



The Renault driven by Jaume Sorts and Marc Mauri in the 54th Costa Brava Rally comes to your SCX® circuit

SCX® PRESENTS THE YELLOW RENAULT 8 TS

A car with an eye-catching all-yellow colour scheme and a spectacular front end



SCX® brings you the **yellow Renault 8 TS**, one of the French manufacturer's most successful sports models, this time with very restrained decoration featuring few logos. It was a thoroughbred sports car, brilliant to drive, but also a general-purpose vehicle for everyday driving.

This **Renault 8 TS** with its all-yellow colour scheme took part in the 54th Costa Brava Rally in 2006, where it showed off its spectacular front end with four round headlights and a chrome steel bumper, under which a number plate from the province of Barcelona can be seen.

This is a four-door model, brought to you by **SCX®** with a wealth of detail, not forgetting the pair of black windscreen wipers or the logo of the 54th Costa Brava Rally on the plain bonnet, which does not have any other decoration of any kind. The windscreen, however, has a yellow band running across the top.



Other details which grab the attention on this **yellow Renault 8 TS** include the drivers' names on the rear side window, along with the Catalan flags, and the large handles on the doors. The race number 217 appears on the front side doors and next to it are various small logos. Apart from the doors, the only advertising on the side is that for tyres from the Osona region of Catalonia.



At the back of the **yellow Renault 8 TS** the attention is grabbed by the square period number plate, in the middle above the large chrome-look bumper, as well as the "Mauri!!" sticker under the right-hand tail light. The lights are rectangular, with red glass, and above them in the centre, the Renault logo and two air vents can be seen on the boot lid which conceals the engine. The car's race number, 217, appears once more on the rear window, in yellow.

The **yellow Renault 8 TS** is a sparsely-decorated car. Its roof, all yellow, is free of logos or aerals and the anti-roll bars inside are, of course, also yellow. Simplicity combined with smartness in a car which was considered a true sports car and was very highly-regarded.



Track Trials



The **Renault 8 TS** 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 TS** 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 **Scalextric®** model has its own features and logically you cannot expect the same performance as a 2008 WRC model from a rally 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 ground clearance	2mm	Rear tyre	16x8 type 044, ribbed rubber
Motor clearance	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.: **63800**



The Real Renault 8 TS

SCX® brings you the **Renault 8 TS** model in yellow as driven by the Catalan pair Jaume Sorts and Marc Mauri in the 54th Costa Brava Rally, held in 2006. 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 **yellow 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 Sansiambarrena, 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, bright yellow and orange) live on in everybody's memory, together with the unmistakeable sound of their exhaust and the camber of their rear wheels.