BUILD AYRTON SENNA'S

# LOTUS RENAULT 97T

Ayrton Senna

1







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**ORIGINAL VERSION**
**Editorial Planeta DeAgostini S.A.U.**
Avda. Diagonal, 662-664, 08034 Barcelona, Spain

**ENGLISH LANGUAGE ADAPTATION**
**UK Published by De Agostini UK Ltd**
c/o Royds Withy King, 69 Carter Lane, London EC4V 5EQ

**USA Published by De Agostini Publishing USA, Inc.**
299 Park Avenue, New York, New York 10171

**DE/AT/NL/HU/PL/CZ/SK/LT/SE Published by De Agostini Publishing S.p.A.**
Via G. da Verrazano 15, 28100 Novara, Italy

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Printed in Czech Republic

**ISSN:** 2755-3043

**CUSTOMER SERVICES:**

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**ITALY**
Pubblicazione periodica edita da De Agostini Publishing S.p.A.
Uscita n. 1 del 05/05/2023
Pubblicazione periodica quattordicinale fino alla n°6, poi settimanale

Registrazione n. 744 del 12/04/2023 presso il Tribunale di Novara
Iscrizione al ROC no21243 del 21/6/2011

Direttore Responsabile: Pietro Boroli

De Agostini Publishing S.p.A.
via G. Da Verrazzano 15 - 28100 Novara
Redazione: via G. Pepe 44 - 20159 Milano

Stampa: AF BKK, s.r.o. - Czech Republic

Data di prima pubblicazione: 05/05/2023

Poste Italiane S.p.A. Spedizione in abbonamento postale DL 353/2003
(conv.in L. 27/02/2004 n. 46) art. 1, comma 1, CNS Novara

L'Editore si riserva il diritto di variare la sequenza delle uscite della collezione e/o i prodotti allegati. Forme e colori possono variare rispetto a quelli raffigurati.

La tua collezione si compone di 110 numeri.

Prezzo primo numero 0,50 € (anziché 18,99 €).
Prezzo secondo numero 4,99 € (anziché 14,99 €).
Prezzo numeri successivi 11,99 €.
Salvo variazione aliquote fiscali.
*L'editore si riserva la facoltà di modificare il prezzo delle uscite in caso di significativi aumenti dei costi di approvvigionamento delle materie prime, dei costi di trasporto e/o postali nonché del tasso di inflazione.*

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## *Formula 1 chronicles*

*In torrential rain, Ayrton Senna started from pole and led the entire race, right up to the flag*

## *Life of an idol*

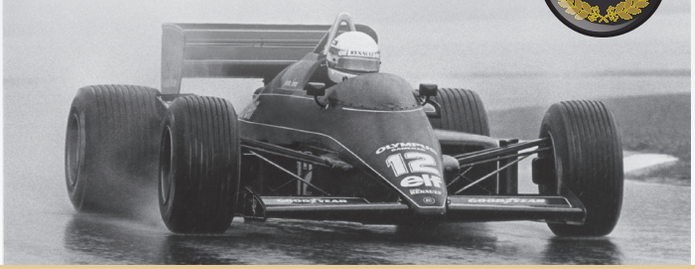
*Ayrton Senna overcomes pitfalls, extreme stormy weather, and physical exhaustion to triumph at Estoril*

## *Driver's universe*

*Ayrton's parents gave him support so that he could pursue a career in the motor-racing world*

## *Assembly*

*Front wing and helmet*



# 1985 PORTUGUESE GP

## A race of great significance

***Ayrton Senna makes his mark at the Estoril circuit in 1985 by securing his debut F1 victory, with a record time on the Portuguese track***




After a 24-year absence, in 1984, the Portuguese Grand Prix returned to the Formula 1 calendar. Scheduled for October 21, it would be the last race of the season, enjoying the privilege of crowning the new F1 World Champion. Only the two McLaren drivers, Niki Lauda and Alain Prost, were still in with a shout of winning, and – despite the Frenchman's victory – it was Lauda who fared better. The Austrian driver came in second and won the third F1 World Title of his career at the Estoril circuit.

However, the following year, the Formula 1 authorities shifted the order of races in the calendar – from being the season's finale in 1984, the Portuguese Grand Prix became the second race in 1985. For the Portuguese fans, it was a disappointing move: squeezed between the season-opening race in Brazil, which always thrilled the motorsports crowds, and the traditional San Marino GP, the race in Estoril would in theory merely become the first stop on the European tour. In other words, it was really just a taster for the rest of the F1 season.

***King of the wet:*** *in heavy rain, the 1985 Portuguese GP at the Estoril circuit displayed Ayrton Senna's supreme capabilities for driving in the wet*

Yet, in practice, this would not be strictly true. The result at Estoril would ensure that, more than any other race of that season, the 1985 Portuguese Grand Prix would be forever remembered in the history of Formula 1. And the reason for the significance of the race? It was the first F1 win for the legendary driver known as Ayrton Senna da Silva.



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Classic Team Lotus

**THE BEGINNING OF THE TRIUMPH**

Saturday, April 20, 1985. During Friday's free practice and in the qualifying session, Ayrton Senna's Lotus-Renault 97T (number 12) climbed through the field in Estoril. The young Brazilian driver achieved his first pole position in Formula 1, recording a time of 1 min 21.007 seconds – it was a new circuit record, beating Nelson Piquet's 1 min 21.703 seconds set the previous year.

It was an important step to Senna securing his first victory; however, nothing was guaranteed before the actual race. Side by side with Senna on the front row was none other than Alain Prost, who had already won the first race of the season in his McLaren-TAG, at the Jacarepaguá circuit in Brazil two weeks earlier. Behind them were Keke Rosberg, the 1983 World Champion from the Williams-Honda team, who was known for his daring driving style, and the Italian Elio de Angelis, Senna's teammate at Lotus. Niki Lauda would start seventh and Piquet was tenth on the grid, in his Brabham-BMW.

*The Brazilian was outstanding in free practice and secured his first F1 pole position in Saturday's qualifying*

**A DREAM COME TRUE**

Sunday, April 21, 1985. There was rain forecast for the race, and it duly arrived – a veritable deluge came down on the Estoril circuit, making driving conditions almost impossible as the race progressed. One by one, expert drivers abandoned the race as they struggled to control their cars on the slippery track: Rosberg, Piquet, Prost, Lauda...

On the other hand, Ayrton Senna – who had started on pole, and soon gained several seconds on the drivers behind him – not only stayed on the track, but seemed to be driving as though as it was a sunny Sunday afternoon!

Senna was so confident that, instead of just managing his advantage, he sped ahead to try and secure as large a gap as possible over his rivals. By the end of the race, Senna was at least one lap ahead of almost all the drivers who



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***Men in black:*** *Ayrton Senna and Elio de Angelis alongside the Team Lotus crew and the Lotus Renault 97T*

## STARTING GRID – QUALIFYING TIMES

| | | | |
|---|---|---|---|
| 1st | Ayrton Senna | 1:21.007 | Lotus-Renault |
| 2nd | Alain Prost | 1:21.420 | McLaren-TAG |
| 3rd | Keke Rosberg | 1:21.904 | Williams-Honda |
| 4th | Elio de Angelis | 1:22.159 | Lotus-Renault |
| 5th | Michele Alboreto | 1:22.577 | Ferrari |
| 6th | Derek Warwick | 1:23.084 | Renault |
| 7th | Niki Lauda | 1:23.288 | McLaren-TAG |
| 8th | Andrea de Cesaris | 1:23.302 | Ligier-Renault |
| 9th | Nigel Mansell | 1:23.594 | Williams-Honda |
| 10th | Nelson Piquet | 1:23.618 | Brabham-BMW |
| 11th | Stefan Johansson | 1:23.652 | Ferrari |
| 12th | Patrick Tambay | 1:24.111 | Renault |
| 13th | Riccardo Patrese | 1:24.230 | Alfa Romeo |
| 14th | Eddie Cheever | 1:24.563 | Alfa Romeo |
| 15th | Manfred Winkelhock | 1:24.721 | RAM-Hart |
| 16th | Thierry Boutsen | 1:24.747 | Arrows-BMW |
| 17th | Gerhard Berger | 1:24.842 | Arrows-BMW |
| 18th | Jacques Laffite | 1:24.943 | Ligier-Renault |
| 19th | François Hesnault | 1:25.717 | Brabham-BMW |
| 20th | Philippe Alliot | 1:26.187 | RAM-Hart |
| 21st | Stefan Bellof | 1:27.284 | Tyrrell-Ford |
| 22nd | Martin Brundle | 1:27.602 | Tyrrell-Ford |
| 23rd | Jonathan Palmer | 1:28.166 | Zakspeed |
| 24th | Mauro Baldi | 1:28.473 | Spirit-Hart |
| 25th | Pierluigi Martini | 1:28.596 | Minardi-Ford |
| 26th | Piercarlo Ghinzani | 1:30.855 | Osella-Alfa Romeo |

had bravely stayed out on the track. The only exception was Ferrari's Michele Alboreto, who would finish the race second. Englishman Nigel Mansell, making his debut season with team Williams-Honda, finished fifth, two laps behind. As he crossed the finish line, Senna unbuckled his seatbelt and celebrated his victory, with almost half of his body out of the cockpit.

His celebration with the Lotus mechanics and engineers, including team leader Peter Warr, was joyful. "It's an extraordinary feeling. I'm really very happy, because I could make my first dream come true in my second year in Formula 1, which was to win a Grand Prix," he told the journalist Reginaldo Leme right after the race.



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# Best moments, lap by lap

***Lotus' triumph, McLaren's frustration: for the teams, it was considered a great achievement to simply keep their cars on the track at Estoril***

Shortly before the race, heavy rain pours down in Estoril. There is no good weather forecast. Despite the deplorable weather conditions, the race director decides not to postpone the start.

**Start:** Senna accelerates away perfectly, with de Angelis right behind, who overtakes Prost. Next come Alboreto, Warwick, and Lauda.

## RACE DETAILS

Date:
**April 21, 1985**

Official name:
**14th Grande Prémio de Portugal**

Location:
**Autódromo do Estoril, Estoril, Portugal**

Course length:
**2.702 miles (4.35 km)**

Distance:
**67 laps, 181.034 miles (291.45 km)**

Scheduled distance:
**70 laps, 189.14 miles (304.5 km)**

Rosberg stalls, and the Finn only restarts after all the cars pass, helped by race commissioners.

**Formation lap:** Starting from the pits, Mansell spins and drops to 23rd place. Senna leads, and behind him come de Angelis, Prost, Alboreto, Warwick, Lauda, de Cesaris, Tambay, Piquet, and Johansson.

**3rd:** Senna continues to pull away and already has a 3.5-second lead over de Angelis. Prost is 8 seconds away. Lauda overtakes Warwick.

**5th:** Tambay overtakes de Cesaris. Piquet, Johansson, and Patrese battle for ninth place; Patrese skids in a puddle and hits the Swede's Ferrari. Johansson returns to the track, but the Italian does not.

**10th:** Senna extends his lead over de Angelis (12.8 secs), Prost (13.1), Alboreto (14.7), Lauda (30.9), Warwick (35.6), Tambay (39.4), Cheever (1 min 08 secs), Mansell (1:12), Berger (1:16), Boutsen (1:18), and Johansson (1:19).

**14th:** Tambay overtakes Warwick. Berger spins, pirouettes across the grass, and quits the race.

**15th:** Senna clocks the fastest lap of the race: 1:44.121.

## RACE CLASSIFICATION

| | | | | | |
|---|---|---|---|---|---|
| **François Hesnault**<br>Brabham-BMW<br>RET | **Riccardo Patrese**<br>Alfa Romeo<br>RET | **Gerhard Berger**<br>Arrows-BMW<br>RET | **Keke Rosberg**<br>Williams-Honda<br>RET | **Martin Brundle**<br>Tyrrell-Ford<br>RET | **Nelson Piquet**<br>Brabham-BMW<br>RET |
| RET<br>**Jonathan Palmer**<br>Zakspeed | RET<br>**Philippe Alliot**<br>RAM-Hart | RET<br>**Pierluigi Martini**<br>Minardi-Ford | RET<br>**Jacques Laffite**<br>Ligier-Renault | RET<br>**Mauro Baldi**<br>Spirit-Hart | RET<br>**Thierry Boutsen**<br>Arrows-BMW | RET<br>**Andrea de Cesaris**<br>Ligier-Renault |

NC: Non-classified / RET: Retired



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**16th:** Rain gets more intense. Prost tries to overtake de Angelis, but he does not succeed.

**17th:** Finding it impossible to drive his Ligier, Laffite decides to make his way back to the pits rather than risk an accident.

**18th:** Johansson stops in the pits to change tires and the nose of his car. Rosberg spins at the Parabolica curve and his car hits the guardrail; in the accident, the Finn breaks a bone in his thumb.

**22nd:** Brundle quits, with a gearbox problem.

**24th**: Alboreto advances over Prost, who remains behind de Angelis.

**27th:** Senna has a lead of one lap over Niki Lauda.

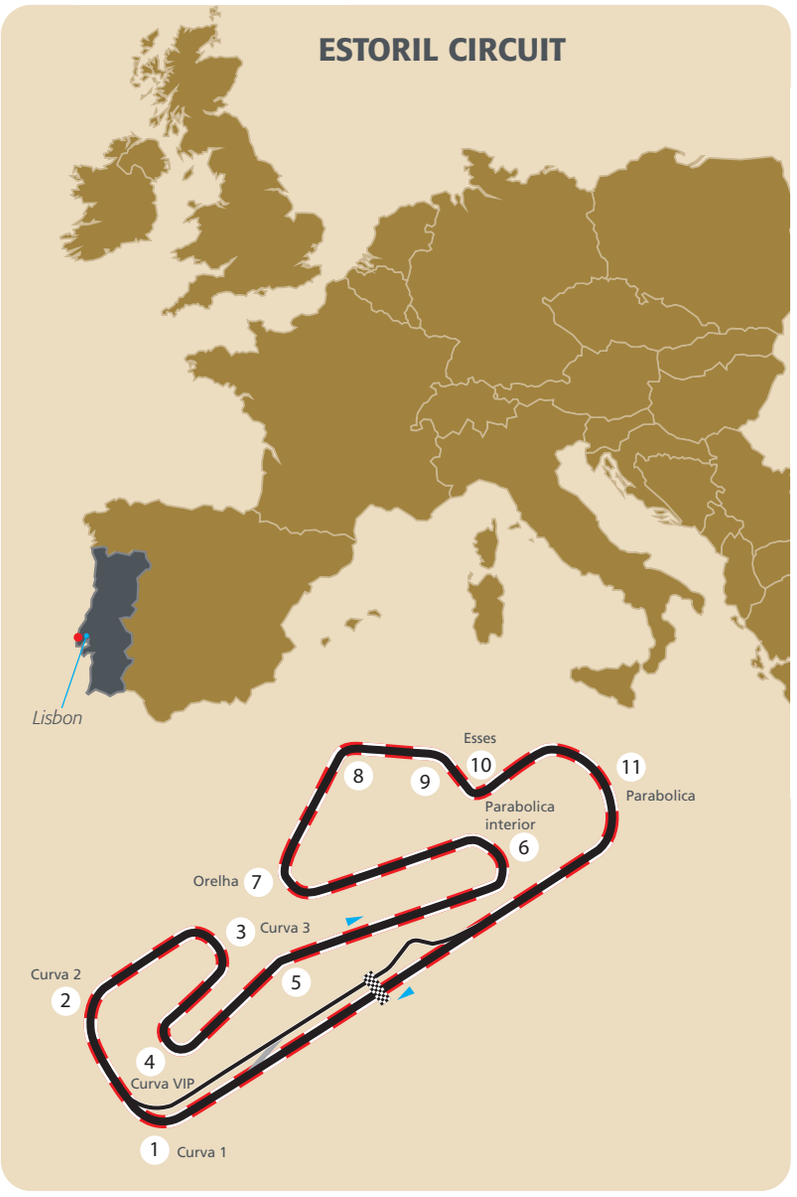
**28th:** Rain is even heavier. Baldi spins and goes off the track. End of line for the Italian, who was nine laps behind the leader.

**31st:** Prost tries to overtake de Angelis on the main straight, but he skids and loses control of his McLaren. The Frenchman is out of the race.

**32nd:** Unable to control his Brabham, Piquet heads to the pits. Boutsen also returns to the pits and quits the race.

**34th:** Now it is de Cesaris' turn to quit, for he is unable to keep his Ligier on the track.

**35th:** Senna leads ahead of de Angelis (47.5), Alboreto (53.1), and Tambay (1:25). The other drivers remaining in the race are Lauda, Mansell, Bellof, Cheever, Warwick, Johansson, Ghinzani, and Winkelhock.




Source: Official Estoril circuit website

| Alain Prost | Niki Lauda | Piercarlo Ghinzani | Derek Warwick | Nigel Mansell | Patrick Tambay | Ayrton Senna |
|---|---|---|---|---|---|---|
| McLaren-TAG | McLaren-TAG | Osella-Alfa Romeo | Renault | Williams-Honda | Renault | Lotus-Renault |
| RET | RET | 9 | 7 | 5 | 3 | 1 WINNER |

| RET | NC | 8 | 6 | 4 | 2 |
|---|---|---|---|---|---|
| Eddie Cheever | Manfred Winkelhock | Stefan Johansson | Stefan Bellof | Elio de Angelis | Michele Alboreto |
| Alfa Romeo | RAM-Hart | Ferrari | Tyrrell-Ford | Lotus-Renault | Ferrari |



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Lotus

***Spectacular:*** *Senna clocked pole position, the fastest lap, and first place in the race*

**37th:** Senna makes his only mistake of the afternoon, putting all four wheels on the grass. Luckily, he gets his Lotus back on the track and continues as if nothing had happened!

**43rd:** Alboreto squares off against de Angelis and overtakes him, moving into second place.

**45th:** The rain shower gets heavier. In the pits, there is the hope that the race directors will abandon the race. But the GP continues.

**49th:** Senna leads ahead of Alboreto (1:06), de Angelis (1:33), Tambay (one lap), Mansell (one lap), Bellof (one lap), Warwick (two laps), Johansson (four laps), and Ghinzani (five laps).

**50th:** Lauda quits.

**51st:** Water covers the entire track. While driving on the main straight, Senna waves to the race directors requesting that they end the GP, but he is not heard.

**54th:** Gérard Ducarouge and Niki Lauda go to the commissioners' office to ask them to suspend the race, but they find the door closed.

**56th:** Senna has a lead of one lap over de Angelis, the third-placed driver.

**58th:** Tambay goes into the pits and comes out eight seconds behind de Angelis. After unnecessarily going two laps at reduced speed, Piquet returns to the pits, now for good. He is unable to drive on the flooded track.

**59th:** With ten laps to go, everything suggests that the drivers will not go race distance because the two-hour race limit is approaching.

**60th:** Senna leads ahead of Alboreto (1:17), de Angelis (one lap), Tambay (one lap), Mansell (one lap), and Bellof (one lap).

**61st:** Tambay overtakes de Angelis and takes over third place.

**65th:** The race director decides that the GP will finish on lap 67, after two hours of racing.

**67th and final lap:** Ayrton Senna wins his first Formula 1 GP, with a lead of more than a minute over Alboreto, the only driver who finishes less than a lap behind the Brazilian. Tambay comes in third.

## RACE RESULTS – 1985 PORTUGUESE GRAND PRIX

### PODIUM

**First:**
Ayrton Senna (BRA), Lotus-Renault

**Second:**
Michele Alboreto (ITA), Ferrari

**Third:**
Patrick Tambay (FRA), Renault

### POLE POSITION

Ayrton Senna (BRA), Lotus-Renault, 1:21.007

### FASTEST LAP

Ayrton Senna (BRA), Lotus-Renault, 1:44.121 on lap 15



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# VICTORY FOR THE WORLD TO SEE

## In the water, a baptism of fire

***Ayrton Senna overcomes pitfalls, extreme stormy weather, and physical exhaustion to triumph at Estoril***

On the eve of the 1985 Portuguese Grand Prix, while everyone feared the storm forecast for the next day over Estoril, Ayrton Senna's father, Milton da Silva, confessed to reporter José Antônio Gerheim his enthusiasm for the anticipated rain. Then he explained why he and his wife, Neyde, would be present at the circuit, even if a storm of biblical proportions was expected in Portugal.

"I know we won't see anything. On television, at home, it would even be better to watch the race. But if Ayrton wins, which I know is very difficult, nothing will make up for the pleasure of being with him after the race."

In fact, the comfortable lead recorded in the official race result would hide several obstacles that Senna had to overcome to bring the Lotus back to the pits, where he would receive a victory hug from his family. By that stage, all the difficulties he had experienced during the race would have been worth it.




Paul-Henri Cahier/Getty Images

*"I cannot forget to applaud the work of my team, the Lotus mechanics. They were decisive so that I could enjoy the most exciting moment of my life"*

Ayrton Senna

**MORNING FRIGHT**

On Sunday morning in Portugal, the F1 cars sped up in the last free practice session, in which the final adjustments are made for the race. Once again, Senna was doing well, recording the best times with Elio



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Hiroshi Kaneko ©ASE

***Man versus machine:*** *controlling the car in the storm caused Ayrton Senna to cramp up and shake*

de Angelis. Then, without prior warning, Senna's gearbox broke – and, as it would be discovered later, so would his engine. Three hours before the start of the race, the Brazilian driver had his Lotus towed away, dismantled, and rebuilt.

Starting the race with a new gearbox and a new engine presented a set of completely unknown challenges, especially in view of the heavy rain that had finally begun to fall in Estoril. Since his arrival at Lotus, the Brazilian driver had not yet had the opportunity to drive on a wet asphalt track.

"I was completely lost in those conditions, because I didn't have the slightest idea how the car would respond on that track with so much water," Senna told journalist Mike Doodson. "Besides that, I had a full tank, so I went very slowly on those laps in order not to crash before I had even started. I didn't even have the courage to test the new engine drag."

During the first laps of the race, Senna began to get a feel for the car and the conditions, and began to step on the gas. Soon the circuit was all his.

**INVISIBLE FIGHT**

As Mr da Silva had well remembered, his son loved driving in the rain. But even though it seemed that Senna had driven his Lotus extremely smoothly in Estoril, inside the cockpit the battle was fierce: "I can say that,



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*"Rain is always bad for the show, but it wouldn't be bad for Ayrton if the weather is rainy. It's just that he, as a former kart driver, knows how to race on a wet track," said Ayrton's father before the race*




although I led the race, due to the state of the track, there were many dangerous moments, when it seemed I wouldn't be able to control the car," he explained to *Jornal do Brasil.* "For the first time, I had the shakes and cramps. When the race was over and I wanted to get out of the car to express my joy and emotion, my right leg wouldn't move, it seemed numbed," he added. "It was a big deal."

Even in victory, Senna did not hold back from criticizing the Grand Prix officials, who, in the driver's opinion, should have suspended the race long before the two-hour limit.

"It is absurd to hold a race in these conditions. In Monaco last year, it rained less and the race was stopped when I was about to overtake Prost and win. Here in Portugal, the race was challenging till the end," he commented, recalling the controversial decision that gave victory to the Frenchman in 1984. "But the reward came and I won a much more dangerous and difficult race, when I had to control the track and myself."

One example of the difficulty of this GP was when Prost was trying to snatch second position from Elio de Angelis, halfway through the race. The French driver aquaplaned off the track, spun like a spinning top, hit the guard rail, and had to abandon the race.

***Snags on the way:*** *after having problems with his car, Ayrton watches the practice sessions at the Estoril circuit*



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# A SOLID FOUNDATION

## The basis for everything

***Ayrton's parents gave him education and a set of values. They also provided him with moral and material support so that he could pursue a career in the motor-racing world***




Família © ASE

***First motor car:*** *when Ayrton Senna was only four years old, his father built him a go-kart using an engine from a lawnmower*

One of Ayrton Senna's most famous quotes highlights the strong connection he made between his family and his extraordinary success, whether personal or professional. "If I have come this far and got to do everything I have done, it was because I had the opportunity to be raised in a good family environment, with no money problems. I was also lucky to be guided on the right path at crucial times of my life."

The driver always made a point of giving due credit to his parents, Milton and Neyde, who provided a solid basis of values and education. Also, as they came from quite a well-to-do family, Ayrton and his siblings, Viviane and Leonardo, had the opportunity to build their own destiny.

In terms of Ayrton's relationship with motor racing, the importance of his parents was even greater, as they were very active throughout his career. Milton and Neyde actively encouraged their son's passion for cars and speed. When Ayrton was a young boy, he would have all sorts of toy cars; as he was growing up, his mother would allow him to replace them with new models. As soon as Ayrton was old enough, Milton built his son a go-kart and took him to race on the tracks of São Paulo.

Milton was also Ayrton Senna's first sponsor, and he continued in this vein for many years. His financial support was fundamental for Ayrton to develop and then attract attention in competitive motor-racing categories, first in karting, then in formula cars. As time passed, sponsors appeared and provided Ayrton with the financial autonomy he had always aspired to.

Neyde used to sew – and remove – the logos of the various sponsors onto Ayrton's overalls, from the time when the driver was a young hopeful in national motor racing. Later, she would become the custodian of the personal collection left by her son, carefully retained at the Ayrton Senna Memorial.



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# FRONT WING AND HELMET ASSEMBLY

## PARTS

1A



1B



1C




1D



1E



1F



1G




1H



1I



1J




1K





AM



AP



BP



MP



**1A** Front wing left main plane top
**1B** Front wing left main plane bottom
**1C** Front wing left flap
**1D** Front wing left endplate
**1E** Front wing right main plane top
**1F** Front wing right main plane bottom
**1G** Front wing right flap
**1H** Front wing right endplate
**1I** Helmet
**1J** Helmet visor
**1K** Water decals kit

Tweezers
Screwdriver
**AM** Screws 1.5 x 3 mm, 3 pcs*
**AP** Screws 1.7 x 4 mm, 5 pcs*
**BP** Screws 1.2 x 4 mm, 5 pcs*
**MP** Screws 1.7 x 4 mm, 5 pcs*

* Including spares

**Publisher's note:** the finish of the parts in the pictures may differ from the parts enclosed in this issue. This in no way affects either the product quality or the assembly instructions.

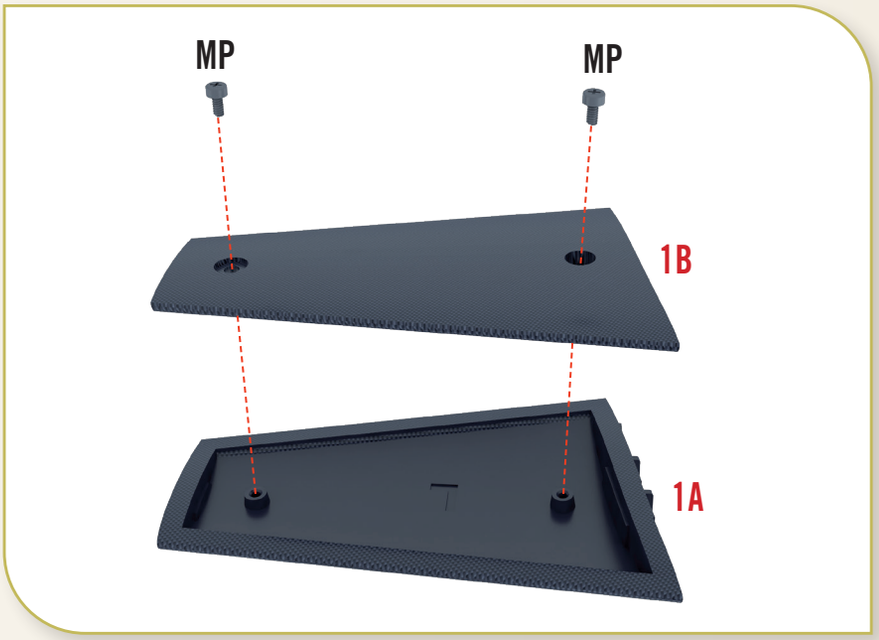


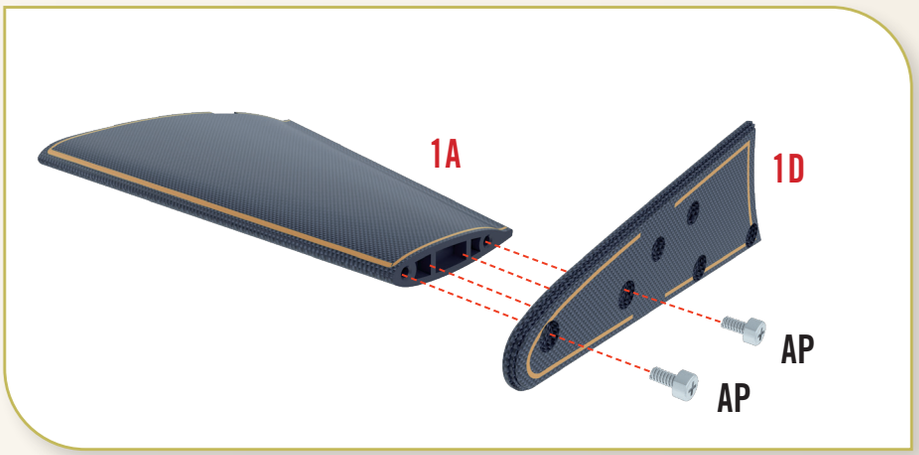
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**BEFORE STARTING**
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

## STEP 1-1

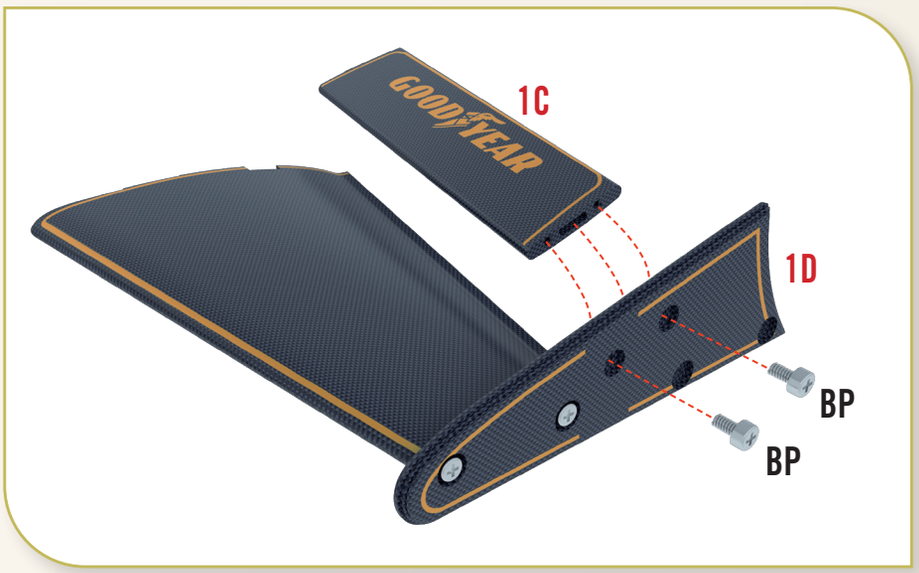
Begin the assembly by locating the front wing left main plane top **1A**, marked with an "L" on the inner side, which should be held upward. On top of it, place the front wing left main plane bottom **1B**, with the inner side facing down (it is also marked with an "L"). Join the two pieces together with two **MP** screws.




## STEP 1-2

On the narrower side of the previous assembly, place the side of the front wing left endplate **1D**, which has an "L" marked on the inside. Attach the side to the wing body, using two **AP** screws.




## STEP 1-3

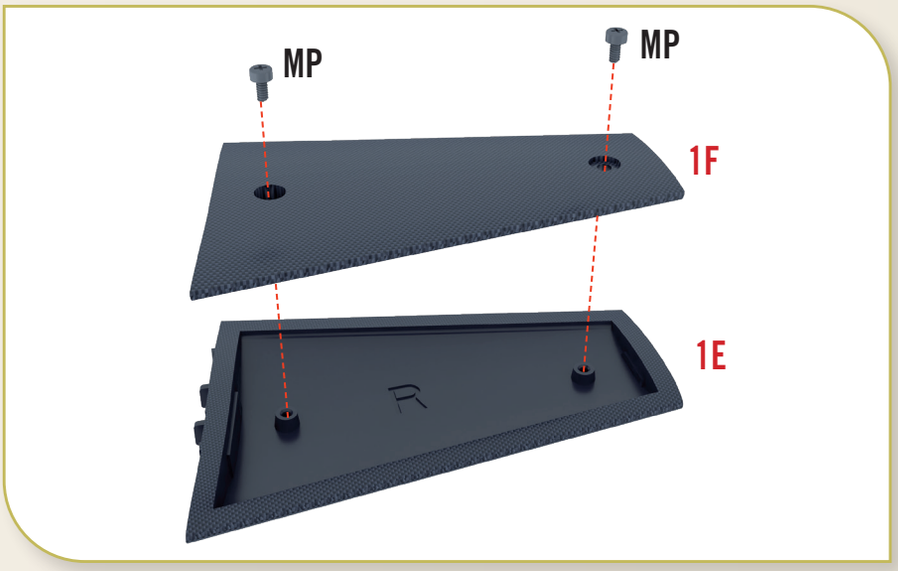
Assemble the upper part of the front wing left flap **1C** over the side of the front wing left endplate **1D**. Pay attention to where the two pieces should be. Use **BP** screws to attach the upper part of the wing to the side.



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## STEP 1-4

Place the base of the front wing right main plane top **1E** with the inner side facing up – it is marked with the letter "R". Over it, place the inside of the front wing right main plane bottom **1F**, also marked with an "R". inside. Join the two pieces together with **MP** screws.

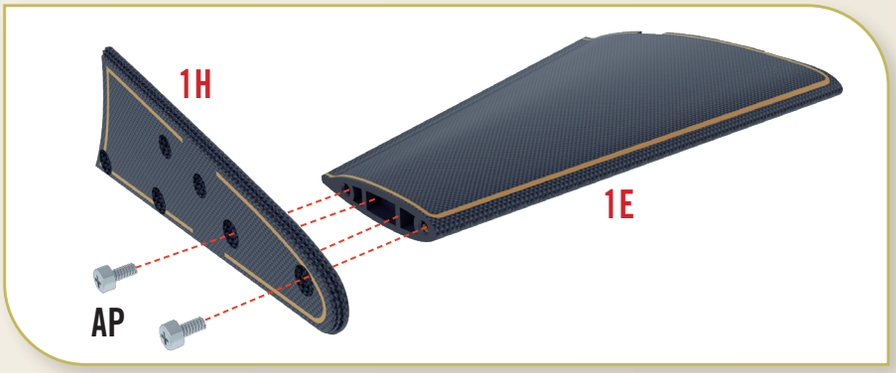



**WATER DECALS KIT**

For legal reasons, we cannot show or mention the brand of one of the historic sponsors of Ayrton Senna's car. However, for those who want their model to have the original decoration, we will offer, along with the first issues, water decals of the logos and signatures of this well-known sponsor. They are very easy to apply.

Please follow the instructions below:

- The area where the decal will be applied needs to be clean and dry
- Cut out the logo you are going to use
- Soak the logo in cold water for approximately 30 seconds
- Use the tweezers to remove the protective film and place the logo in its final location

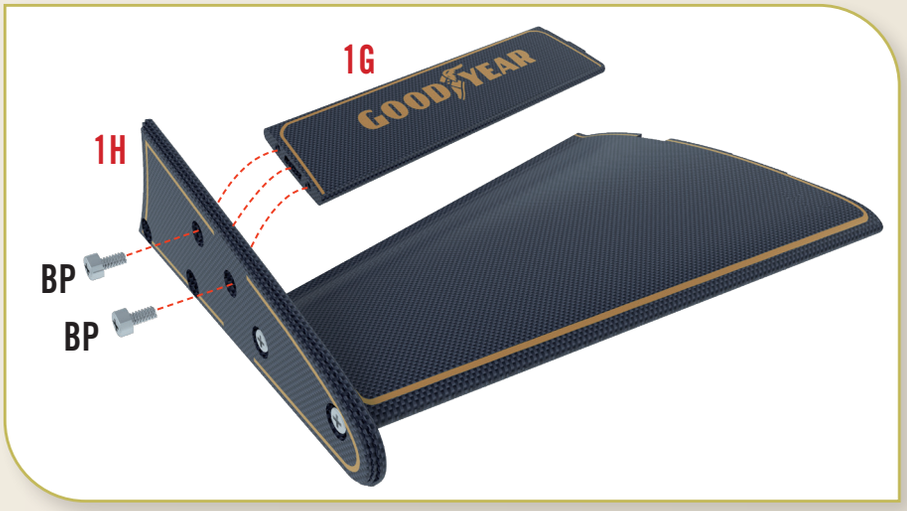



## STEP 1-5

Place the narrowest part of the previous assembly over the side of the front wing right endplate **1H**. Attach the side piece with two **AP** screws.

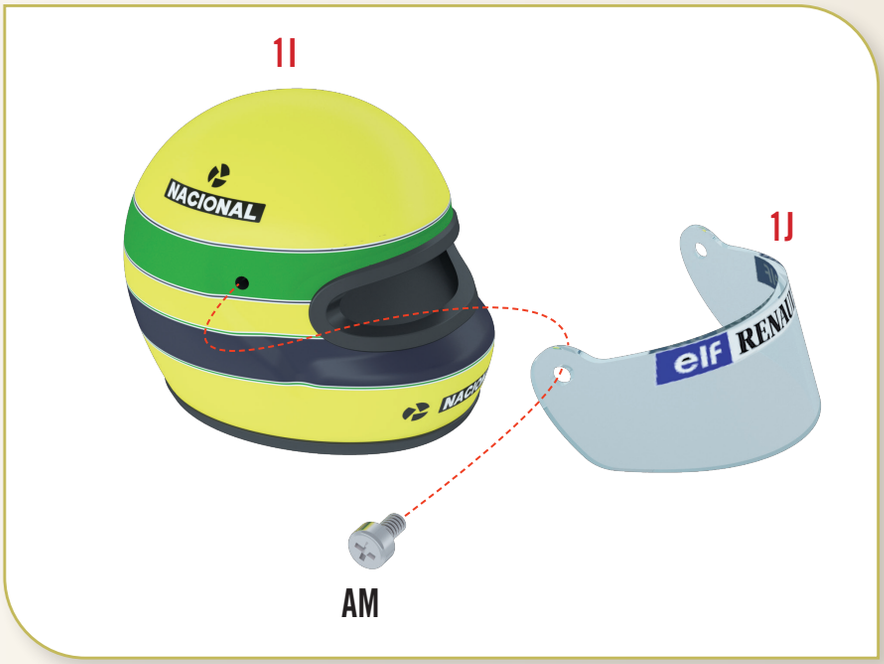
## STEP 1-6

Assemble the upper part of the front wing right flap **1G** over the side part of the front wing right endplate **1H**. Use two **BP** screws to secure the parts.






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## STEP 1-7

Start attaching the helmet visor **1J** to the right side of the helmet **1I**. To do this, use an **AM** screw.

## STEP 1-8

Finalize the assembly with an **AM** screw on the left side of helmet **1I**, fully attaching the **1J** visor.




## FINAL ASSEMBLY

*This is the image of the set of parts that we have assembled in this issue:*












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