BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

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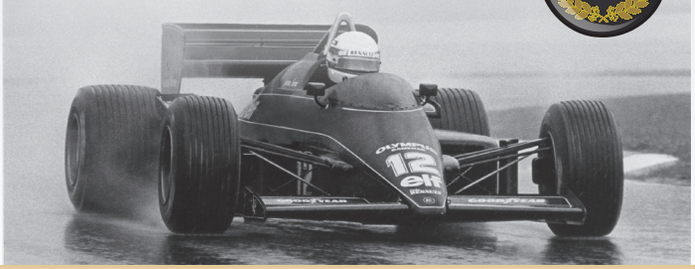
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Formula 1 chronicles
Senna's second F1 Grand Prix was physically draining, but he was rewarded with his first point

Life of an idol
When Ayrton signed with Toleman, physical preparation became one of his main concerns

Driver's universe
Besides thriving in motor-racing, Senna had a lot of success as an astute businessman

Assembly
Nose cone front left wall



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1984 SOUTH AFRICAN GP

A drama with a happy ending

From the early laps, Senna drove his Toleman without its nose cone. However, he was able to grasp the steering wheel tightly and reach the point-scoring zone in his second Formula 1 race

The race would take place at the far-flung Kyalami circuit, but the two Brazilian drivers felt at home in South Africa, as they were enthusiastic about the performance of their cars in the qualifying session. Although Nelson Piquet and Ayrton Senna had different goals, they breathed the same optimism into the second Grand Prix of the 1984 season.

Piquet was on first-name terms with the South African circuit and secured pole position, breaking the official track record with his time of 1:04.871, at an average speed of 141.48 mph (227.69 km/h). Besides being propelled by the powerful BMW engine, Piquet's Brabham ran on Michelin tires – more efficient than the Goodyears used by Williams' Keke Rosberg and Lotus' Nigel Mansell, who qualified in second and third places, respectively. This is why Piquet was the big favorite at the Kyalami circuit.

Senna, on the other hand, had aspirations that were proportional to the chances of his Toleman-Hart car on Pirelli tires – against this backdrop, he celebrated his 13th place on the starting grid. His time of 1:06.981 placed him ahead of Riccardo Patrese and Andrea de Cesaris, who came first and second in the previous year's race, and only six milliseconds behind Manfred Winkelhock, the fastest among the drivers racing on Pirelli tires. However, the difference was that the German's ATS car was equipped with a BMW engine, which was at least 100 hp more powerful than the Brazilian's Hart 415-T. In any case, for Senna, the main goal was to cross the finish line; in his second Formula 1 race, simply picking up points would be a success, and he genuinely believed that the aim was achievable.



Paul-Henri Cahier/Getty Images

Utmost effort: *Ayrton became so weary driving his Toleman to the finish line that he fainted after the checkered flag*

A big favorite at the Kyalami circuit, Nelson Piquet was the pole-sitter, but retired after his BMW suffered engine turbo failure

"I'm really excited about this race. My car is perfectly balanced and, even with a full fuel tank, it is more stable and easier to drive than at any moment during the Brazilian Grand Prix," Ayrton told *Folha de S.Paulo* newspaper, praising the Pirelli tires and dropping the hint that there was a possible strategy for the race. "They didn't lose grip even when they got worn down. Maybe I won't need to stop to change them."

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GP Library/Getty Images

***Double celebration:** Austrian Niki Lauda and Frenchman Alain Prost top the podium with a McLaren one-two at Kyalami*

APPREHENSION AND RELIEF

During the free practices on the morning of April 7, 1984, about four hours before the start, a frightening incident occurred at the Kyalami circuit: Piercarlo Ghinzani's Osella crashed through a guardrail at 136.70 mph (220 km/h). The impact caused the car to break in two and burst into flames. It inevitably brought up the memory of the accident that had killed Riccardo Paletti – also Italian and also driving for Osella – at the 1983 Canadian Grand Prix, less than a year before. Miraculously, nothing as serious happened to Ghinzani, who suffered only minor cuts and burns.

CHANGE OF PLAN

When the lights turned green for the South African Grand Prix, the Brazilian drivers struggled and realized that the strategy devised before the race would not be put into practice.

Lauda came in first and scored the first win after he returned from retirement

Piquet was leading the race until the 22nd lap, when he stopped to change tires; on his return to the track, he came out in sixth, before moving up into second. Then, he was just behind McLaren's Nikki Lauda and it seemed it was just a matter of time before he regained the lead, but he returned to the Brabham pits and retired on the 30th lap due to turbo problems.

Conversely, Senna was having a hard time from the very first laps – but his efforts paid off. Right at the start of the race, his Toleman's nose cone came loose, making the car heavy and hard to drive. Following his strategy of not pitting, Ayrton weighed the risks and continued the race. He dropped down to 15th place; however, with the crashes and pit stops of the drivers ahead of him, he moved up to seventh, when he finally had to pit to change his completely worn tires. Ayrton came back out in tenth and saw Jacques Lafitte, Stefan Bellof, Patrick Tambay, and Michele Alboreto

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STARTING GRID – QUALIFYING TIMES

1st Nelson Piquet	1:04.871	Brabham-BMW	
2nd Keke Rosberg	1:05.058	Williams-Honda	
3rd Nigel Mansell	1:05.125	Lotus-Renault	
4th Patrick Tambay	1:05.339	Renault	
5th Alain Prost	1:05.354	McLaren-TAG/Porsche	
6th Teo Fabi	1:05.923	Brabham-BMW	
7th Elio de Angelis	1:05.953	Lotus-Renault	
8th Niki Lauda	1:06.043	McLaren-TAG/Porsche	
9th Derek Warwick	1:06.056	Renault	
10th Michele Alboreto	1:06.323	Ferrari	
11th Jacques Laffite	1:06.762	Williams-Honda	
12th Manfred Winkelhock	1:06.974	ATS-BMW	
13th Ayrton Senna	1:06.981	Toleman-Hart	
14th Andrea de Cesaris	1:07.245	Ligier-Renault	
15th René Arnoux	1:07.345	Ferrari	
16th Eddie Cheever	1:07.704	Alfa Romeo	
17th François Hesnault	1:07.787	Ligier-Renault	
18th Riccardo Patrese	1:08.042	Alfa Romeo	
19th Johnny Cecotto	1:08.298	Toleman-Hart	
DNS Piercarlo Ghinzani	1:09.609	Osella-Alfa Romeo	
20th Mauro Baldi	1:09.923	Spirit-Hart	
21st Jonathan Palmer	1:10.383	RAM-Hart	
22nd Philippe Alliot	1:10.619	RAM-Hart	
23rd Marc Surer	1:11.808	Arrows-Ford	
24th Stefan Bellof	1:12.022	Tyrrell-Ford	
25th Martin Brundle	1:12.233	Tyrrell-Ford	
26th Thierry Boutsen	1:12.274	Arrows-Ford	

retire. Fortunately, the Brazilian driver crossed the finish line in a very creditable sixth place.

The moment he reached the pits, his physical strain took its toll on him: Senna was drained and exhausted, with a pain in his shoulders and cramps in his neck. After fainting, he was taken to the circuit's medical center, where he was observed for two hours.

Ayrton Senna had secured his first point in Formula 1. It was worth it.

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Best moments, lap by lap

A McLaren one-two with Lauda and Prost, in the Austrian's first win since 1982, while Toleman celebrates Senna's first point

Pierluigi Ghinzani's accident during practice means that non-qualifier Belgian Thierry Boutsen has a place on the grid. As for the tires, there is uncertainty about which of the turbo engine cars will race with no stops. Warwick and Mansell take up the challenge, as do Laffite and Alboreto, who are on hard tires. Most of the drivers have chosen mixed tires, and are expected to pit.

RACE DETAILS

Date:
April 7, 1984

Official name:
XVIII National Panasonic Grand Prix of South Africa

Location:
Kyalami, Midrand, Transvaal Province, South Africa

Course length:
2.550 miles (4.104 km)

Distance:
75 laps, 191.258 miles (307.800 km)

Start: Piquet has an awful start and has trouble shifting into second gear, which allows Rosberg to overtake him. Mansell is in second place for a while, but his engine acts up and he falls behind.

1st: Rosberg leads ahead of Piquet, Lauda, Fabi, Warwick, Tambay, de Angelis, Laffite, Alboreto, and Patrese. Senna is 15th and Prost is 19th.

2nd: Piquet overtakes Rosberg and regains the lead, while Fabi passes Lauda. Alboreto overtakes Laffite.

3rd: Senna hits an object and loses the nose cone that holds the two front fins. He continues, but his steering is damaged.

4th: Lauda overtakes Rosberg on the main straight.

5th: Piquet, Fabi, and Lauda break away; Rosberg holds up Warwick and Tambay.

11th: Lauda builds a three-second gap over Piquet. Fabi goes into the pits at the end of the lap to change tires, already worn due to his efforts against Lauda.

20th: Lauda goes into the pits and returns to the track behind Piquet, who has problems with his worn rear tires. Prost overtakes Alboreto and moves up to seventh. Fabi retires.

RACE CLASSIFICATION

Piercarlo Ghinzani Osella-Alfa Romeo DNS	**Teo Fabi** Brabham-BMW RET	**Philippe Alliot** RAM-Hart RET	**Nelson Piquet** Brabham-BMW RET	**Nigel Mansell** Lotus-Renault RET	**Manfred Winkelhock** ATS-BMW RET	**Stefan Bellof** Tyrrell-Ford DSQ
RET **Eddie Cheever** Alfa Romeo	RET **Jonathan Palmer** RAM-Hart	RET **Johnny Cecotto** Toleman-Hart	RET **René Arnoux** Ferrari	RET **Keke Rosberg** Williams-Honda	RET **Jacques Laffite** Williams-Hondaw	RET **Patrick Tambay** Renault

DNS: Did not start / DSQ: Disqualified / RET: Retired

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22nd: Piquet pits and rejoins the race in sixth, between de Angelis and Prost.

23rd: Piquet overtakes Tambay on the main straight. He is much faster than his opponents, due to his new tires.

29th: Piquet's turbo fails – he returns to the pits and quits the race.

30th: Lauda leads by 37 seconds ahead of Rosberg. Prost is third, ahead of Warwick.

32nd: Prost and Tambay change tires, then rejoin in ninth and tenth respectively.

33rd: Lauda leads ahead of Rosberg (38 secs), Warwick (39), de Angelis (41), Alboreto (45), Laffite (47), Arnoux (51), and Mansell (54). Senna is in 13th.

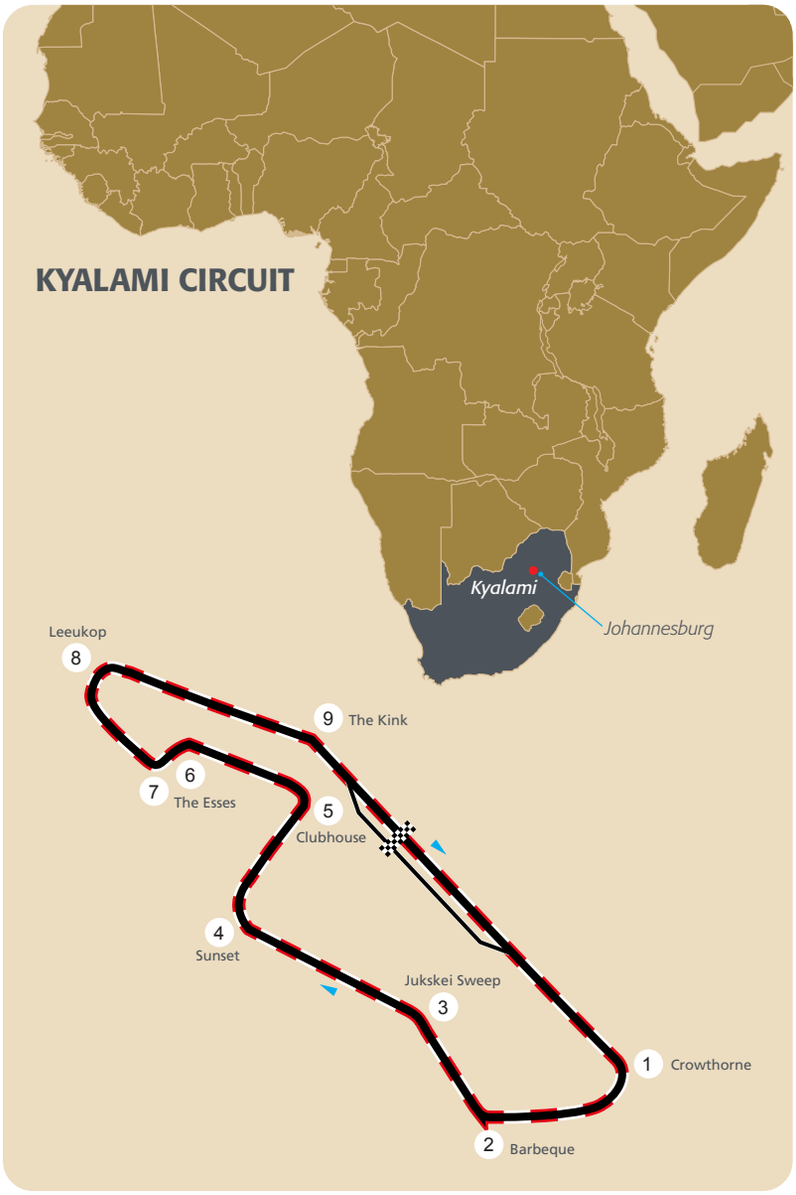
38th: Warwick retains second place, but loses hope of finishing the race without pitting. He pits to change tires. Prost overtakes Mansell.

40th: Lauda leads by almost 40 seconds ahead of de Angelis, who heads to the pits. The Italian changes tires and returns to the track in ninth.

41st: On hard tires to race hard to the finish, Lafitte and Alboreto are now second and third, but Prost tries to catch up. Arnoux retires due to damage on the ignition unit.

42nd: Prost overtakes Alboreto. De Angelis slows down after his throttle cable breaks.

49th: Warwick is right behind Alboreto, whose tires are totally worn. In addition, the Ferrari has ignition problems. Senna is now ahead of Rosberg and tries to catch Mansell.



Source: Wikimedia Commons



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Eric Vargiolu/DPPI

***Silver medal:** Prost crossed the finish line one minute behind Lauda, but he secured second place*

The young Brazilian drives fast, despite not having a grille on his Toleman.

50th: Lauda leads ahead of Prost (25.7 secs), Lafitte (39.1), Alboreto (47.7), Warwick (47.8), Mansell (50.1), and Senna (one lap).

52nd: Brundle is in the pits to change tires and fix his car's nose cone. Mansell retires. Rosberg does not profit from it for too long, as the heat resulting from the carbon brakes causes a transmission seal to break. The Finn stops on the grass.

55th: The McLaren cars build a cushion. Lauda is about 30 seconds ahead of Prost. Laffite is third, almost a minute behind the leader.

59th: Senna is overtaken by Patrese and by de Cesaris and Bellof. The Brazilian has problems driving his car, as his steering has become extremely difficult to control since losing the nose cone.

64th: Tambay clocks the fastest lap in the race: 1:08.877. Warwick overtakes Alboreto.

70th: Lauda leads ahead of Prost (58.5 secs), Warwick (one lap), Alboreto (one lap), Patrese (two laps), and de Cesaris (two laps). Senna is in seventh.

72nd: Alboreto has problems with the fuel injection system and parks on the grass. Patrese moves up to fourth and Senna is now in the points.

75th and final lap: Niki Lauda wins his 20th Formula 1 GP, and his first since 1982. He crosses the finish line one minute ahead of Prost. The two McLaren-TAG-Porsche drivers are the only ones to finish on the same lap. Senna earns the last point.

RACE RESULTS – 1984 SOUTH AFRICAN GRAN PRIX

PODIUM

First:
Niki Lauda (AUT),
McLaren-TAG

Second:
Alain Prost (FRA),
McLaren-TAG

Third:
Derek Warwick (GBR),
Renault

POLE POSITION

Nelson Piquet (BRA),
Brabham-BMW, 1:04.871

FASTEST LAP

Patrick Tambay (FRA),
Renault, 1:08.877
on lap 64

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PHYSICAL PREPARATION

A machine inside the cockpit

A balance between body and mind was key to Ayrton Senna's success in Formula 1

Lying on a bed at the Kyalami circuit's medical center, with a neck brace on and pains all over his body, Ayrton Senna could hardly enjoy the double feat of crossing the finish line of the 1984 South African Grand Prix and winning his first point in the category. "I can't even laugh, dude," he confessed to reporter Reginaldo Leme, while he was still in the recovery room.

"Before the midpoint of the race, the car had already become undrivable. The steering wheel was heavy. On the formation lap, with a completely full tank, I stopped and told my engineer that driving the car was a no-go, for the steering wheel was very heavy. There was nothing else to do, so I continued all the same, but I couldn't drive the car, it was impossible. I had never felt such a heavy weight in my life. As I couldn't stand the race anymore, I wanted it to finish before the midpoint of the race."

Soon after that race, it became clearer than ever: for Senna to thrive in Formula 1, he would need to be as fit as possible in the cockpit.

AN EXTRAORDINARY SPORTSMAN

Over Senna's career in karting and British motor-racing, physical preparation would come second – not because he was not cut out



"Racing is predominantly a matter of control in which the individual does not make the movement. A good physical preparation enables you to master this activity all through the season, in the best way and at the highest level"

Ayrton Senna

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In good hands: *physiotherapist Joseph Leberer (standing) took care of Ayrton's body and diet*

for it or did not like it, but channeling his energy into it would not significantly improve his performance on the track. When he signed with Toleman, however, he changed – now physical preparation had become one of his main concerns.

In addition to the strength and ability required to tame the heavy and fast Formula 1 cars, the driver also needed stamina. Races in the category would last up to two hours – previously, Ayrton would rarely spend more than 60 minutes behind the wheel. Senna changed his physical preparation so it became one of the key reasons for his success on the tracks, balancing body and mind to aid his pursuit of maximum performance.

Among the professionals who helped Ayrton in this regard, two names stand out; they evolved into additional components for the driver's development.

Nuno Cobra was the first. Their paths crossed in 1984; after putting the driver through a battery of exams and tests at the University of São Paulo, the physical trainer developed a bespoke program to improve muscle tone and get better cardiovascular fitness. His approach, however, went beyond exercises. According to Cobra, body changes were directly connected with the individual's mental, spiritual, and emotional growth – a belief that Senna successfully internalized.

"Right from the start, when I realized that he had the talent of 'doing', and would

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As a goal-oriented person, Ayrton Senna stuck rigidly to the exercise programs, achieving results that surprised even his trainers



Lionel Froissart/DPPI

follow absolutely everything I asked him in a perfect manner, not only what relates to sleep, nutrition, and even breathing and concentration, I saw clearly that I had an extraordinary sportsman in front of me," Cobra declared to *Globoesporte.com* in 2014.

PHYSIO AND DIET

The second professional was the Austrian physiotherapist Joseph Leberer, whom Ayrton got to know after signing with McLaren in 1988. Also joining the British team that year, Leberer started to take care not only of Ayrton's body, but also of his diet – using, at that time, organic products. Their working together evolved into a long-lasting friendship.

"Besides the food issue, we had physiotherapy sessions working on the whole spine. I tried to be accurate in his treatment. And that led him to realize that he could trust me, that his performance would improve," Leberer told reporter Julianne Cerasoli, in a text published on *Yahoo Sports* in 2015.

"Although he demanded a lot and wanted to know the reason for everything, Ayrton appreciated what was being done for him. He told me that while he was driving a Formula 1 car, he would like me to take care of him. And that he would also like to work with me in the future," the physiotherapist recalled. "And I learned that if he thought someone wasn't good, he would change them immediately. So, I'm very proud of that."

No excuses: *Senna incorporated physical exercises into his daily routine, at any time or place*

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A WINNER IN BUSINESS, TOO

Image and content

As a celebrity endorser and businessman, Ayrton was able to manage his brand, always associating it with companies, products, and projects in which he believed



***Always on the move:** in 1994, the week before the San Marino Grand Prix, Senna launched a line of bicycles with his brand in Italy*

Ayrton Senna da Silva made an impression on the track with his determination, talent, discipline, and an unrelenting pursuit of perfection. These were the characteristics that the three-time World Champion also took into business. Senna had plenty of success away from the track, focusing not only on the use of his image and brand, but also on initiatives that he supported, believed in, and invested in.

Aside from his father, Milton, who was his career manager from the start, Ayrton saw his agent and friend, Armando Botelho, as a great reference for running his business. Not only did Armando help him in negotiating contracts with racing teams, but he also assisted him in hammering out deals for advertising campaigns. Those campaigns used Senna's charisma and star quality to highlight that he was a role model beyond the sports world.

Ayrton had already been sponsored by the Bank of the State of Rio de Janeiro, which would use the young man in advertisements until 1983. However, it was only in 1985, when Senna signed a contract with the Banco Nacional, that the potential of his image was magnified. Armando negotiated other contracts with national and international brands. Whenever possible, the Brazilian driver got involved with his business for developing products.

In 1989, however, Armando Botelho passed away, and Senna had to make adjustments in his business life. In 1990, he created the Senna brand, designed by Renata Curcio; the red and curvilinear "S" represented tracks and speed, which were the essence of Ayrton.

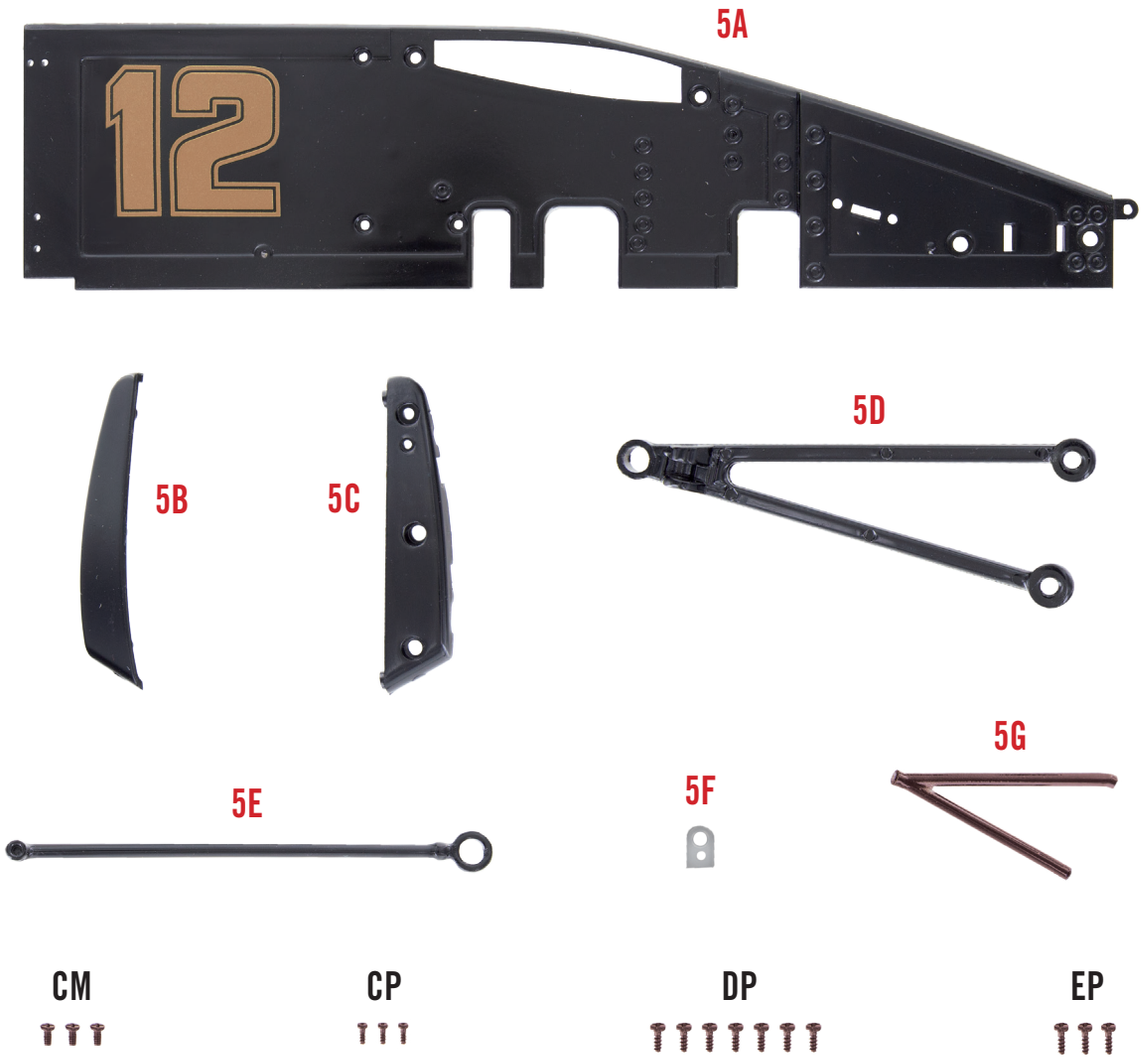
In 1993, the Senna brand was already involved with watches, bicycles, motorcycles, and cars, among many other products. And that year, businessman Ayrton was gearing up what would be deemed one of his most daring projects: a partnership with Audi aiming to introduce the German carmaker's models in Brazil through Senna Import, a company owned by the three-time World Champion. The project was officially launched in March 1994.

The partnership between his brand and Audi was a long-lasting and an absolute hit, with the carmaker becoming one of the principal and best-known brands in the Brazilian automobile market. Ayrton was an astute businessman.

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NOSE CONE FRONT LEFT WALL ASSEMBLY

PARTS



5A Nose cone front right wall "R"
5B Front right suspension mount fairing top
5C Front right suspension mount fairing bottom
5D Front right suspension upper wishbone arm
5E Front right steering tie rod
5F Front wing right safety clip
5G Front right 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*

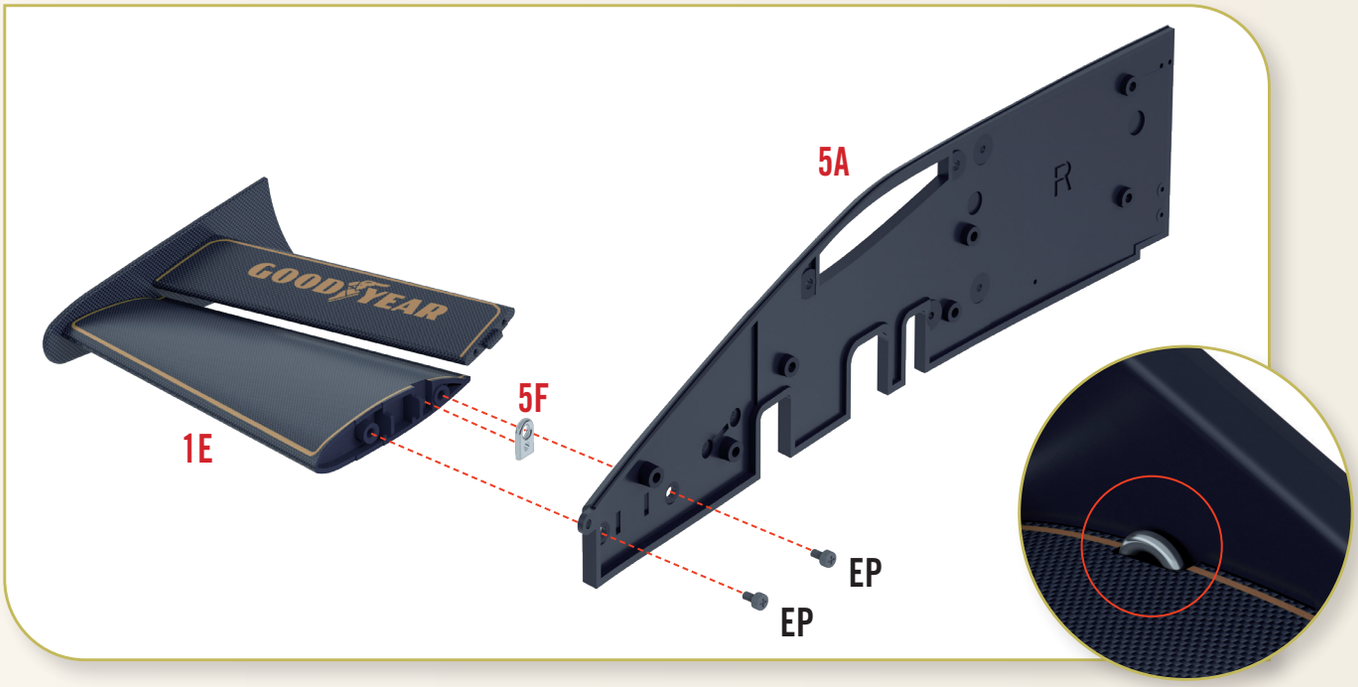
* Including spares

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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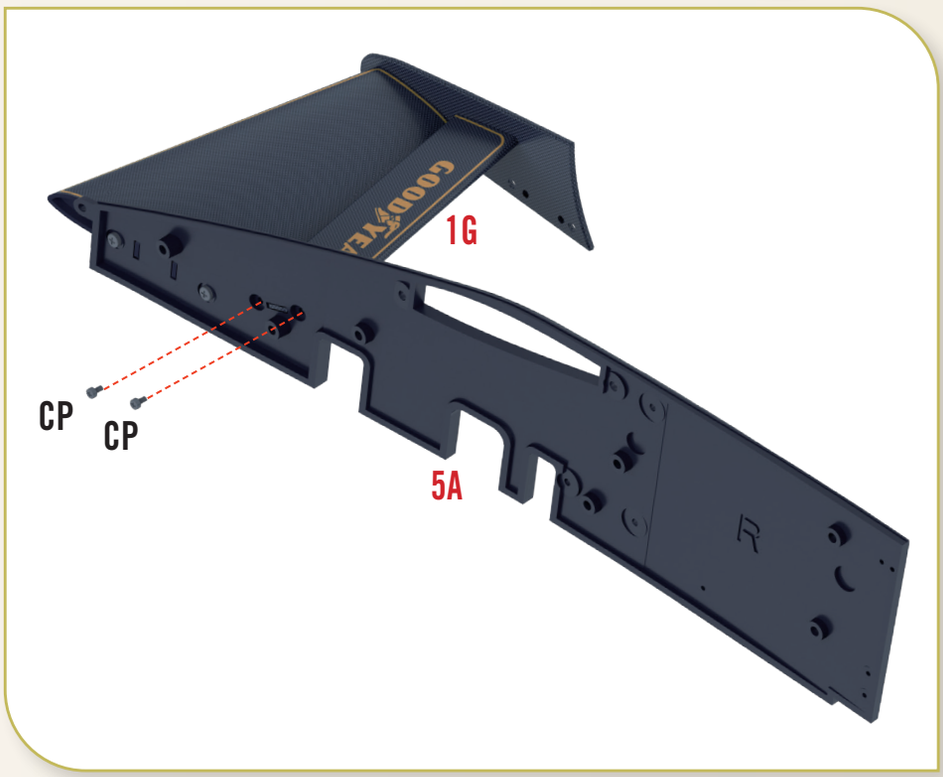
STEP 5-1

Retrieve the assembled front wing right main plane top **1E**, from issue 1, and position it as shown in the image. Place the front wing right safety clip **5F** in the hole located on the front wing right main plane top **1E**. Next, use two **EP** screws to connect the front wing right main plane top **1E** to the nose cone front right wall **5A** (in the opposite side to the one marked with the letter "R").



STEP 5-2

Place two **CP** screws at the joining points between the nose cone front right wall "R" **5A** and the front wing right flap **1G**. Secure 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 5-3

Place the front right wheel barge board top support **5G** on the hole indicated in the image on the front right suspension mount fairing bottom **5C**. Secure the board support to the bottom using a **CM** screw.





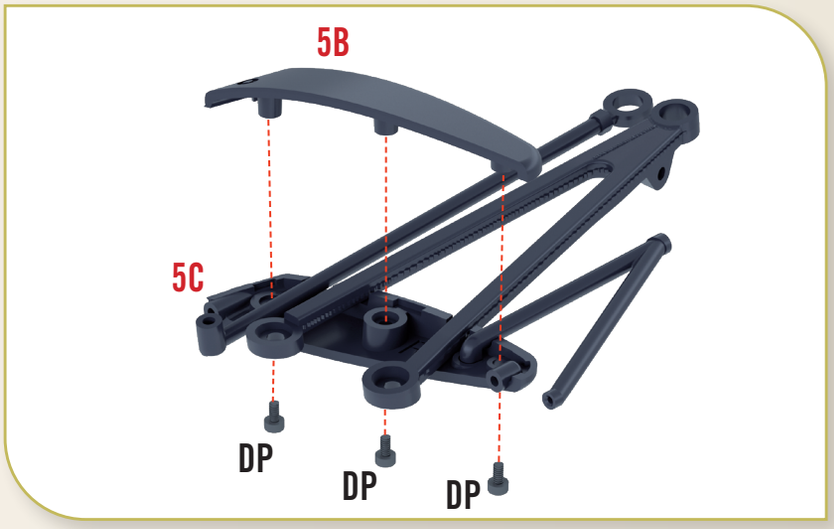
STEP 5-4

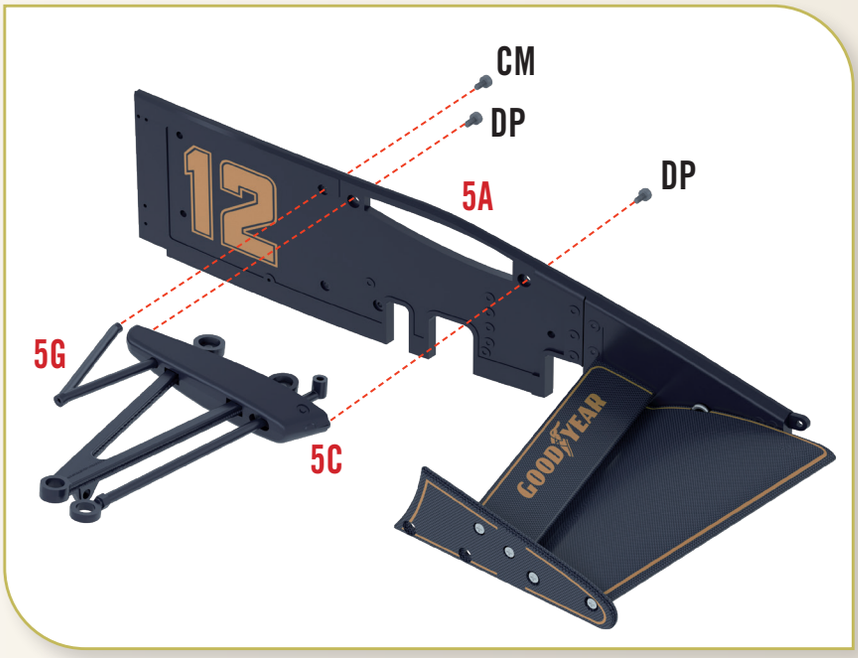
Insert the two front right suspension upper wishbone arms **5D** into the indicated slots in the front right suspension mount fairing bottom **5C**. Also insert the front right steering tie rod **5E** into its corresponding slot. Pay close attention to the image and assemble the parts on a flat surface, so that you position the parts in their correct locations.

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STEP 5-5

Hold the parts from the previous step tightly in position and place the front right suspension mount fairing top **5B** on the front right suspension mount fairing bottom **5C**. Attach the parts using three **DP** screws, in the holes indicated in the image.





STEP 5-6

Place the set assembled in the previous step in the position where it will be attached, on the nose cone front right wall "R" **5A**. Note that you should place the two ends of the front right suspension mount fairing bottom **5C** over the holes indicated on the nose cone front right wall "R" **5A**. The free end of the front right wheel barge board top support **5G** should align with the third hole on the top row on the nose cone front right wall "R" **5A**. 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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