **SCX®** with a more than acceptable degree of liveliness on the track. The chassis measurements are the largest the car allows, in terms of both guide distance and wheeltrack. Moreover, the very low-slung motor adds stability to a chassis that would otherwise be hard to drive.



A small motor, the RX4, is more than enough to shift the narrowest **SCX®** model of recent times. The rest of its mechanics, simple and practical, are the same as in other cars in the Classic series, reduced in size here to fit them into their mountings.

Driving such a narrow car which such high-quality tyres means following the slot at all times. Take care not to put your foot down too soon and make sure you are ready early to go into bends to avoid possible rolling if you go in too fast. By keeping these principles in mind you can get your **Renault 8** running quite a lot faster than just cruising speed. It is a matter of sticking to the centre line.

Handling the R8 on the track is a new kind of challenge, but the goal is the same as with any small car: learning to dose the trigger of the controller and link acceleration to speed. Every **SCX®** model has its own features and logically you cannot expect the same performance as a 2008 WRC model from a Monte Carlo car of 30 years ago.

\* Tests conducted without a supplementary magnet and following a small tune-up.

### Sport Table of Measurements

Wheelbase	71mm	Rear wheeltrack	43.5mm
Guide distance	82mm	Ø rear wheel	18mm
Virt. chassis width	21mm	Rear wheel	Plastic 15.5mm
Chassis height	2mm	Rear tyre	16x8 type 044, ribbed rubber
Motor height	2mm	Rear bearing	Twin-wall brass
Swivel arm	No	Rear crown wheel	Scalextric grey plastic
Adjustable	No	Car weight	71g
Front wheeltrack	43.5mm	Bodyshell weight	25g
Ø front wheel	18mm	Lights	Yes
Front wheel	Plastic 15.5mm	Digital chip	Not possible
Front tyre	16x8 type 044, ribbed rubber	Motor	Rx4
Front bearing	No	Motor type	Open compact
Front crown wheel	No		

Motor mounting	Fixed on chassis
Transmission type	2x4 direct rear
Transm. ratio	9/27=3 rear
Guide type	Pivoting ARS 2007 flat blades
Braids	Double, copper
Screws	4 (1 +2+1)
Ground effect magnet	Yes, adjustable
Others	Uncovered motor

Product reference no.: **63790**

## The Real Renault 8 TS

**SCX®** brings you the model driven by the Catalans Josep Valls and Marc Valls in the 'Rally Classics Costa Brava 2008'. But when the **Renault 8 TS** really competed was in the mid-60's, when Renault revolutionised the motor racing scene with single-manufacturer events, also known as promotion formulas. Starting grids packed with Renault 8's roared into spectacularly hard-fought battles on the track.

The technical basis of the **Renault 8 TS** was the same as that used in the Renault 10 and Alpine A110 1100, i.e. the 688-09 type with four in-line cylinders, 1,108cc, alloy cylinder head, camshaft in the block and a crankshaft with five bearings. The differences lie in the compression, the model of carburettor and the distribution diagram. The TS is fitted with a 32mm double-body carburettor and cams with a long stroke, delivering 56 DIN horsepower at 5,500rpm.

The **Renault 8 TS** was a vehicle aimed primarily at people who liked fast, exciting driving and had the honour of starting off the careers of a great generation of young drivers. Its engine stood out for its nippiness and elasticity. Almost from ticking over, the revs went up spiritedly, without any ups and downs.

The Spanish subsidiary, FASA, knew how to get across the message of "youthful spirit" for the R-8 and R-8 TS, coming up with an enormously successful promotion formula: the National Renault Cup. Many of today's established drivers won their spurs in the rowdy packs of cars testing their brakes to the limit, skidding round bends and some practically turning over in mid-air. Salvador Cañellas, Jaime Sornosa "*Road Runner*", Jesús Pareja and José Angel Sansiambarrera, among many others, were the stars of the hardest-fought races ever seen on Spanish tracks.

The **Renault 8 TS's** typical opposite-lock turns called for focused, skilful driving, but with a bit of experience in the knack of the opposite lock technique both driver and spectators had a great time with the tail end of the car swinging wide and setting the stands vibrating with the roar of the engine. The famous TS Cup cars with their eye-catching colour scheme (dark blue and bright yellow) live on in everybody's memory, together with the unmistakable sound of their exhaust and the camber of their rear wheels.