BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

6





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Formula 1 chronicles

A true icon of the motorsports world, Jim Clark was an inspiration to many including Senna

Life of an idol

From an early age, Senna developed his exceptional driving skills in karting

Driver's universe

Joining Colin Chapman's innovative Lotus team was a perfect move for the young Ayrton Senna

Assembly

Steering rack



JIM CLARK

Everyone's hero

Winning two World Championships during his short career, the Scotsman went down in history as one of the great Formula 1 legends

Stirling Moss, Graham Hill, Emerson Fittipaldi, and Ayrton Senna are some of the greatest names in the history of Formula 1. In a similar fashion, they have also been immortalized in the history of Lotus. However, among the great drivers, none is more associated with the Norfolk-based team than Jim Clark. It was aboard the cars designed by Colin Chapman that the "Flying Scotsman" built his triumphant career, which was tragically cut short in a fatal accident in Germany. During his eight years in Formula 1, Clark attained a status that most mortals could never dream of – as well as winning two World Championships, he secured a place in the pantheon of racing legends.

In June 1960, at the age of 24, Jim Clark made his Formula 1 debut. Earlier that year, he had started in Formula Junior upon the invitation of Colin Chapman, who had been closely following his career in touring cars since 1958. However, when John Surtees decided to break away to race motorcycles, Chapman decided to pin his hopes on Clark. Ta-da! In his first Formula 1 season, the Scotsman recorded a podium finish, driving his Lotus at the Portuguese Grand Prix. Two years later, in 1962, he was in with a shout of winning the title against Graham Hill.

Clark won 25 out of 72 Formula 1 Grands Prix that he raced in. He came second only once

That was an electrifying season, in which Clark secured his first Formula 1 wins: in Belgium, England, and the United States; on the other hand, veteran Hill, racing for BRM, succeeded in the Netherlands, Germany, and Italy. It meant that the championship would be decided in the last Grand Prix, in South Africa. With 20 laps to go, Jim Clark was leading – but a dummy oil leak forced him to retire. The 1962 title fell into Graham Hill's lap.



PA Images/Alamy

One of the greats: *despite a short career, Jim Clark achieved several historic Formula 1 landmarks driving for Team Lotus*

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Several Formula 1 idols, including Ayrton Senna, name the Scotsman as one of their greatest sources of inspiration

Bernard Cahier/Getty Images



Flying Scotsman: *Jim Clark drives his Lotus 25 at the 1963 British Grand Prix at the Silverstone circuit; that year, the Brit won his first World Championship, with seven wins in ten races*

AN UNBEATABLE RECORD

Jim Clark and Colin Chapman's frustration was compensated the following year with one of the most dominant performances in Formula 1 history. Driving the revolutionary Lotus 25, which was the first car using a monocoque structure – that is, the engine bolted onto the chassis – Clark was outstanding on the track. In 1963, the season comprised ten races, and the Scotsman won no less than seven GPs, with seven pole positions and six fastest laps. The win rate of 70 percent ranks Clark third best in the category's history, only behind Alberto Ascari's 75 percent in 1952 (six wins in eight races) and Michael Schumacher's 72.22 percent in 2004 (13 out of 18).

A SEASON TO BE REMEMBERED

Clark very nearly won his second World Championship in 1964. Still with his Lotus 25, he was in with a shout of winning the title going into the last round in Mexico with fellow contenders John Surtees and Graham Hill – he led until the second-to-last lap, when his car suffered engine failure. Surtees took the title.

Once again, however, Chapman and Clark bounced back the following year. Racing in a Lotus 33, the Scotsman won six times and secured his second F1 World Championship in 1965. Yet it was only one of his feats that year: on May 31, driving a Lotus 38, Clark won the Indianapolis 500. To this day, Clark

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is the only driver to win the Indy 500 and the Formula 1 titles in the same year.

THE END IN HOCKENHEIM

In mid-1967, the debut of the Lotus 49 once again turned the motor-racing world upside down, with the introduction of the powerful Ford-Cosworth DFV engine, which would dominate for the next two decades. Jim Clark recorded four wins in the season, but, after retiring in five races, ranked third in the standings – the car suffered reliability problems, an issue Lotus promised to improve the following year.

The start to 1968 was promising. In the season-opening race, Jim Clark drove the Lotus 49 to victory in South Africa, starting on pole and achieving the fastest lap.

***Universal acclaim:** both as a driver and as a person, Jim was revered by everyone in the Formula 1 world*

However, during the break between the race in Kyalami and the next round of the Formula 1 season, Clark raced in the Formula 2 Grand Prix at Hockenheim, on April 7, 1968. On the fifth lap of the first heat, his car came off the track and crashed into trees in the Black Forest: Jim Clark died before he reached the hospital.

His death shocked the motor-racing world. Colin Chapman would never recover from the tragedy, as he revealed ten years later to reporter Nigel Roebuck, from the British *Motor Sport* magazine. "For me, he will always be the best. I am positive that, as time goes by, another driver will show up and he will be acclaimed as the best. Not I. For me, there will never be another like Jimmy."



Nationaal Archief

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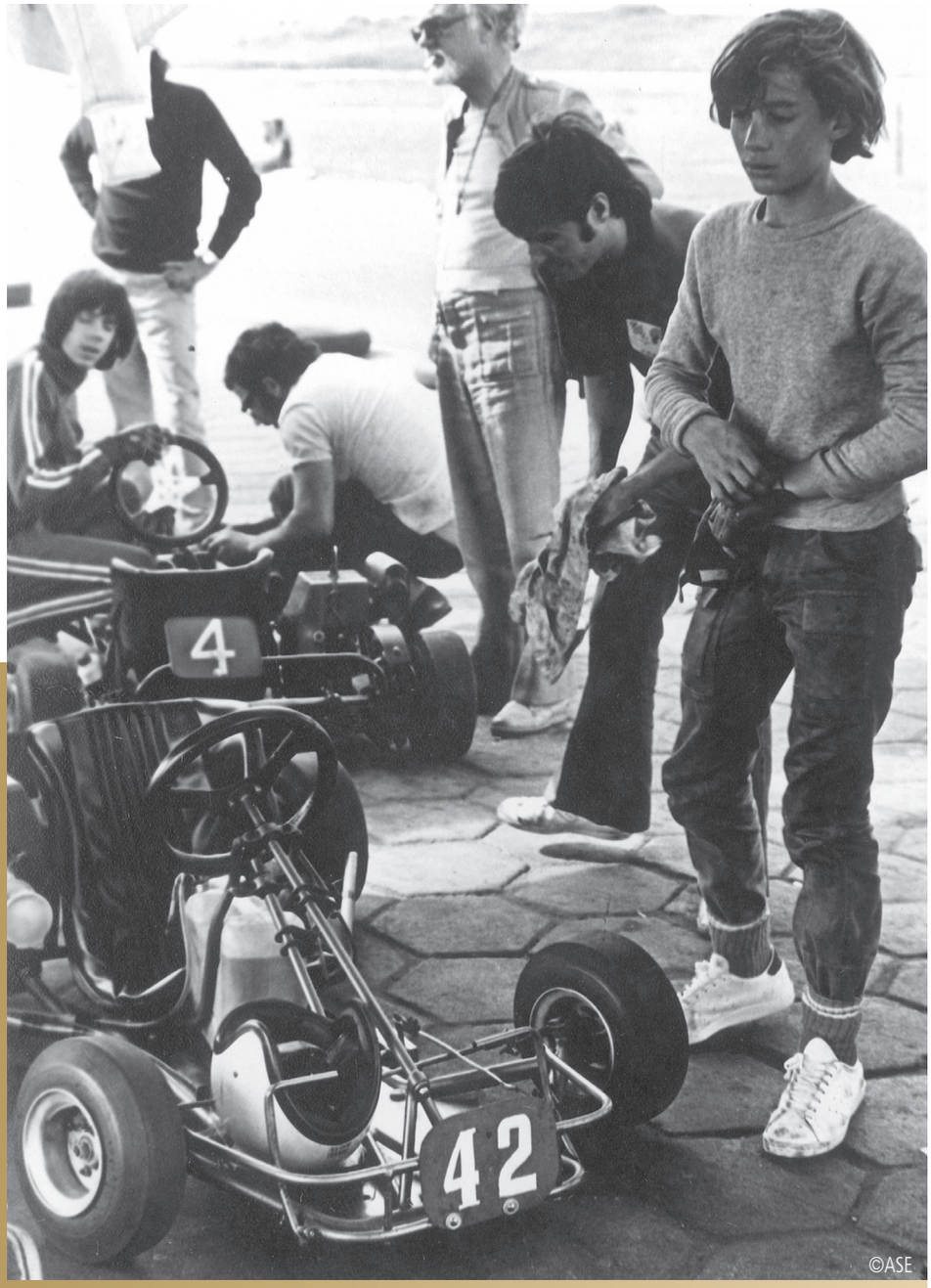
KARTING IN BRAZIL

Ayrton Senna's first racing school

More than a simple gateway to motor-racing, karting helped to develop the future Formula 1 World Champion's style

When he was a budding driver in British Formula 3 in the early 1980s, the rising star Ayrton Senna was already recognizing the great significance of karting in his rapid progress.

"The go kart has given us 90 percent of everything we have learned, everything we use today in motor racing," he estimated. "You learn how to set up the car; you acquire racing experience. When it's time for you to overtake, you know the right time; when it's time to hold back your opponent, too," he said, with a smile on his lips. "Undoubtedly, go-karting is the best motor-racing school." The boy Ayrton started that school very early – and never missed a class.



"In karting, I got the knack, from the simplest to the most complicated tricks. It's a sport that provides strong emotions and immense pleasure"

Ayrton Senna

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Then one of Brazil's karting stars, Chico Serra saw the fame of the rookie Ayrton quickly rival his own: "He was very bold"



Grassroots motor-racing: *Ayrton in his go-kart number 42, in 1974*

PRECOCIOUS TALENT

Senna's first car was built in his father's garage and he would drive it in the neighborhood. When he was eight years old, Ayrton's father, Milton, gave him a standard go-kart, and the young boy could now started racing.

His first official race took place in July 1973, at the Interlagos circuit. It was the junior category's vacation tournament, and kart number 42 crossed the finish line in first place; it secured the first award for the trophy room of Ayrton Senna da Silva, then 13 years old.

From then on, the youngster joined the racing world for good – year after year, he was able to record at least one significant achievement in karting.

In the Paulista Championship, he won the Junior category in 1974 and the 100 cc category in 1975; in 1976, Ayrton won the Three Hours of Karting, in the 100 cc category, alongside Mário Sérgio de Carvalho; in 1977, he was South American Champion in Uruguay, in the Inter category; and, in 1978, Senna finally won the Brazilian Karting Championship, in the Inter category.

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PARTICULAR STYLE

Three years older than Ayrton, the driver Chico Serra clearly remembers the excitement that the rookie's arrival caused at the circuit: "Ayrton started to impose a style, that style of braking the car sideways. He was left-handed, so he would come with his right hand on the carburetor to give a little choke and pull away powerfully," said Serra in a statement to *Senna TV,* an official channel.

"This style shone the spotlight on him. Even in the Junior category, he already drew a lot of attention. He was very fast, very bold, and aggressive. He surely brought it from karting. Since the beginning of his karting career, he was just like that." In other words: he was a straight-A student.



Legendary: *much more than a mechanic, Tchê (on Ayrton's right) was a friend for all seasons*

TCHÊ, THE MECHANIC

The Spanish engine wizard

When it comes to motor-racing, Brazil owes a lot to a Spaniard. Born in Segovia, Lúcio Pascoal Gascon (also known as Tchê) arrived in the country in the beginning of the 1960s and helped prepare the engines of several generations of kart drivers – especially the go-kart belonging to Ayrton Senna, his most famous pupil.

Tchê waved the checkered flag when Senna scored his first victory at Interlagos, in 1973. And it was Tchê who, from that date on, became Ayrton's inseparable companion in karting throughout Brazil and the world.

The mechanic died in São Paulo, in April 2015, at the age of 78. An excerpt from a letter that Senna wrote to his friend, still in the late 1970s, best captures both Tchê's ability and generosity. "You're the one who taught me almost everything I know, the one who helped me and was present at all times. You're responsible for my greatest glories. You have no idea how grateful I am."

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THE IDEAL HEIR

A promising partnership

When Ayrton Senna took over the cockpit of the Lotus 97T, he was given the mission to write new chapters in the history of a team marked by creativity and innovation

When Ayrton Senna signed his contract with Lotus for the 1985 season, he joined a team that was historically more inventive than its rivals and with more Grand Prix wins than any other team except Ferrari. And there was great hope for the Brazilian to boost this tally – quite a big responsibility for the young 24-year-old driver, who was only beginning his second season in the top category of motor racing.

From the day it was founded until the late 1970s, Lotus prided itself on producing technical innovations that left its competitors far behind in the wing mirror. The team was one of the first to build rear-engined cars, pioneered monocoque construction, introduced the Ford Cosworth DFV engine to Formula 1, and took car handling to new levels when it mastered the "ground effect."

Lotus' innovative ideas used to hit the tracks with speed and efficiency: the time spans between concept, manufacture, and implementation of the innovations were short, and a result of the impetus of team founder, Colin Chapman. The heat of competition was the team's natural habitat – it meant that Lotus provided an ideal environment for Ayrton Senna, who also had competitiveness and the desire for perfection in his DNA.

A CALCULATED BET

The partnership between Senna and Lotus was certainly a promising one. Yet Ayrton was actually taking a risk when he joined the team two years after Colin Chapman's death.



Imago/Crash Media Group / Cordon Press

After all, ever since Lotus had been created in 1952, the founder had taken care of every aspect of the company; at the company's headquarters in Norfolk, England, people would naturally still miss Chapman. Despite this, Senna had full confidence in Lotus' design and engineering team, which enjoyed the benefit of extensive F1 experience – far

New generation: *Senna and his Lotus 97T were ready to write a new chapter in the history of Formula 1*

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World Image Archive/Alamy

Home hero: *Graham Hill drives his Gold Leaf Lotus 49B at Brands Hatch, in the 1968 British Grand Prix*

greater than that of Toleman, the Brazilian's previous team. It was also encouraging that Lotus had finished the 1984 F1 World Championship in third place, only behind McLaren and Ferrari.

In addition, Lotus fans – and now Senna – could be heartened by the fact that the experienced Peter Warr was now calling the shots in the team. Warr had been Chapman's second in command for many years, and upon the founder's death he took up the reins at Lotus. Hiring Senna was Warr's first major victory at the helm of the team: for the new Lotus chief, the Brazilian was Formula 1's present and future.

ILLUSTRIOUS HISTORY

This present and future would now be directly connected with Lotus, as it attempted continue the glorious past of the team and its drivers.

Lotus' first Formula 1 victory came just two years after its entry into the category. The occasion was Stirling Moss' feat at the 1960 Monaco GP in a private team car; the factory team's first victory did not arrive until the final race of the following season, when Innes Ireland won the race at Watkins Glen in the US.

Jim Clark then became Lotus' principal driver, beginning a legendary partnership with Chapman that lasted until Clark's death at Hockenheim in 1968. During this period, Lotus managed to win two Formula 1 World Championships, in 1963 and 1965.

Following this, it was Graham Hill who kept spirits high at Lotus with his victories. Hill was World Champion in 1968, but Jochen Rindt was seen as the team's next great hope. However, the Austrian died at Monza in 1970, though he still managed to posthumously take the F1 World Championship that year.

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After Colin Chapman's death in December 1982, Peter Warr took over and was tasked with getting the team back on track

Emerson Fittipaldi was Lotus' next F1 World Champion, in 1972. It would be a further six years before Lotus secured the Driver's World Championship again, this time when Mario Andretti was the beneficiary of Chapman's relentless quest for performance benefits.

REVOLUTIONARY CARS

Lotus' ability to make revolutionary cars was what made it stand out in the years before the introduction of the 97T, which would be driven by Ayrton Senna in 1985.

The first of these great models was the rear-engined Lotus 18 – with which the private team driver Stirling Moss put the brand's name on the map in 1960. Two years later, the Lotus 25 became the first Formula 1 car built on a monocoque chassis; this provided greater stiffness, lighter weight, and improved performance when compared to rival cars that employed a traditional tubular chassis covered with metal sheets.

Securing the deal that would make Lotus the first F1 outfit to use the Ford Cosworth DFV in 1967 (in the Model 49) was another important step for the team. Following this, Chapman – and designer Maurice Philippe – successfully thought outside the box again by changing the shape of F1 cars and adopting the wedge shape for the 1970 Lotus 72.

Yet one of Chapman's greatest pleasures was to introduce "ground effect" aerodynamics with the Lotus 78, in 1977. The innovation enabled Andretti and Ronnie Peterson to dominate with the Lotus 79 in 1978, the last year Lotus won a World Title.

This was the legacy Senna received in 1985 with the 97T model. It was now up to the Brazilian to step on the gas and strive for a return to the glory days.



Joost Evers/Anefo/Nationaal Archief

Kings of speed: *Jochen Rindt, 1970 World Champion, and Colin Chapman, Lotus founder*

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LITTLE BIG HERO

Image and content

The young character conceived by Ayrton in 1994 is alive and kicking on his mission to positively influence new generations

The 1994 season arrived and marked a new beginning for Ayrton Senna, who would have his first season at Williams. However, this was not the only project that the three-time World Champion was starting that year – Ayrton Senna da Silva witnessed one of his dreams begin to come true when he developed Senninha, a character inspired by the idol and aimed at young audiences.

Created by Rogério Martins and Ridaut Dias Jr., Senninha is a eight-year-old boy who is infatuated with speed and wants to become a Formula 1 driver when he grows up. Right from the start, the character would be the star of a comic book launched by Abril Publishers. Ayrton and his mother, Neyde, provided the scriptwriters with details about the driver's childhood, and would approve the stories.

All this care was taken due to the way Senna perceived the character: as much more than a commercial and licensable asset.

Clearly, the expansion of the character's reach was part of the driver's plans, but Senninha was meant to transmit Ayrton's values to children. Friendship, determination, caring for the environment, teamwork, empathy, resilience, and other social and emotional learning experiences and values were shared with children in a playful and enjoyable way.

"All through my professional career, I have always tried to do my best, especially to live up to all my fans' trust. You can't imagine how exciting it is to have all those fans supporting us, especially when you see a child cheering. Now I have the opportunity to start giving back all this affection and encouragement through this great project: Senninha and His Friends," said the driver on the video launching the character. "Through him, I am creating a new communication channel with my audience. But besides having fun, Senninha will always be guiding and positively influencing this whole generation of kids," he added. "This project carries a big part of me, reflecting my way of seeing and thinking about life."

Even without Ayrton's physical presence, Senninha set a benchmark for child and youth entertainment in Brazil. As technology evolved, the character began starring in cartoons and animations and has appeared on television and other media: today, besides the Internet (*www.senninha.com.br*), he can be found on streaming platforms and cable TV, in addition to having licensed products. The royalties go to the Ayrton Senna Institute, contributing to public education in all regions of Brazil. With Senninha, Ayrton is still stepping on the throttle!



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Multimedia: *Senninha stars in animations on several audiovisual platforms*

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STEERING RACK ASSEMBLY

PARTS

6A



6B



6C



6D



6E



BM



CM



DM



6A Steering rack mounting bulkhead
6B Steering rack mounting clamp
6C Steering pinion shaft
6D Steering rack
6E Front wheel barge top support
BM Screws 1.7 x 4 mm, 5 pcs*
CM Screws 1.5 x 3 mm, 5 pcs*
DM Screws 2.0 x 4 mm, 3 pcs*

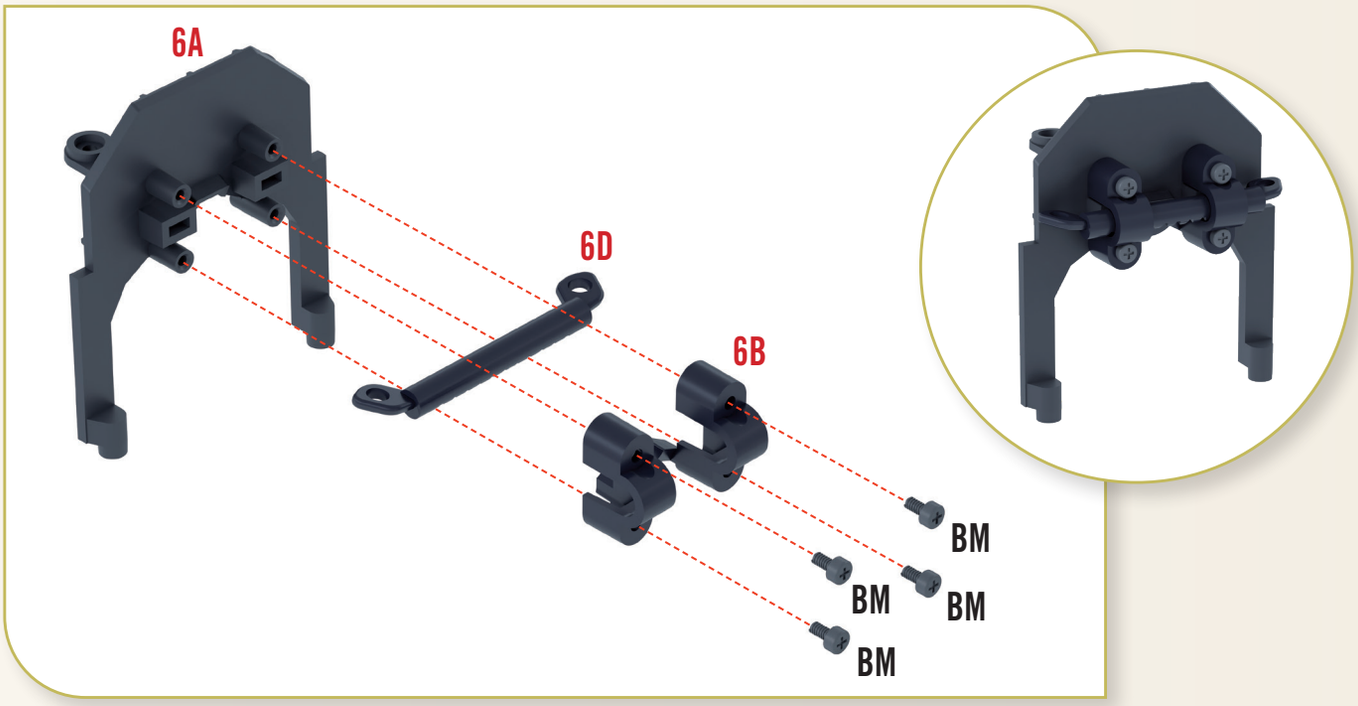
* Including spares

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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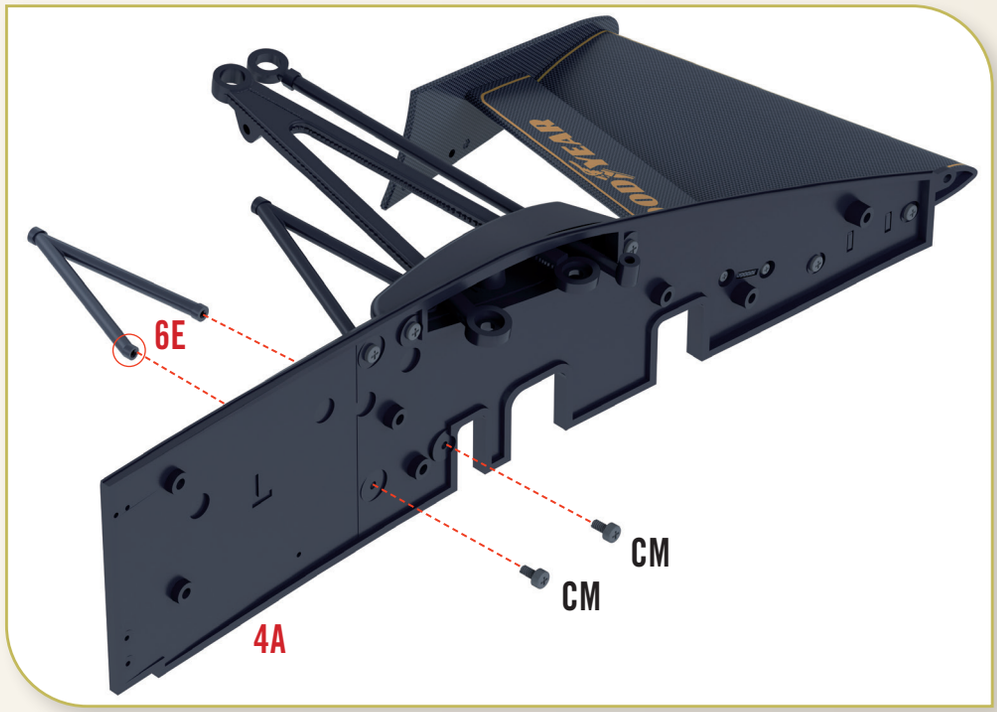
STEP 6-1

Follow the alignment of the parts as shown in the image and place the steering rack **6D** on the rectangular support on the steering rack mounting bulkhead **6A**. Cover the steering rack **6D** using the steering rack mounting clamp **6B**, so that the holes on the mounting clamp can be aligned with the slots on the steering rack mounting bulkhead **6A**. Attach the parts with four **BM** screws.



STEP 6-2

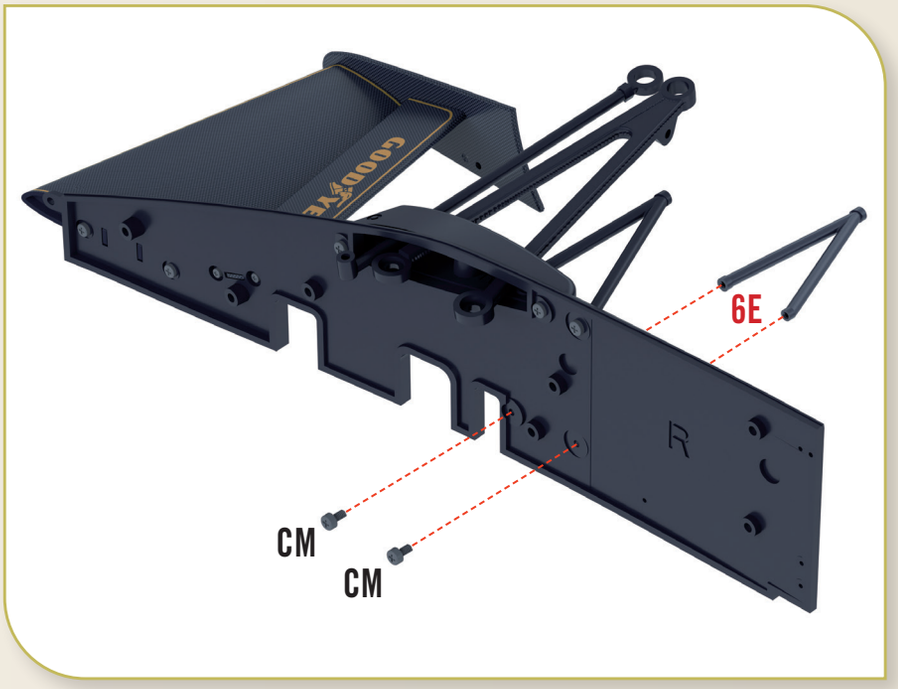
Place the edges of the front wheel barge top support **6E** in the holes on the nose cone front left wall "L" **4A**, as shown in the image. Note that the slightly curved edge of the front wheel barge top support **6E** should fit in the rear part of the hole nose cone front left wall "L" **4A**. Secure the parts using two **CM** screws.

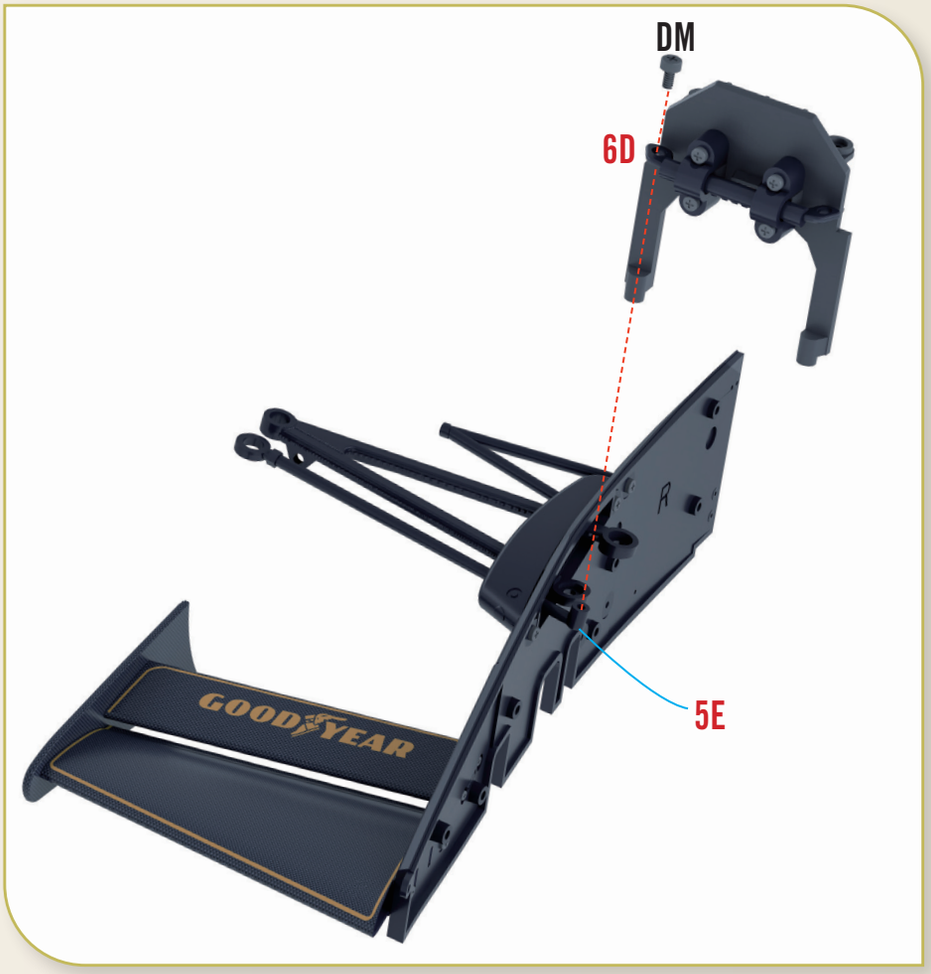


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STEP 6-3

Similar to the process in the previous step, place the second support of the front wheel barge top support **6E** in the holes on the nose cone front right wall "R" **5A**. Again, the curved edge of the top support **6E** should fit in the rear part of set. Secure the parts using two **CM** screws.





STEP 6-4

Place the perforated edge of the upper part of the steering rack **6D** on the front right steering tie rod **5E** (see how to do this in the image). Secure the parts in the upper side, using one **DM** screw.

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.

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STEP 6-5

Place the other edge of the steering rack **6D** on the front left steering tie rod **4E**. Secure the set, using another **DM** screw.



FINAL ASSEMBLY

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



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