BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

3





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CUSTOMER SERVICES:

United Kingdom
customer.service@deagostini.co.uk

USA
support@usa.deagostini.com

Germany
kunden.service@deagostini.de

España
atencionclientes@planetadeagostini.es

France
gestionclients@altaya.fr

Belgique
serviceclientele@altaya.be

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support@nl.fanhome.com

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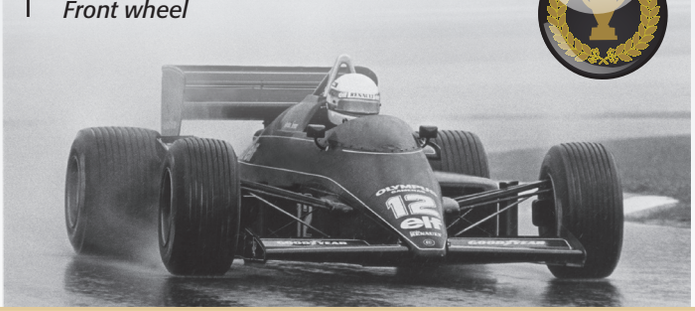
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Formula 1 chronicles
The 1984 Brazilian GP at Jacarepaguá featured crashes, retirements, and disappointed Brazilian fans

Life of an idol
Even though Senna did not cross the finish line, he was philosophical about the outcome

Driver's universe
Vacation to Ayrton meant family and Brazil, where he used to visit his favorite places in his homeland

Assembly
Front wheel



The publishers thank the Ayrton Senna Memorial for its worthwhile contribution to the content on the Driver's story.

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1984 BRAZILIAN GP

French triumph, but home fans disappointed

The retirements of Piquet and the rookie Senna frustrate local crowds, who were resigned to watching Alain Prost's first victory for McLaren



***Early exit:** on his Formula 1 debut, Ayrton Senna retired on the ninth lap of the Brazilian GP*

Anticipation is a word that usually accompanies the start of every F1 season. It acquired a special meaning in the Formula 1 circus in 1984. Aside from the usual speculation about how drivers might perform in their new cars and teams, an important regulation change imposed by the Fédération Internationale du Sport Automobile (FISA) brought a sense of unease on the eve of the Brazilian Grand Prix, held on March 25, at the Jacarepaguá circuit. For the sake of safety, the federation had restricted fuel tank capacity to 220 liters (58 gallons) and prohibited refueling during the race; for many, the decision would lead to races becoming too technical and losing their magic.

Fuel consumption restrictions led to an unease at Jacarepaguá, where the new rule was in force for the first time

"Nowadays, for drivers to win in Formula 1, they have to be computer geeks," declared senior Argentinian driver Carlos Reutemann, who visited the Rio de Janeiro circuit on the qualifying session day. "The possibilities for Formula 1 cars are limitless. So, if it weren't for that change in the regulations, engineers and designers would have made the cars much faster for the season. As far as safety is concerned, I think that the decision was sound enough, but on the other hand, Formula 1 races have been increasingly losing their romantic spark."

It was not quite as simple as that. The teams would also use technology to work around the new rules and provide drivers with more freedom. Among the

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Paul-Henri Cahier / Getty Images

Back to business: *in Brazil, Alain Prost secured his first victory for McLaren on his return to the British team*

proposed solutions were the use of frozen fuel, cooling radiators with dry ice and water, and more stops for tire changes. Ultimately, the proposals could only be put to the test after the season's first green light.

EASY POLE FOR LOTUS

Dominant in pre-season testing, Lotus displayed its strength during the free practice sessions and secured pole at the Brazilian GP through the Italian Elio de Angelis. His teammate, Nigel Mansell, had set the second-best time on Friday, but dropped to fifth on Saturday. The poor performance of the equally strong Brabham cars was a shock: the reigning World Champion Nelson Piquet could only finish seventh, while Teo Fabi would qualify even further down, in 15th position.

Alongside the Italian, on the eighth row of the starting grid, was one of the season's rookies: Ayrton Senna set the 16th best time in his Toleman.

Alain Prost displayed his characteristic composure by driving a solid recovery race: after a bad start, he dropped to tenth place, but took the lead with 11 laps to go and did not let it slip

A LUKEWARM RACE

As many expected, the Brazilian Grand Prix was far from exciting, but this was not due to the fuel regulation change. The problem was a series of crashes and retirements – more than half the cars did not finish the race. To the disappointment of Brazilian fans, Nelson Piquet and Ayrton Senna were among them, as well as the big names of Nigel Mansell and Niki Lauda, the latter managing to lead the race for 26 laps, but having to retire due to electrical problems in his McLaren.

The checkered flag was waved for Alain Prost, who secured his first victory for McLaren on his return to the British team, after three seasons at Renault. Yet, the triumph was quite surprising, as the Frenchman had started so badly that he had dropped from fourth to tenth position on the first lap. However, he made a great recovery and took the lead after Renault's Derek Warwick retired with 11 laps to go.

In second place was Williams' Finnish driver Keke Rosberg, while third place went to Elio de Angelis, who started on pole and considered his podium finish a victory after overcoming two Lotus errors that could have been disastrous: an incorrect fuel-injector adjustment and the loss of 37 seconds in a poor tire change.

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STARTING GRID – QUALIFYING TIMES

1st	Elio de Angelis	1:28.392	Lotus-Renault
2nd	Michele Alboreto	1:28.898	Ferrari
3rd	Derek Warwick	1:29.025	Renault
4th	Alain Prost	1:29.330	McLaren-TAG/Porsche
5th	Nigel Mansell	1:29.364	Lotus-Renault
6th	Niki Lauda	1:29.854	McLaren-TAG/Porsche
7th	Nelson Piquet	1:30.149	Brabham-BMW
8th	Patrick Tambay	1:30.554	Renault
9th	Keke Rosberg	1:30.611	Williams-Honda
10th	René Arnoux	1:30.695	Ferrari
11th	Ricardo Patrese	1:30.973	Alfa Romeo
12th	Eddie Cheever	1:31.282	Alfa Romeo
13th	Jacques Laffite	1:31.548	Williams-Honda
14th	Andrea de Cesaris	1:32.895	Ligier-Renault
EXC	Manfred Winkelhock	1:32.997	ATS-BMW
15th	Teo Fabi	1:33.277	Brabham-BMW
16th	Ayrton Senna	1:33.525	Toleman-Hart
17th	Johnny Cecotto	1:35.300	Toleman-Hart
18th	Martin Brundle	1:36.081	Tyrrell-Ford
19th	François Hesnault	1:36.238	Ligier-Renault
20th	Thierry Boutsen	1:36.312	Arrows-Ford
21st	Piercarlo Ghinzani	1:36.434	Osella-Alfa Romeo
22nd	Stefan Bellof	1:36.609	Tyrrell-Ford
23rd	Mauro Baldi	1:36.816	Spirit-Hart
24th	Marc Surer	1:37.204	Arrows-BMW
25th	Philippe Alliot	1:37.709	RAM-Hart
26th	Jonathan Palmer	1:37.919	RAM-Hart

FUEL EXHAUSTION

The only clear victim of the new fuel regulation was the inconsolable Patrick Tambay, from Renault. Unable to stop to refuel, the Frenchman could sadly see he was running out of gas on the second-to-last lap of the race, when he was in second place. "I was just like a cab driver on the track," he lamented. "We really couldn't do much with the engine consuming fuel like that."

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Best moments, lap by lap

British misfortune: Derek Warwick's chance of victory slipped away a few laps from the end, which was fortunate for Alain Prost, who triumphed again in Jacarepaguá

The first race of the season takes place in the heat of Rio de Janeiro. A new Formula 1 regulation brings a concern: how many cars will run out of fuel?

Start: de Angelis gets off to a bad start and is swiftly overtaken by Alboreto. Warwick and Mansell also take advantage and jump ahead of de Angelis at the first corner. Prost has a bad start due to a gearbox problem.

1st: De Angelis is ahead of Tambay, who is overtaken by Lauda on Junção. Alboreto leads ahead of Warwick, Mansell, Lauda, de Angelis, Tambay, Arnoux, Rosberg, Cheever, and Prost.

RACE DETAILS

Date:
March 25, 1984

Official name:
XIII Grande Prêmio Brasil de Fórmula 1

Location:
Jacarepaguá Circuit, Jacarepaguá, Rio de Janeiro

Course length:
2.702 miles (4.35 km)

Distance:
3.126 miles (5.031 km)

Scheduled distance:
61 laps, 190.693 miles (306.891 km)



A postcard: *a panoramic photo of the Jacarepaguá circuit on a day at the Brazilian Grand Prix, with packed grandstands*

GPL-Franco Lini / Alamy

RACE CLASSIFICATION

Manfred Winkelhock ATS-BMW DSQ	**Stefan Bellof** Tyrrell-Ford RET	**Michele Alboreto** Ferrari RET	**Johnny Cecotto** Toleman-Hart RET	**François Hesnault** Ligier-Renault RET	**René Arnoux** Ferrari RET	**Nelson Piquet** Brabham-BMW RET
RET **Ayrton Senna** Toleman-Hart	RET **Mauro Baldi** Spirit-Hart	RET **Jacques Laffite** Williams-Honda	RET **Philippe Alliot** RAM-Hart	RET **Piercarlo Ghinzani** Osella-Alfa Romeo	RET **Teo Fabi** Brabham-BMW	

DSQ: Disqualified / RET: Retired

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2nd: Lauda overtakes Mansell before Sul turn and moves up to third. Senna and Bellof fight for 13th position.

9th: Prost overtakes Arnoux on the inside at Carlos Pace turn. Senna enters the pits at a slow pace. His turbo pressure drops. It is the end of the race for the Brazilian.

10th: Lauda overtakes Warwick on Junção, but the wheels of their cars collide. Lauda goes after Alboreto.

12th: Alboreto's Ferrari has brake problems. Lauda and Warwick overtake him.

16th: Prost overtakes Mansell. Alboreto drops out of the race. However, he has made a good impression in his first race with Ferrari.

19th: Lauda leads ahead of Warwick (4.2 secs), Prost (8.9), Mansell (13.5), Tambay (19.3), and Arnoux (22.5). He is followed by de Angelis, Rosberg, Piquet, and Fabi. Cecotto returns to the pits and drops out of the race after a turbo failure, just like Senna.

24th: Prost overtakes Warwick.

25th: The two McLarens are leading. Lauda is 11 seconds ahead of Prost.

33rd: Both McLaren cars are still in the lead, with Lauda ten seconds ahead of Prost. Warwick is third, 40 seconds ahead of de Angelis, Mansell, and Tambay.

36th: Mansell drives off the track at the end of the straight, crashing through the safety fences. Fortunately, the Englishman can easily get out of the cockpit.



Source: Wikimedia Commons

Niki Lauda	Andrea de Cesaris	Martin Brundle	Marc Surer	Patrick Tambay	Elio de Angelis	Alain Prost
McLaren-TAG	Ligier-Renault	Tyrrell-Ford	Arrows-Ford	Renault	Lotus-Renault	McLaren-TAG
RET	RET	DSQ	7	5	3	1 WINNER

RET	RET	RET	8	6	4	2
Nigel Mansell	Riccardo Patrese	Derek Warwick	Jonathan Palmer	Thierry Boutsen	Eddie Cheever	Keke Rosberg
Lotus-Renault	Alfa Romeo	Renault	RAM-Hart	Arrows-Ford	Alfa Romeo	Williams-Honda

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Time to celebrate: *Alain Prost won five times in Rio de Janeiro*

39th: Prost enters the pits to change tires. Right behind him is Lauda, who drops out of the race due to power failure. Prost's pit stop lasts 20 seconds. When the Frenchman returns to the track, Warwick is leading the race, for the first time in his career.

40th: Warwick is about 20 seconds ahead of Prost. Tambay is third, ahead of Rosberg. De Angelis is fifth.

42nd: Piquet drops out. Prost sets the fastest lap: 1:36.499.

43rd: Warwick's front-left axle is damaged after a collision with Lauda.

44th: De Cesaris retires after breaking his gearshift. Only ten cars remain on track. Brundle comes into the pits to change tires and thus gives up sixth place to Cheever.

47th: Warwick leads ahead of Prost (28 secs) and Tambay (59). Rosberg, de Angelis, and Cheever are in the points, but one lap behind. Brundle, Boutsen, Surer, and Palmer continue.

51st: Warwick spins: his left front suspension has just broken. Prost takes the lead in the Grand Prix.

52nd: With almost a minute ahead of Tambay, Prost can smell victory. He reduces engine speed to save fuel.

56th: Tambay is about to run out of fuel due to a leak. He takes his foot off the gas, and Rosberg attacks him mercilessly.

57th: Rosberg overtakes Tambay with ease.

59th: Tambay keeps ahead of de Angelis, who also has to watch his fuel consumption.

60th: Tambay runs out of gas at the entrance to Junção. Yellow flags are waved in the crowd.

61st and final lap: Alain Prost wins his tenth Formula 1 GP. Rosberg finishes second and secures his first podium with the Honda turbo engine. De Angelis is third in a disappointing race for Lotus.

RACE RESULTS – 1984 BRAZILIAN GRAN PRIX

PODIUM

First:
Alain Prost (FRA), McLaren-TAG

Second:
Keke Rosberg (FIN), Williams-Honda

Third:
Elio de Angelis (ITA), Lotus-Renault

POLE POSITION

Elio de Angelis (ITA), Lotus-Renault, 1:28.392

FASTEST LAP

Alain Prost (FRA), McLaren-TAG, 1:36.499 on lap 42

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DEBUT IN FORMULA 1

Maturity of a veteran

Ayrton Senna departed the 1984 Brazilian Grand Prix early, but cherished the experience and did not allow himself to be disheartened: "I have my lifetime to race"

Champion on European tracks, from Formula Ford 1600 to Formula 3, Ayrton Senna arrived in Formula 1 in 1984 as a rising star of Brazilian motorsport. As expected, in the first race of the season in Jacarepaguá, the rookie Ayrton shared the attention of the press and the public with two-time World Champion Nelson Piquet. At the age of 23, however, Senna displayed an unusual maturity, shrugging off the hype and trying to lower the expectations of those who anticipated a miraculous performance aboard his average Toleman.

"With respect to the car, the Toleman is strong and tough. However, if we consider speed, it is currently kind of an outdated model. This will reflect in the classification. During qualifying, the chance to start in a high position is tough," Senna explained, in an interview with Jovem Pan radio station.

That did not stop him from believing that a good performance was possible over the weekend. "During the race, due to my Hart car's engine's low fuel consumption and staying power, the chances to gain positions, lap by lap, are very high."

THE FASTEST ROOKIE

As expected, the novice driver had a few issues with his Toleman during qualifying. On Friday, tire problems resulted in Senna clocking worse times than those he had recorded in January's tests at the same Jacarepaguá circuit. On Saturday, it was the engine that held him back: three times he went out on the track and had to return to



"What matters is keeping calm and giving it my all within that one and a half or two hours, and accepting results as a new phase in my career, whatever they are – whether good, very good, or bad"

Ayrton Senna

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A real dream: *Ayrton (with Johnny Cecotto) experiences his first days as a Formula 1 driver*

the pits after just one lap. Once the electrical fault was detected and repaired, Senna gained almost four seconds.

In qualifying, Senna started well and immediately set a great time of 1:33.525. To try and improve this time even more, Toleman then decided to take a risk by adjusting the front suspension setting. It was to no avail: the car lost speed and Senna qualified in 16th position.

Nevertheless, he was the best placed of the rookie drivers. Besides Senna, Martin Brundle, from Tyrrell (18th), François Hesnault, from Ligier (19th), Stefan Bellof, from Tyrrell (22nd), and Phillipe Alliot, from RAM (25th) were also making their F1 debuts. A few months later, FISA would disqualify Brundle and Bellof from the 1985 F1 Championship for breaking regulations – their data and results were erased from the official Formula 1 records.

MAYBE NEXT TIME

Sunday, March 25, 1984. Ayrton Senna parked his Toleman TG183B car number 19, with a Hart 415T engine, on the eighth row of the grid. It was his first start in Formula 1. When the lights turned green, there was a showdown with Martin Brundle, Senna's greatest rival in Formula 3. Positioned right behind Senna, the Englishman tore away and overtook him on the inside. The Brazilian's reaction did not take long: at the end of the straight, Senna overtook Mansell and also jumped ahead of Williams' Jacques Lafitte.

Brundle's Tyrrell was visibly performing better, but the Brazilian withstood the Brit until the ninth lap, when he came into the pits. He then signaled to the Toleman mechanics that he would not return to the track – he was the first of many drivers to drop out of the race.

Reporter Ricardo Menezes interviewed Senna still during the official TV Globo broadcast. "The turbocharger broke, it

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Senna and Brundle, rivals in British Formula 3, had another thrilling showdown – this time on a Brazilian track, in both their Formula 1 debuts



Miguel Costa Junior © ASE

seems. Something happened, because all of a sudden, the car started shaking a lot," the driver explained. When asked if he was disappointed, he immediately replied: "No, I'm not disappointed, but there you go. It's broken down, it's part of the game, maybe next time." After the race, Senna talked more calmly about his performance. "I tried not to floor the throttle, to save tires and fuel. And that's when I noticed the difference between my engine and those from Brabham and Williams. They easily passed by me; it looked like I was standing still."

Even though he could not achieve his goal of crossing the finish line, Senna kept a stiff upper lip. Right there, at the Jacarepaguá pits, he was already making plans for the next Grand Prix, at the Kyalami circuit in South Africa. And he said to whoever would listen. "I have my lifetime to race."

Senna's Toleman: *the driver commented that the car was "sturdy, but, if we consider speed, it is an outdated model"*

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WHEN AYRTON COULD BECOME "BECO" AGAIN

The warrior's refuges

As soon as he went on vacation, Senna traveled to Brazil to recharge his batteries – especially on his farm and at his beach house



Home Sweet Home: *Ayrton would never give up relaxing in Brazil during vacations*

During the Formula 1 season, Ayrton would live and breathe motor racing, 24 hours a day, seven days a week. All his attention, focus, and time were aimed at what was happening on and off the track – the end of one race marked the beginning of his preparation for the next Grand Prix.

This cycle, however, would invariably finish at the end of the last race of the Formula 1 calendar. Ayrton would then be in vacation mode, and for him this meant two very important things: family and Brazil. The driver would then become "Beco" – as he was affectionately known to friends and family – again, and visit his favorite places in his homeland.

Two of those locations were particularly special. The first was Dois Irmãos, the family farm in Tatuí, in the countryside in the state of São Paulo. There, Senna could connect with nature in many different ways: planting, picking, and eating organic fruit, swimming in the lake, bird-watching, and more.

Senna could enjoy his hobbies at the farm. The property included a fully equipped garage for the assembly and maintenance of his model aircraft. In December 1991, a kart track was built at the farm, inaugurated with pomp and circumstance at an event where guests enjoyed a concert by the country duo, Chitãozinho and Xororó.

The farm also had a beautiful swimming pool where Ayrton had fun playing with his nephews Bianca, Bruno, and Paula. In the farm's lake, the driver used to practice water sports, especially jet skiing.

And water takes us to Senna's second refuge in Brazil: his house at the Portogallo condominium in Angra dos Reis. Here in the coastal city west of Rio de Janeiro, Ayrton enjoyed swimming, riding his motorboat, jet skiing, and running on the beach. He was always surrounded by family and friends, who he loved having around him while on vacation.

Senna's affection for both cities was reciprocated. While he was still alive, Ayrton was granted the title of "Tatuiano citizen" by the Tatuí authorities. As for Angra dos Reis, the main street in the city center was renamed Avenida Ayrton Senna, as a posthumous tribute.

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FRONT WHEEL ASSEMBLY

PARTS

3A



3B



3C



3D



3E



3F



3G



3H



BM



DP



3A Goodyear front wet tire
3B Front rim main barrel
3C Front rim center disk
3D Front rim outer hub
3E Front rim outer hub radial bolts
3F Front wheel nut safety clip
3G Front wheel nut
3H Front rim center cap
BM Screws 1.7 x 4 mm, 5 pcs*
DP Screws 1.7 x 4 mm, 5 pcs*

* Including spares

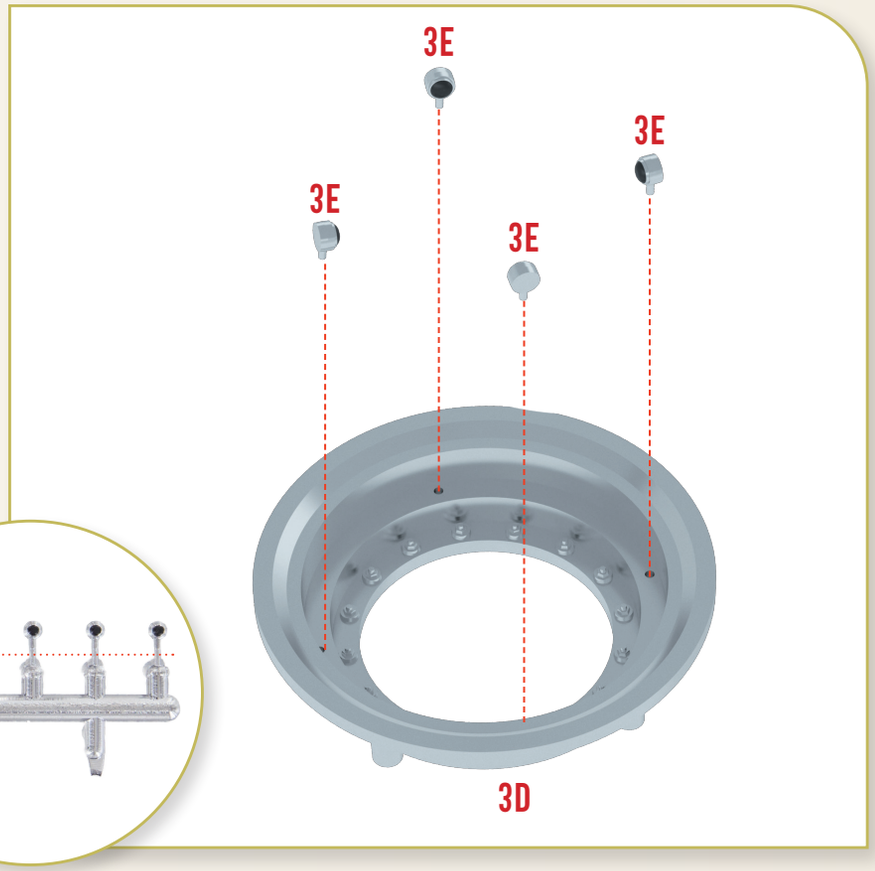
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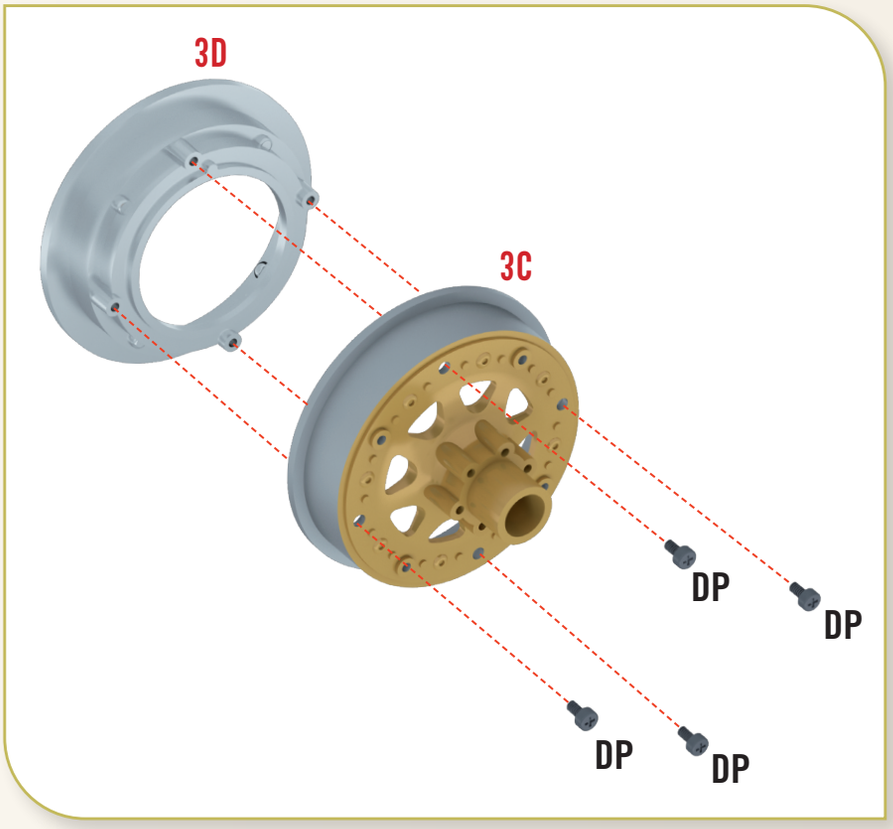
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BEFORE STARTING
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

STEP 3-1

Remove four front rim outer hub radial bolts **3E** from the base. As shown in the image, place them in the holes inside the front rim outer hub **3D**. Pay attention to the correct direction of the bolts.





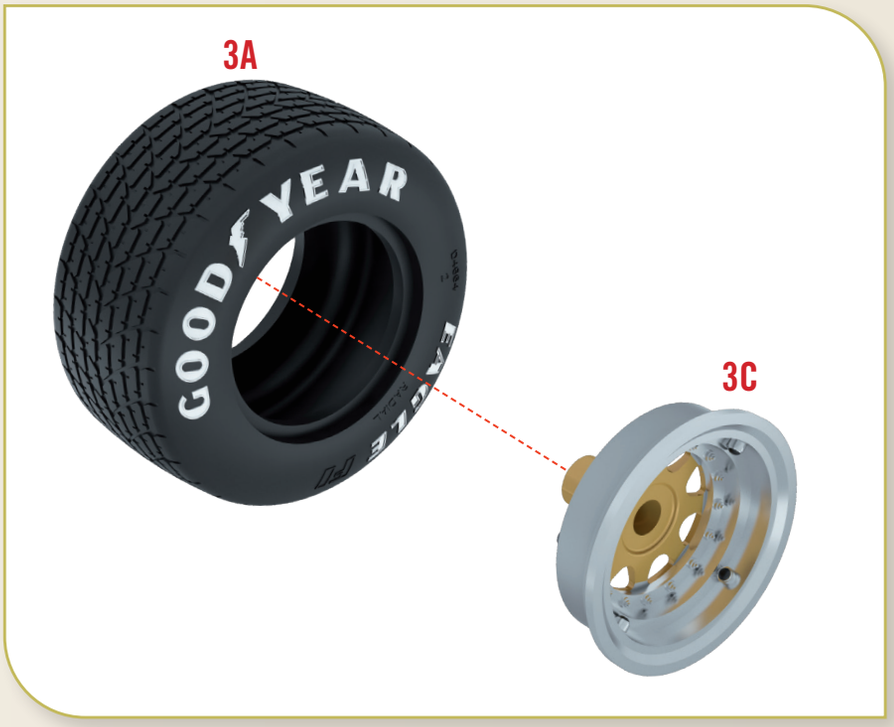
STEP 3-2

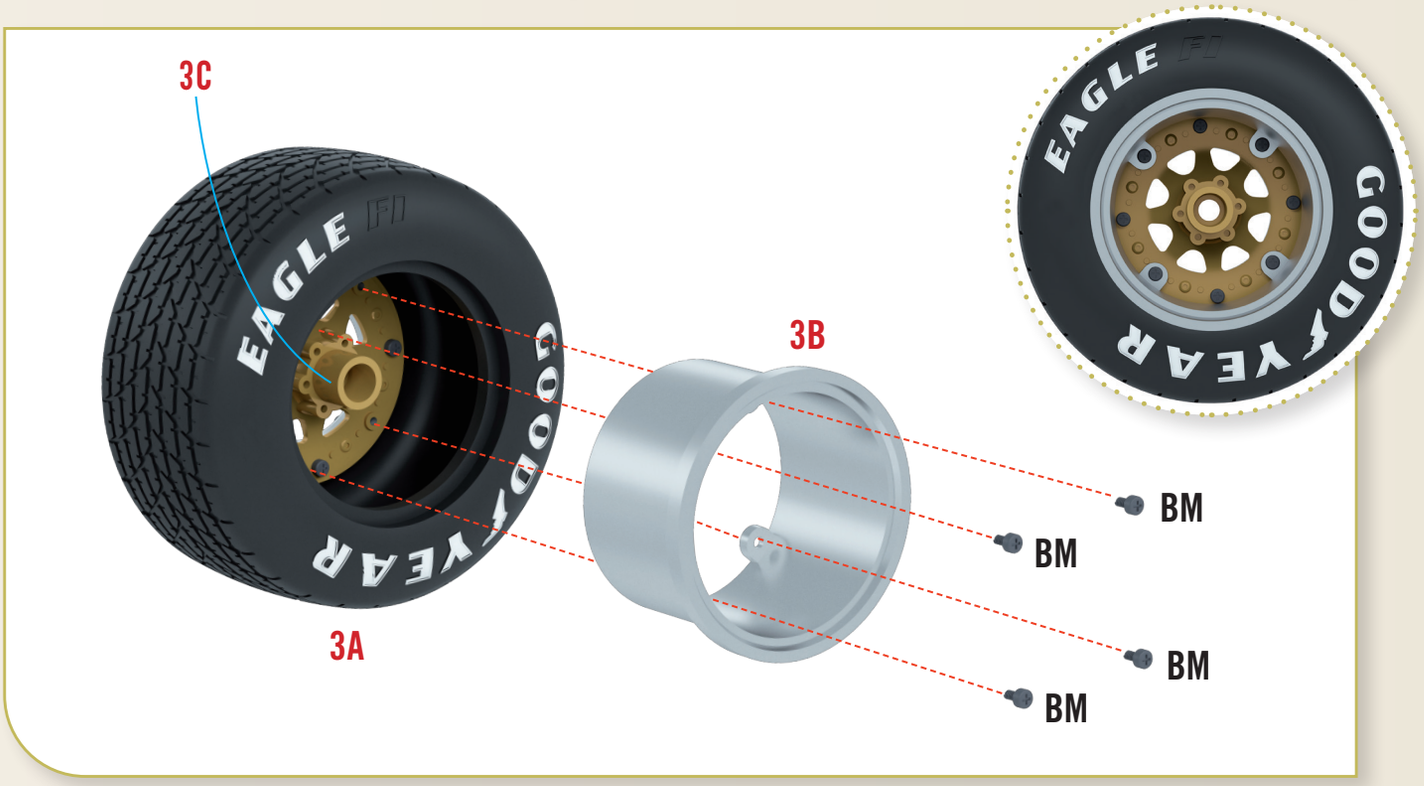
Join the front rim center disk **3C** to the front rim outer hub **3D**. To do this, connect the four pivots on the front rim outer hub **3D** to the four holes on the front rim center disk **3C**, as shown in the image. Use four **DP** screws to attach the two parts.

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STEP 3-3

Place the assembled front rim center disc **3C** on the outer part of the Goodyear front wet tire **3A**. Use the tire tread pattern shown in the image – with the v-shaped "arrows" pointing anticlockwise – to identify the outer part of the tire. Note that the outer edge of the wheel should be perfectly aligned with the edge of the tire.





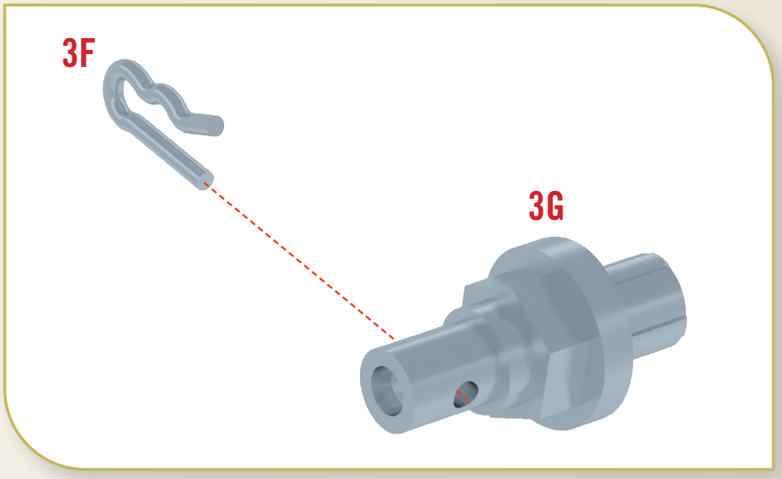
STEP 3-4

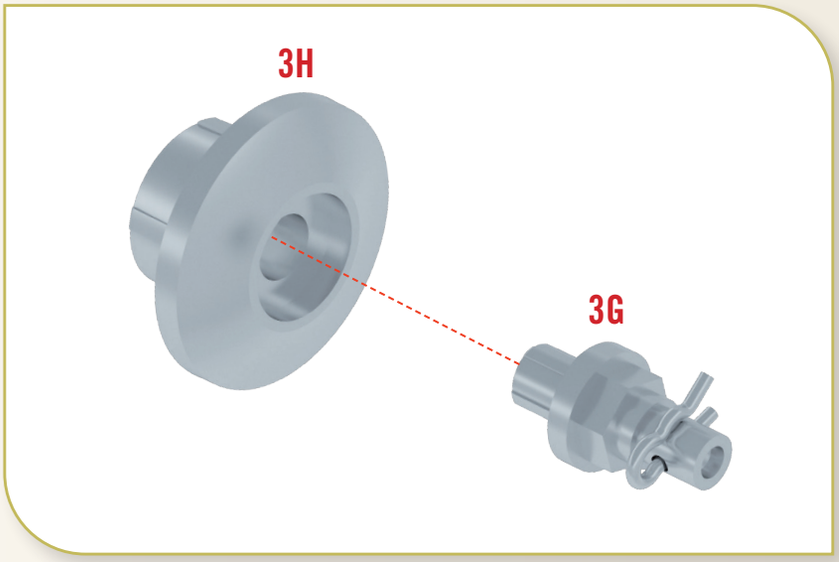
On the other side of the tire, insert the front rim main barrel **3B**. Make sure the holes inside the main barrel **3B** align with the four holes on the front rim center disc **3C**. Connect the two parts of the wheel with four **BM** screws.

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STEP 3-5

Place the straight part of the front wheel nut safety clip **3F** into the hole on the front wheel nut **3G**, as shown in the image.





STEP 3-6

Finally, insert the front wheel nut **3G** into the inner hole of the front rim center cap **3H**.

FINAL ASSEMBLY

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





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