MADE IN ENGLAND

PATTERN NO M3C

RENAULT DAUPHINE

1/32 SCALE MODEL CONSTRUCTION KIT

ONE OF THE AIRFIX SERIES OF SCALE MODELS OF MODERN CARS

AIRFIX

COMPLETE WITH ASSEMBLY INSTRUCTIONS

RENAULT DAUPHINE

The Renault Dauphine was introduced by the Regie Nationale des Usines Renault in March, 1956. By the end of 1958 half a million of these cars had been produced. The millionth Dauphine was announced in February, 1960, this being the first time that any European motor car manufacturer had produced one million of any one model within a period of 4 years of its introduction.

Not only was the Dauphine an immediate success with the motoring public throughout the world but it very soon made its name in the field of motoring sport.

In its first year the Dauphine was outright winner of the gruelling "Tour de Corse" and first and second in its class in the "Mille Miglia", the "Tour de France" and the "Tour de Belgique". It followed up these successes by becoming the only car to have ever won outright the three main international rallies, The Tulip Rally in 1957, the Monte Carlo Rally in 1958 and the Alpine Rally, 1959. Further outright wins have been gained in the "Tour de Corse", The Senegal Rally and The Ivory Coast Rally with numerous further class wins in the Mille Miglia, The Tour de Portugal, the Liege-Rome-Liege and The Sebring 12-hours.

It was in 1899 that the first Renault successes were gained with 1¾ h.p. single cylinder Voiturettes which confounded the experts by beating vehicles of far greater power and size.

These successes, like those of the Dauphine, were gained by clever design resulting in good road-holding, good aerodynamics and good power to weight ratios.

PLEASE OPEN CAREFULLY — INSTRUCTIONS OVERLEAF

Ask for other AIRFIX Models in this series

Printed in England

RENAULT DAUPHINE

INSTRUCTIONS

It is recommended that the instructions and exploded view are studied and assembly practised before cementing parts together. Wherever possible parts should be painted before assembly, referring to the painting notes given below and the illustration overleaf.

1. Cement rear axle and engine cover plate to underside of chassis pins on each side of axle fitting into recessed locations on underside of chassis (1 and 2).
2. Cement two halves of stub axles together (3 and 4).
3. Repeat with other two halves of stub axles (5 and 6).
   Cement completed stub axles to underside of chassis pins on axles fitting locating holes in chassis cross member.
4. Place one wheel on rear axle stub ensuring small boss on wheel centre is on the inside; press wheel retaining bush over projecting end of axle; apply a drop of cement to the outside of the hole in wheel retaining bush, ensuring wheel spins freely (7 and 8).
5. When cement is dry and wheel revolves freely cement hub cap into recess in wheel, ensure no cement comes into wheel bushes (9).
6. Repeat procedure with other three wheels, retaining bushes and hub caps (10, 11, 12) (13, 14, 15) (16, 17, 18).
7. Cement spare wheel to spigot on front underside of chassis (19).
8. Locate and cement front seats over locating ribs on chassis after first painting if required (20 and 21).
9. Locate and cement rear seat over locating ribs on chassis (22).
   This completes chassis assembly.
10. Cement steering wheel to steering column (23 and 24).
11. Cement completed steering assembly into locating hole on bottom of dashboard (25).
12. Cement dashboard and steering assembly to locating rib on inside front of body, below windscreen (26).
13. Cement rear grille to back of body locating pins on top of rear grille, fitting locating holes in body (27).
14. Cement spare wheel cover to front of body, locating pins on top fitting locating holes in body (28).
15. Cement locating pins on front bumper into locating holes on spare wheel cover (29).
16. Cement locating pins on rear bumper into locating holes in rear grille (30).
17. Locate and cement windscreen, side windows and rear window transparencies into body (31, 32, 33, 34).
18. Cement rear parcel shelf to locating rib inside body below rear window (35).
19. Locate and cement head lamps in position after first painting the rear of transparencies silver (36 and 37).
20. Locate and cement transparent rear lights and blinkers in position after first painting rear lights red and blinkers amber (38, 39, 40, 41).
21. Locate and cement front blinkers into slots in spare wheel cover after first painting amber (42 and 43).
22. Cement oblong plate between locating ribs on chassis floor (44).
23. Locate and cement completed chassis unit into chassis, resting on locating ribs inside body floor flush with body sides.
24. Any further painting should now be completed and finally a pair of printed number plates chosen, cut out and cemented in place in recesses in front and rear of completed model.

SUGGESTED COLOUR SCHEME

Red: Complete body and interior except as detailed below.

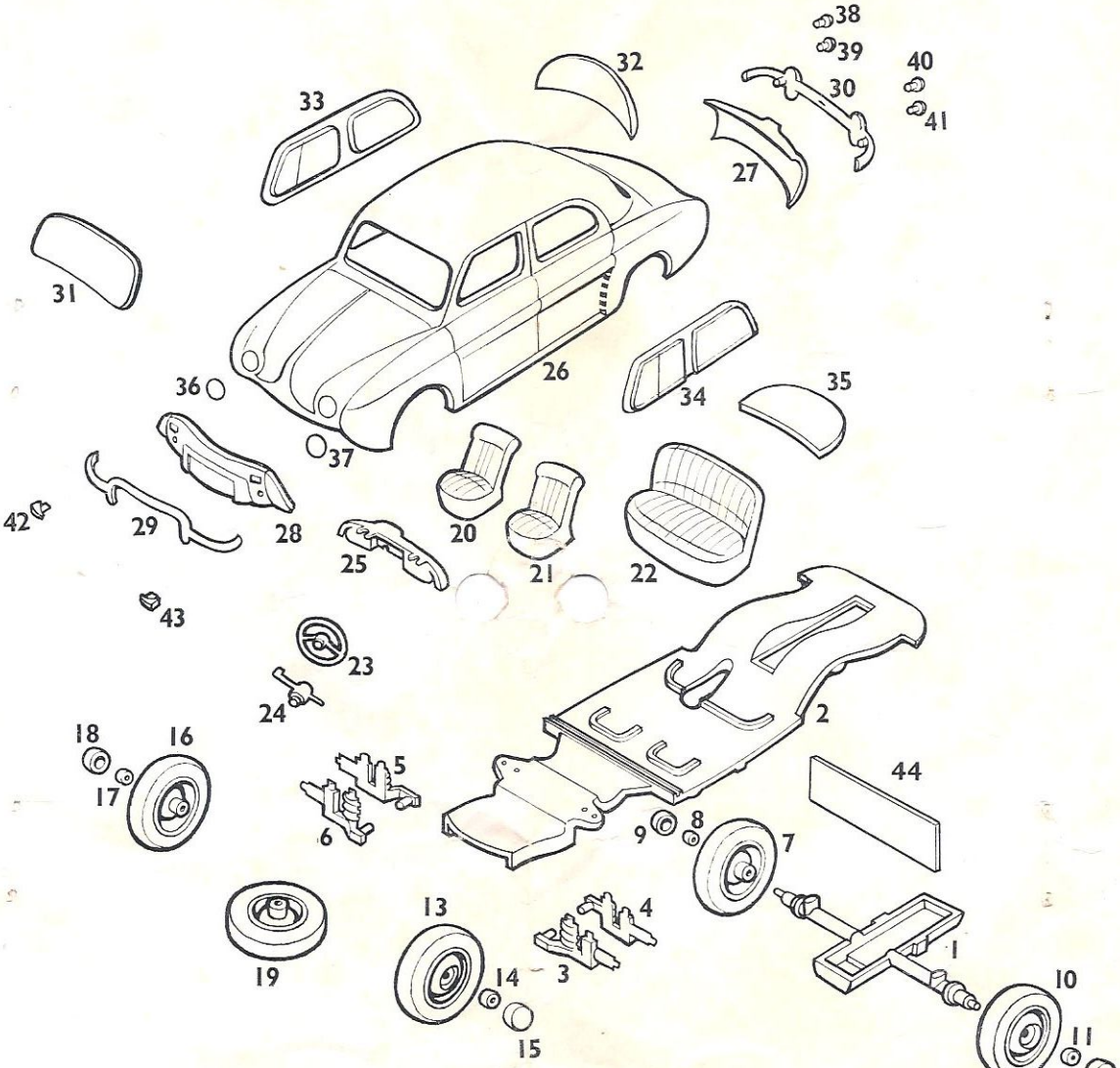
Matt Black: Underside of chassis, transmission, seats, springs, steering wheel, tyres, hood.

Silver: Bumpers, wheel discs, radiator and grille, windscreen frame.

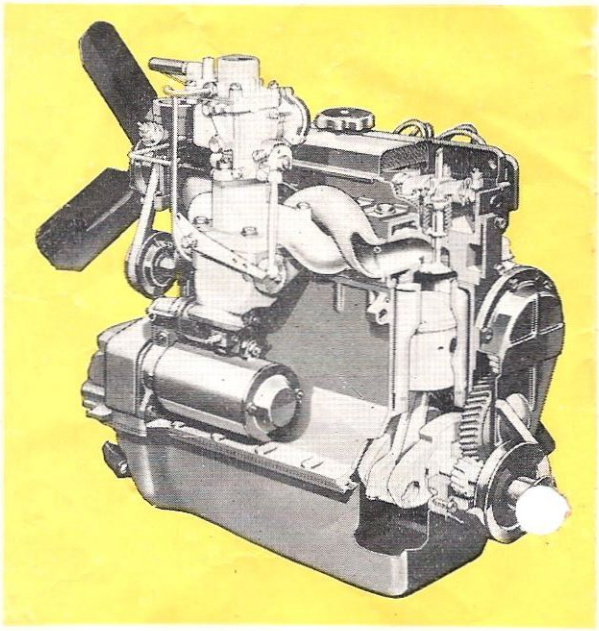
Orange: Front and rear blinkers.

Red: Large rear lights.

FOR FIXING USE "AIRFIX" POLYSTYRENE CEMENT.
N.B.—FOR PAINTING USE "AIRFIX" PAINTS.

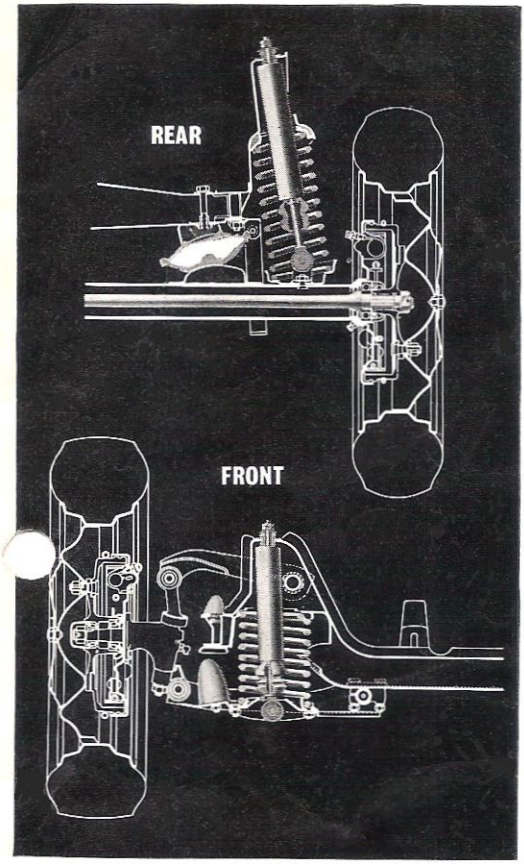


RD 1961	173 ALW	RD 1961	173 ALW
ALK 154	GBY 163	ALK 154	GBY 163



DAUPHINE POWER UNIT

Over two million of these tried and tested "Ventoux" engines are now in active service throughout the world. They are not only fitted in the Dauphine but also in the range of Estafette light commercial vehicles. Furthermore, in their Gordini version, they are fitted in the Renault Gordini and the Renault Floride alike.
Capable of tens of thousands of miles of trouble-free running, here is an engine in which brilliant performance is matched by incredible petrol economy.



AEROSTABLE SMOOTHS THE WAY

Stone sets, cobbles, concrete or tarmac . . . you ride over them all and you can scarcely tell one from the other. The secret of this superb smoothness can be summed up in one word—Aerostable—the suspension system that irons out all bumps. This has two atmospheric cushions plus four special shock absorbers mounted within the axes of four coil springs. The whole system, resting on four independent wheels, absorbs every shock. This simple and efficient system (a Gregoire Patent) is self-adjusting to any load, any speed, and gives you that sensation of "riding-on-a-cloud" no matter how pitted the surface.