BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

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Formula 1 chronicles
Stirling Moss became the first Lotus driver to win an official Formula 1 Grand Prix

Life of an idol
"Beco", the nickname Ayrton received as a baby, was really close to his parents, brother, and sister

Driver's universe
The young Senna added professionalism to Toleman from his first day in Formula 1

Assembly
Nose cone front left



STIRLING MOSS

A complete driver… almost

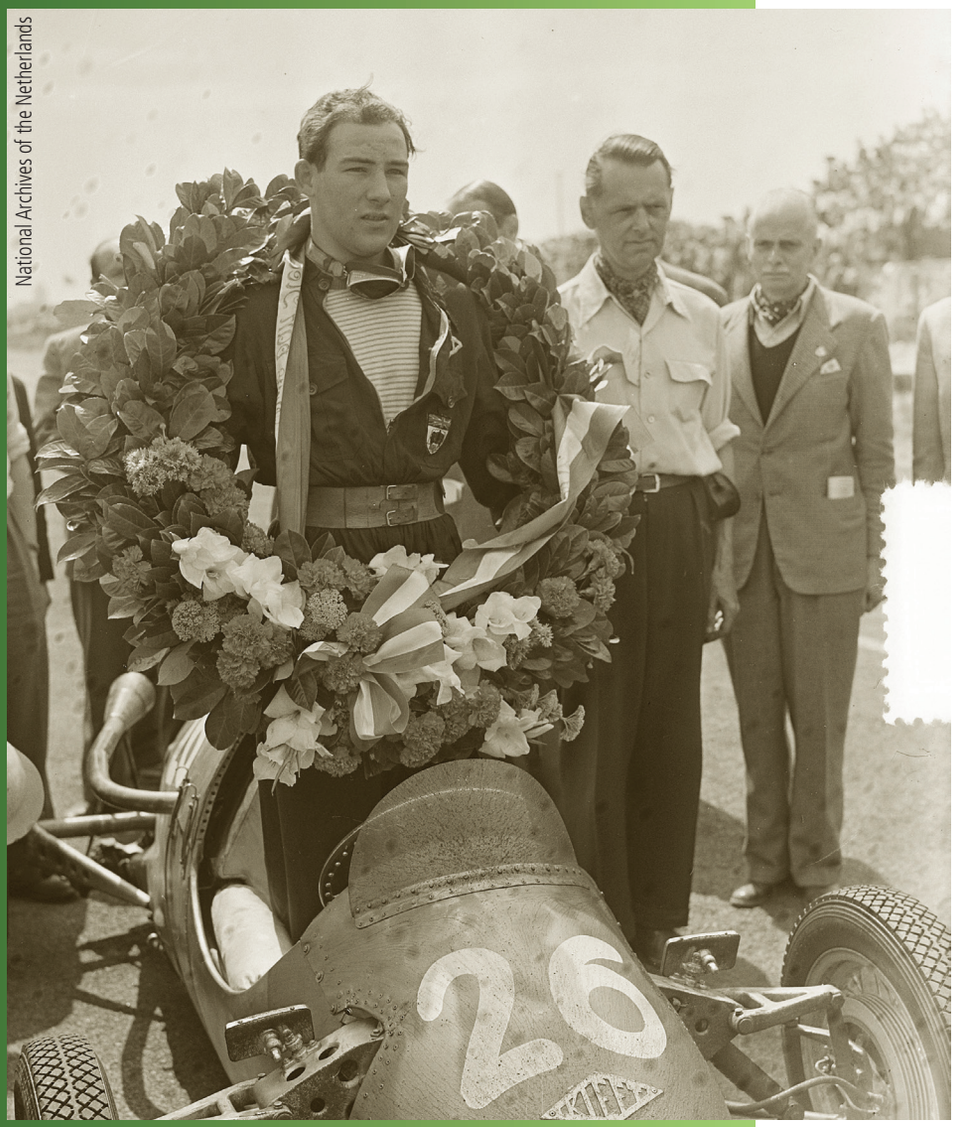
Though at the helm of Lotus' first win in a Formula 1 Grand Prix, the Brit would never clinch the title

A World Champion without a title. That is how some people refer to Stirling Moss, with all due reverence and respect. For many, he has been the best driver in Formula 1 history who has never experienced the greatest achievement. Over the course of his 11 seasons in F1, the Brit was synonymous with speed and chivalry, which made fans and even rivals look up to him. However, due to an adverse sequence of events – some inevitable, others less so – the Championship would always end up being unreachable.

Triumphant in Formula 3, Formula 2, and sports car races, Moss debuted in Formula 1 in 1951, at the age of 21, in what was the second season of the competition. The driver, however, would not live up to expectations, as he drove English cars that were no match for the Italian cars that dominated racetracks. It was only in 1955, when he got behind the wheel of a Mercedes, that Moss had a powerful car that could now provide him with a real chance of competing.

After that problem had been solved, another one arose. It was a really big problem named Juan Manuel Fangio. The voracious Argentinian was already a two-time World Champion before winning the title again in 1955 and in the following two years. Moss was left with a collection of runner-up finishes in 1955, 1956, and 1957 – the first for Mercedes, the second for Maserati, and the third for Vanwall.

National Archives of the Netherlands



In his 11-year Formula 1 career, the Englishman recorded four runner-ups and three third-place finishes

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National Archives of the Netherlands

AtkinsonT, CC

A CRUCIAL DETAIL

After the Argentinian's retirement in 1958, Stirling Moss seemed to have an opportunity to secure his first F1 Drivers' Championship, which would also be the first for a Brit in the fastest competition in motor racing. His greatest threat was his fellow countryman, Ferrari's Mike Hawthorn, with whom he would fight for the title, inch by inch.

During the second-to-last round of the season, in Portugal, Moss took the checkered flag and watched his rival finish second. Soon after the race, however, the stewards announced Hawthorn's disqualification for returning to the track the wrong way; it would have given Moss the lead in the Drivers' Championship. Nevertheless, Moss, who had witnessed the incident, went to the control room to defend Hawthorn, declaring that the maneuver had been made outside the circuit, in the safety area. As a consequence, his opponent's disqualification was reversed.

Two races later, the season concluded. Hawthorn led the standings with 42 points and Stirling Moss finished with 41 points – runner-up once again.

A true legend: *Stirling devoted most of his years to the motor-racing world, either as a driver or a commentator*

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LOTUS ON TOP

When Vanwall wound up, Moss started racing for Rob Walker. Moss had a successful season in 1959, winning the Portuguese and Italian Grands Prix and finishing third in the Championship. The following year, the team devoted all its efforts to Moss – and commissioned the powerful Type 18 from Lotus. The car was handed over to Rob Walker a week before the Monaco Grand Prix, the second race of the season. Fortunately, it was enough time for Moss to test and completely master the car.

On May 29, 1960, on the streets of Monaco, Stirling Moss became the first Lotus driver to win an official Formula 1 Grand Prix. It ensured that his name would be etched in the Formula 1 record books. The Englishman would win three more races: in the United States, in 1960; the 1961 Monaco Grand Prix, when, in an epic performance, he beat the Ferraris of Richie Ginther, Phil Hill, and Wolfgang von Trips; and the 1961 German Grand Prix.

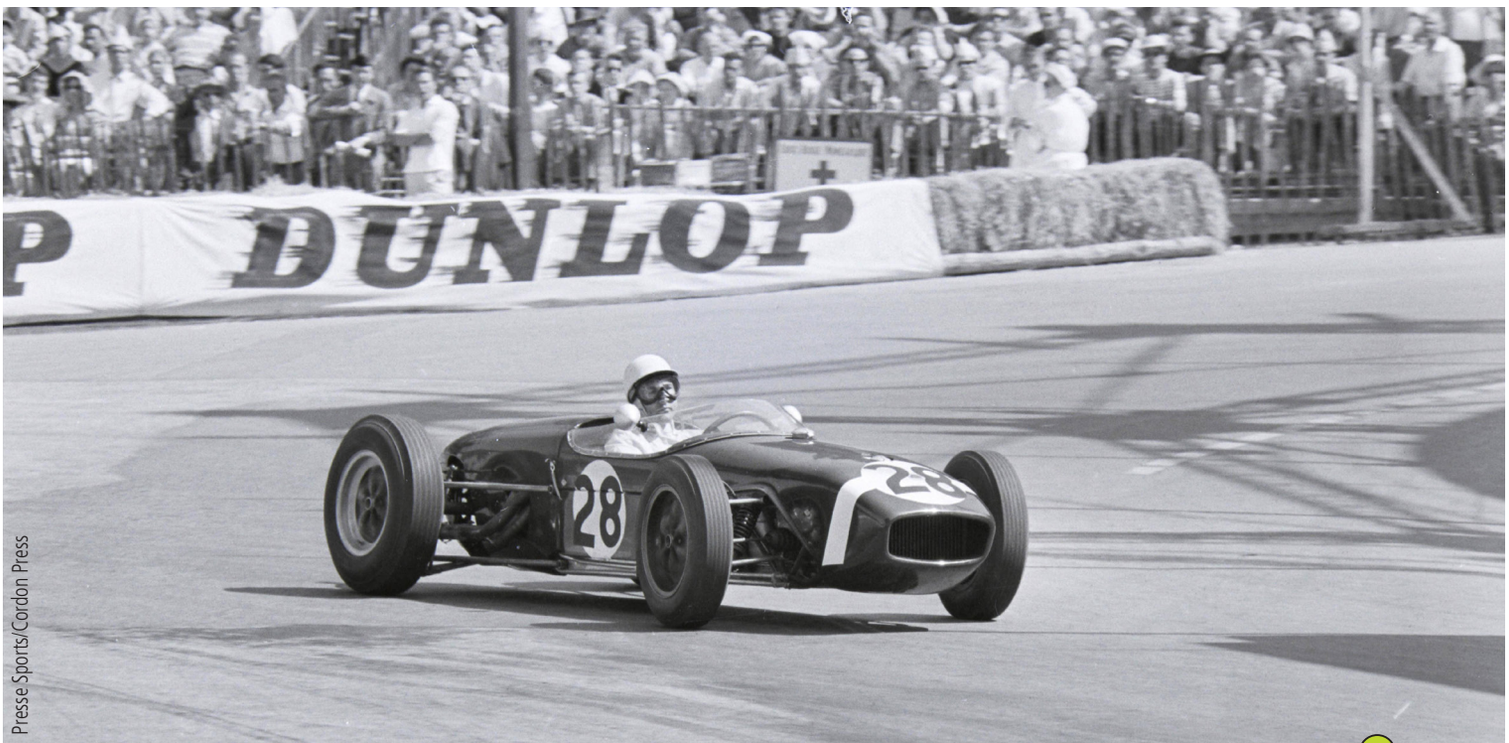
As a terrific phrase maker, Moss had some witty zingers: "If everything is under control you are just not driving fast enough"

The following season, rumor had it that Enzo Ferrari would hand Moss a Ferrari Rossa. Unfortunately, during an unofficial race at Goodwood in April of 1962, the driver was involved in a serious accident that left him in a coma for a month. A year later, Moss was back at Goodwood to test a Lotus 19. However, after just a few laps he realized he had lost his racing instincts; Moss immediately decided to hang up his gloves.

A SHOWMAN

After his early retirement at the age of 32, the charismatic Stirling Moss remained in the media spotlight, working as a Formula 1 commentator. One of his most famous quotes sums up his witty nature: "If God had meant for us to walk, why did he give us feet that fit car pedals?"

The legend died on April 12, 2020. "He died as he lived, looking wonderful," said his wife, Lady Susie. "He took one lap too many. He simply tired in the end and he just closed his beautiful eyes and that was that."



A trailblazer: *In May 1960, Moss secured Lotus its first Formula 1 victory, at the Monaco Grand Prix*

Presse Sports/Cordon Press

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AYRTON'S FIRST STEPS

"Beco" and his first team: his family

Senna's close relationship with his parents and siblings would transcend childhood and become the three-time World Champion driver's bedrock



Ayrton Senna did not think about jet skiing, aero-modelling, or going out at night every time he had a window in his Formula 1 schedule to return to Brazil. The homesickness the driver always confessed to having was more connected to who was there than to the things he could do in Brazil. And he would always find his family there – a constant and decisive factor that formed him as a driver and, principally, as a person.

"I was blessed to be raised in a healthy environment. My family gave me this opportunity and was always there to support me. When I find myself in trouble or doubt, they are the people I can turn to," he told

"Of course I miss home. My heart is there. It's my country, where I have my family, my friends, my hobbies. It's hard, but I can't complain. This is the life I chose"

Ayrton Senna

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Family portrait: *Neyde with her children, Ayrton and Viviane, in a 1964 picture*

While driving a Jeep on his family's farm at the age of seven, Beco would already show the ability that would make him one of the greatest names in motor racing.

journalist Christopher Hilton, author of his first biography released in 1990: *Ayrton Senna, The Hard Edge of Genius*. "I am really close to my parents, my brother, and my sister. She has three kids, who are the most beautiful things you can have in life."

THE BOY LOVED SPEED

Ayrton Senna da Silva was born on March 21, 1960, in an upper middle-class family in São Paulo. Milton da Silva, his father, owned a metallurgical foundry factory that supplied parts to the automotive industry. Senna's father was a determined and focused businessman who would later thrive as a cattleman. His mother, Neyde Joanna Senna da Silva, managed the household, as was typical for women at the time. She was one of the few women who would drive a car in the city in the mid-1950s.

The couple's firstborn, Viviane, was born three years before Ayrton. This would entitle

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her to have a natural leadership role in the children's games; later, as a psychologist, her influence would also be reflected in Senna's life. When Leonardo arrived in 1966, Ayrton lost the title of youngest.

In a certain way, "Beco" – a nickname Ayrton received as a baby and carried with him throughout his life in the intimacy he shared with family and friends – inherited some of the characteristics of each member of the Senna da Silva family, which were shaped into his unique personality. It was easy to see that, from an early age, he was already into speed.

Big sister: *Viviane, who was three years older than Ayrton, would take the lead when playing with her brother*



Família © ASE

Of course, the preference for wheeled toys and the taste for competition were not uncommon in children of his age. But gradually, adults noticed that Beco's interest in the world of cars went beyond a simple childish appreciation; they were astounded by the boy's innate ability behind the steering wheel.

Paulo Cassab, who was a family friend, told Christopher Hilton a story heard directly from Ayrton's father. "Mr Milton used to have a Jeep on one of the farms, used by the caretaker. One day, Ayrton took the car to drive inside the farm. He was only seven years old. And he managed to change gear without using the clutch! Milton could hardly believe it. The engine was very old, you had to press the clutch down hard, but Ayrton managed to shift from second to third and fourth without stepping on the pedal!"

007: LICENSE TO RACE

Feeling that it was impossible to bottle up this talent any longer, Milton decided to speed up the process. In the workshop of his metal factory, he built a go-kart for his son featuring the number 007. It was a simple two-stroke engine, with the power of a lawn mower, which was assembled in partnership with Dr Passos, a physician who was passionate about mechanics.

On weekends, father and son would go together to the unfinished track at Marginal Tietê, which was a meeting point for amateur drivers. There, the boy would step on the throttle in his 007 until the sun went down. "I would do it for myself, to feel good. I didn't even know who I was."

In time, Beco would find out. And the world would meet Ayrton Senna.

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PROFESSIONALISM AND BOLDNESS

A champion in the making

Ayrton Senna was essential for the evolution of Toleman, which later changed its name to Benetton and became a Formula 1 powerhouse – this was the view of engineer Pat Symonds



James Claydon/Alamy Stock Photo

High-quality team: *Toleman benefited from having Senna, Rory Byrne, and Pat Symonds, three future World Champions*

Formula 1 might not have discovered Pat Symonds' talent if it were not for a downturn in the British automotive industry in the 1970s. The Englishman had graduated in Automotive Engineering from the Cranfield Institute of Technology and worked for Ford, but a collapse in the industry made him rethink his career. "With a slump in the automotive industry, I decided to experience racing for three years," recalls the Englishman. In fact, those three years became decades – and resulted in him working with big names, such as Ayrton Senna and Michael Schumacher.

In 1976, Symonds started his career in the motorsports world working for Hawke on their Formula Ford racing cars. After a few years, he went to work for Royale. There, life was somewhat fun, but hard, and not always well rewarded. Therefore, Pat considered going back to Formula Ford, but a conversation with

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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

Warm-up: *in Jacarepaguá, Ayrton gets ready to step on his Toleman's throttle while Pat Symonds does the final checks*

Toleman's Alex Hawkridge at Brands Hatch changed everything. "He asked me, 'We are starting a Formula 1 team. Are you in?' I answered that I could be, for the salary was much higher than what I was earning, and they also offered me a VW Golf GTi," recalled the engineer.

A key person in this switch was the designer Rory Byrne, who joined Toleman after he had left Royale. In that moment, the seeds were sown for one of the greatest technical partnerships in Formula 1.

WITH AYRTON SENNA IN THE PITS

"Toleman was an incredibly bold project, and extremely admirable, for it wasn't just saying 'let's get into Formula 1 the easy way.' No, it was like 'what's the best way?'" As Byrne and John Gentry concentrated on designing the team's second-generation car – which made its debut in mid-1982 – Pat Symonds became Toleman's race manager, with Derek Warwick and Teo Fabi the drivers. The following year saw further developments, but the big breakthrough came in 1984 with the hiring of Ayrton Senna.

Undoubtedly, Pat was excited at the idea of having Senna in the team because, during the tests taken by the Brazilian, he could clearly see that the driver possessed the skills needed to reach a very high level. Throughout 1984, what impressed Pat most was not how fast Senna could drive, but his awareness of every detail of the car and the track, data that was recorded while he was behind the wheel.

Senna also provided the team with the impetus they needed to take a big step

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forward and start generating results in a way Pat thought Warwick would never have been able to. "Ayrton Senna came in, added professionalism, and everyone followed along," explained Pat. "It was easier with someone coming from the outside. He was essential for the evolution of the team, bringing them confidence."

ONE TEAM, THREE NAMES

A cursory glance at Pat Symonds' career would suggest that he had moved between jobs a few times, but the Englishman was actually in the same post for 31 years. The point is that the team changed its name, from Toleman to Benetton in 1986, and then to Renault in 2002. The engineer enjoyed a brief interval in 1991 when he left the team, after John Barnard had arrived from Ferrari to be the technical director; Symonds then decided to work with Byrne on Reynard's Formula 1 project, but both returned to Benetton after Barnard departed the team.

The most successful period of Symonds' career took place between 1994 and 1995, when he worked with Michael Schumacher to help the German secure his first two World Titles.

Many people have asked Pat Symonds who he thought was better, Ayrton Senna or Schumacher, and he would always answer using a comparison based on his perspective as an engineer. "I would say that Ayrton Senna had a better feel for the car than Michael," he said. "But this is a bit of a misconception, since, for example, Michael never needed to know the engine rpm at any specific point on the circuit, for he knew he just had to check the data. However, if you consider other aspects, you don't see the differences between them, but the similarities. One of them is the extraordinary belief in themselves. Ayrton Senna would never only think about doing a good job: he thought he had to win. They would also really push you into improving the car."

After Senna left, Toleman was bought by Benetton, which won the 1994 and 1995 Drivers' World Titles with Michael Schumacher



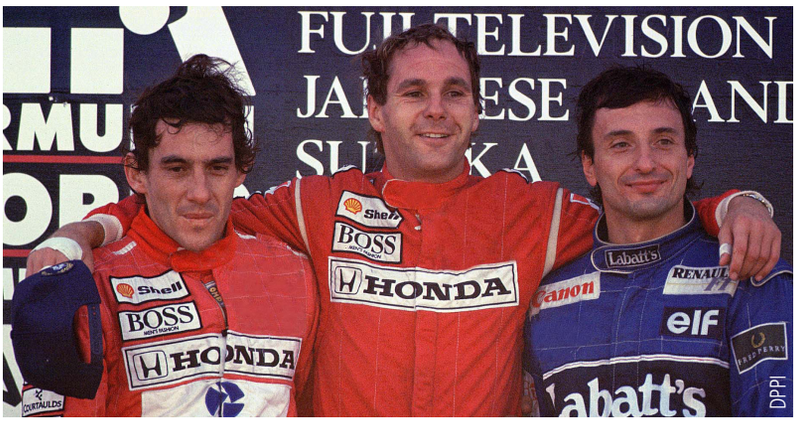
Great expectations: *the young Ayrton added professionalism to Toleman*

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PARTNERS ON AND OFF THE TRACK

A few good friends

Despite the highly competitive environment of Formula 1, Ayrton was able to build strong friendships with Gerhard Berger and Sid Watkins



Everlasting friends: *Senna and Berger (with Riccardo Patrese) on the podium of the historic 1991 Japanese Grand Prix*

Racetracks are not the best places to make friends. That adage is applicable from mini karting circuits to – and mostly – Formula 1, where competitiveness is taken to the extreme. In fact, when two cars are side-by-side at almost 200 mph (321 km/h), all friendships can be disregarded when only one driver can be the winner. On the track, it is every man for himself; there is no other option.

And yet, all through his Formula 1 career, Ayrton met workmates who would go on to become friends.

GERHARD BERGER

For the most part, teammates are not quite real "mates": the rivalry existing in a team is always very strong. Not only is this evident on the track, for it is inevitable to compare the performance and results of two drivers who are in the same team, but also off it, as both of them engage in an internal competition for the best mechanics, the best settings…

However, at McLaren, Ayrton met a teammate who lived up to the expectations of the word "mate" – Gerhard Berger. The Brazilian and the Austrian drivers shared three years in the team, which was enough time for them to get to know each other and become friends. They managed to build a true bond of friendship, as they had never done before in the Formula 1 environment.

The Austrian prankster used to love playing tricks on the Brazilian – and the other way around. In his book, Berger describes one example, which took place in Australia: "In Port Douglas, Australia, Ayrton Senna found plenty of frogs in his room. There were frogs on the bed, in the drawers, in all the pockets of his clothes. 'You are a fool,' he told me the next morning. 'I spent half the night picking up frogs and throwing them away.' 'What about the snake?' I asked him. And that's how he couldn't sleep very well the next two nights…"

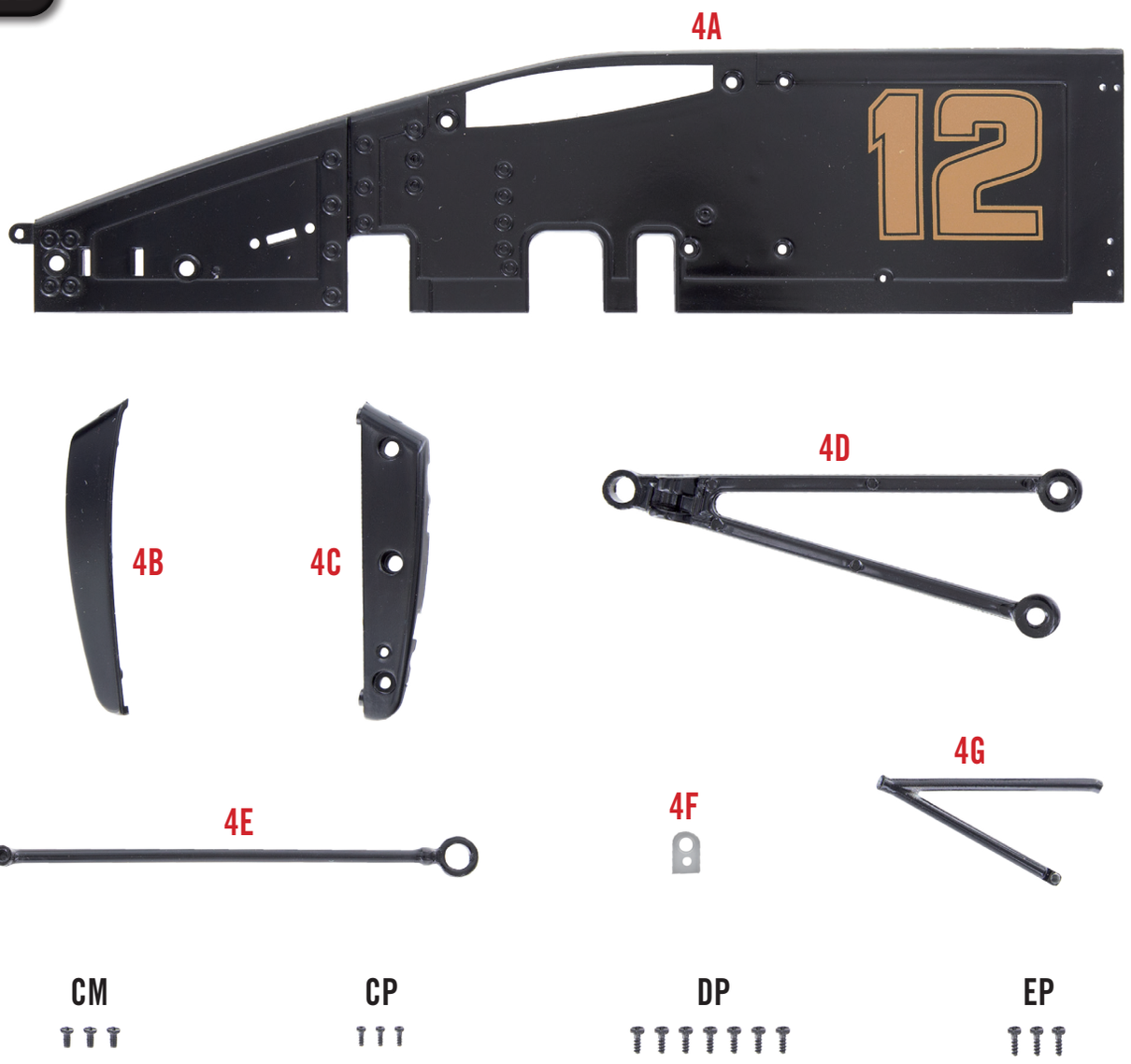
SID WATKINS

Ayrton also developed a strong friendship with Dr Sid Watkins, Formula 1's medical chief from 1978 to 2005. As the person in charge of coordinating the competition's first aid teams, he had already been in contact with Ayrton, one of the strongest advocates for improving drivers' safety. Their connection, however, became stronger away from the track: Whenever they could, Ayrton and Sid would go fishing together, an activity they both enjoyed. It was a way for them to wind down.

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NOSE CONE FRONT LEFT ASSEMBLY

PARTS



4A Nose cone front left wall
4B Front left suspension mount fairing top
4C Front left suspension mount fairing bottom
4D Front left suspension upper wishbone arm
4E Front left steering tie rod
4F Front wing left safety clip
4G Front left wheel barge board top support
CM Screws 1.5 x 3 mm, 3 pcs*
CP Screws 1.2 x 3 mm, 3 pcs*
DP Screws 1.7 x 4 mm, 7 pcs*
EP Screws 2.0 x 4 mm, 3 pcs*

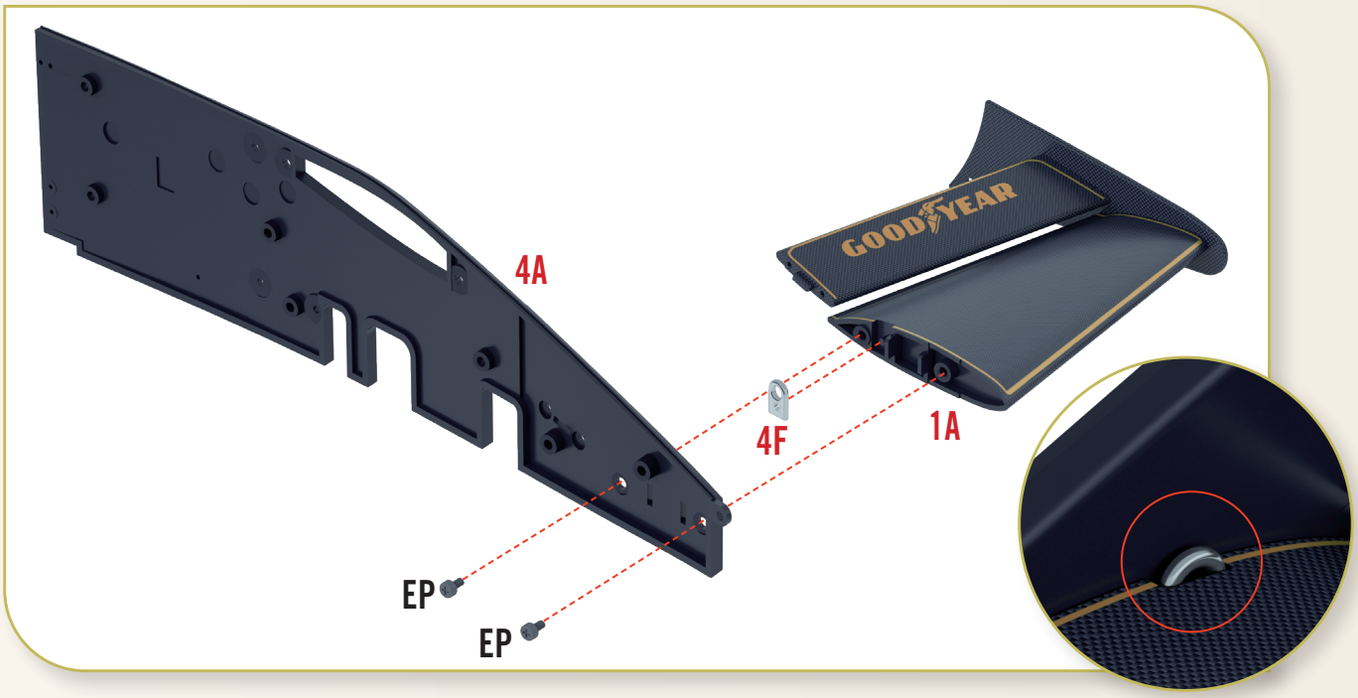
* Including spares

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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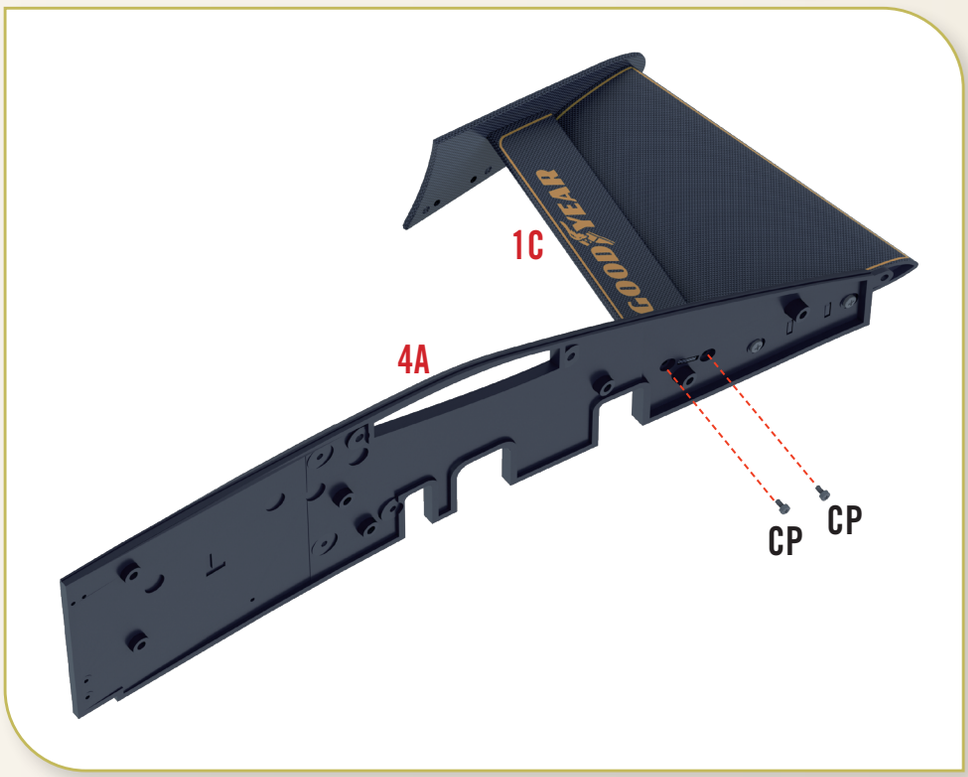
STEP 4-1

Position the front wing left unit **1A**, assembled in issue 1, as shown in the image. Insert the front wing left safety clip **4F** into the hole above the front wing left main plane top **1A**. Then use two **EP** screws to connect the front wing left unit **1A** to the nose cone front left **4A** (in the opposite side to the one marked with the letter "L").



STEP 4-2

Place two **CP** screws at the joining points between the nose cone front left wall **4A** and the front wing left flap **1C**. Attach the two parts using the screws.



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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 4-3

Place the front left wheel barge board top support **4G** on the hole indicated in the image on the front left suspension mount fairing bottom **4C**. Attach from below using a **CM** screw.





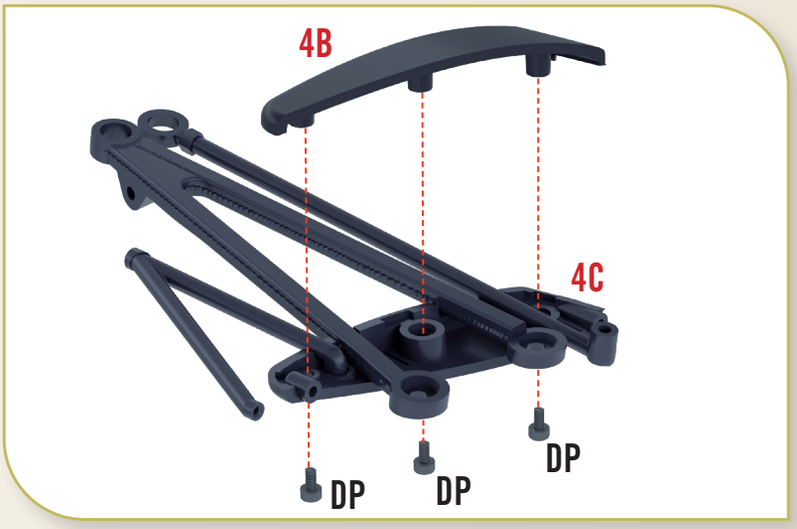
STEP 4-4

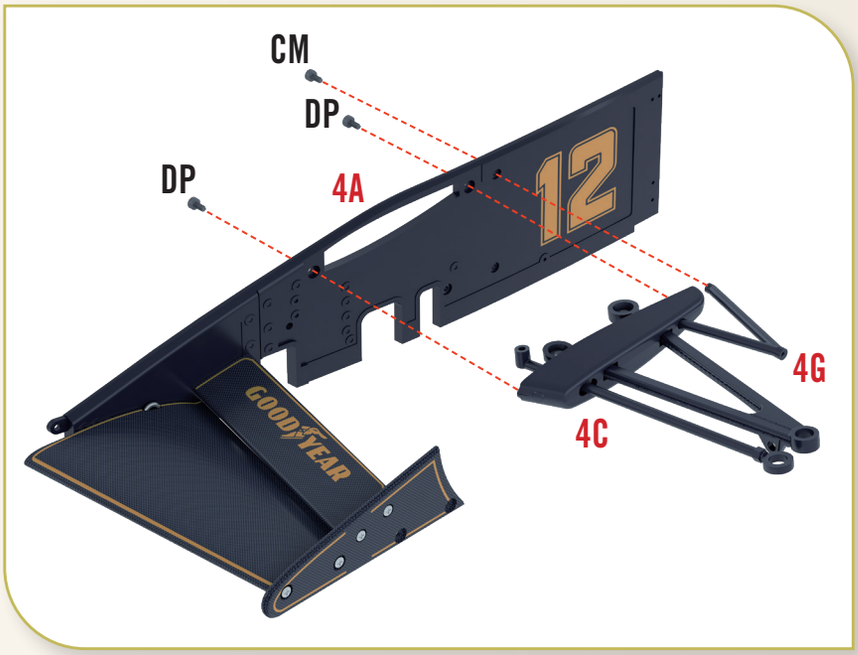
Insert the two front left suspension upper wishbone arms **4D** into the indicated slots in the front left suspension mount fairing bottom **4C**. Also fit the front left steering tie rod **4E** into its slot. Pay close attention to the image and assemble the parts on a flat surface, so that you position the parts in their correct locations.

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STEP 4-5

Hold the parts from the previous step tightly in position and place the front left suspension mount fairing top **4B** on the front left suspension mount fairing bottom **4C**. Attach the parts using three **DP** screws.





STEP 4-6

Place the set assembled in the previous step in the position where it will be attached, on the nose cone front left wall **4A**. Note that you should place the two ends of the front left suspension mount fairing bottom **4C** over the holes indicated on the nose cone front left wall **4A**. The free end of the front left wheel barge board top support **4G** should align with the hole furthest right (the third hole on the top) on the nose cone front left wall **4A**. Finally, attach the two sets of parts with two **DP** screws and one **CM** screw, as shown in the image.

FINAL ASSEMBLY

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



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