BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

7





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Formula 1 chronicles

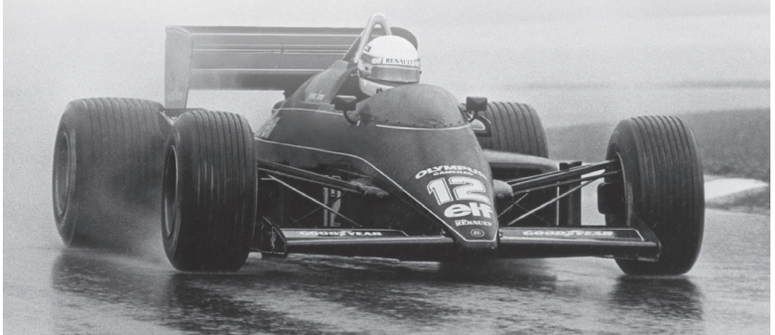
Torrential rain causes the Monaco GP to be halted early, but Senna displays his talents in the wet

Life of an idol

Despite the atrocious conditions, Ayrton secures his debut podium and shows he can compete with the best

Assembly

Nose cone front section and gearbox



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

Ayrton Senna Institute

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1984 MONACO GP

The Brazilian makes his mark

A controversial decision stops the race on the 31st lap and grants Prost the win, but Senna's sensational performance hits the headlines

With its narrow streets, winding turns, and tunnels, Monte Carlo would seem to be one of the most unlikely locations to host a motor race. However, defying the odds is one of the themes of motorsports. Not only has the Monaco Grand Prix been established since the 1950s, but it has also become one of the most famous circuits in Formula 1, despite the challenging conditions for the drivers. Maybe it is actually because of them: in the principality, a car's power often comes second to the art of driving.

For the 1984 Grand Prix, scheduled for June 3, Alain Prost qualified in pole position, his first in a McLaren; beside him was Nigel Mansell, from Lotus. In Monaco, starting on pole has an even greater advantage than on other tracks – besides avoiding the traditional helter-skelter of the starting grid, the pole-sitter can be more cautious than fast, since the twisty street circuit offers very few overtaking points.

Considering that Ayrton Senna was starting in 13th position, he had little chance of making a podium – which would be the next item to be crossed off his list, after the points he had scored in two of the five previous rounds. The Brazilian, however, was upbeat: even though his Hart engine was not particularly powerful, it responded well to his driving style – in the first practice session on Saturday, he led in qualifying for almost an hour. Who could have guessed?



Hiroshi Kaneko ©ASE

Master in the wet: *as the June rains were flooding the Monte Carlo track, Senna overtook Laffite, Winkelhock, Rosberg, Arnoux, and the legendary Niki Lauda*

A SUNDAY DELUGE

On Sunday, the torrential rain that pounded Monaco brought Ayrton some good news, but also some bad. The bad news was that the car had not been behaving properly on the wet track. On the positive side, Michelin would finally supply Toleman with its new tires, which would enable Ayrton to be on an equal footing – in terms of tires, at least – with the drivers from the big teams. As the free practice session showed, this would make a difference – and the race would confirm it.

On the first lap, in the middle of a downpour, a collision involving Derek Warwick and Patrick Tambay resulted in the Renault teammates exiting the race; Andrea de Cesaris also dropped out. Ayrton Senna had already jumped to ninth place.

On lap 9, Nigel Mansell got past Prost and took the lead, while

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It was only a matter of time before Senna took the lead from Prost, but the race director Jackie Ickx intervened and stopped the Grand Prix

Senna, who had already left Laffite and Winkelhock behind, moved up into sixth after Alboreto's retirement. Sadly, Mansell, who had taken the lead for the first time in his Formula 1 career, had only short-lived joy, and lasted just 16 laps before he skidded, hit the guardrail, and had to retire with a damaged wing. Prost was back in the lead, now followed by Lauda; Ayrton was third, having overtaken Rosberg and Arnoux. It took only three laps for Senna to get past Lauda. Now the showdown was against Prost.

STARTING GRID – QUALIFYING TIMES

1st Alain Prost 1:22.661 McLaren-TAG/Porsche	2nd Nigel Mansell 1:22.752 Lotus-Renault
3rd René Arnoux 1:22.935 Ferrari	4th Michele Alboreto 1:22.937 Ferrari
5th Derek Warwick 1:23.237 Renault	6th Patrick Tambay 1:23.414 Renault
7th Andrea de Cesaris 1:23.578 Ligier-Renault	8th Niki Lauda 1:23.886 McLaren-TAG/Porsche
9th Nelson Piquet 1:23.918 Brabham-BMW	10th Keke Rosberg 1:24.151 Williams-Honda
11th Elio de Angelis 1:24.426 Lotus-Renault	12th Manfred Winkelhock 1:24.473 ATS-BMW
13th Ayrton Senna 1:25.009 Toleman-Hart	14th Riccardo Patrese 1:25.101 Alfa Romeo
15th Corrado Fabi 1:25.290 Brabham-BMW	16th Jacques Laffite 1:25.719 Williams-Honda
17th François Hesnault 1:25.815 Ligier-Renault	18th Johnny Cecotto 1:25.872 Toleman-Hart
19th Piercarlo Ghinzani 1:25.877 Osella-Alfa Romeo	20th Stefan Bellof 1:26.117 Tyrrell-Ford
DNQ Marc Surer Did not qualify Arrows-Ford	DNQ Martin Brundle Did not qualify Tyrrell-Ford
DNQ Eddie Cheever Did not qualify Alfa Romeo	DNQ Thierry Boutsen Did not qualify Arrows-BMW
DNQ Jonathan Palmer Did not qualify RAM-Hart	DNQ Mauro Baldi Did not qualify Spirit-Hart
DNQ Philippe Alliot Did not qualify RAM-Hart	

LIGHTNING IN THE RAIN

On lap 20, Prost had a comfortable advantage over Senna of 33.841 seconds; by lap 30, it had dropped to 11.779 seconds. Senna was more relentless than the deluge, and in the last four laps, he was driving an average four seconds faster than the Frenchman. On the 31st lap, the time gap had fallen to 7.446 seconds.

That was the moment when the Belgian race director Jackie Ickx claimed that the heavy rain was making driving unsafe and, to the surprise of many, decided to finish the race early. At the end of lap 32, Senna was on the verge of overtaking Prost, but the race was officially over – the podium was based on the drivers' positions on lap 31.

Ickx's action would go down as one of the most controversial decisions in Formula 1 history. The race director's reasoning was based on the fact that the deluge had made the race extremely dangerous, which was evidenced by the numerous crashes and skids. Critics do not challenge this point – they only argue that the driving conditions had been the same since the start of the race. Thus, if the formation lap was authorized under those conditions, there was no reason to finish the race so suddenly – especially at the moment it was halted.

Although the discussion still rages on today, one of the best views on the matter was given by the Englishman James Hunt, the 1976 Formula 1 World Champion and commentator for the *BBC's* live broadcast. Minutes before Ickx's fateful intervention, Hunt declared: "From a purist and selfless point of view, there is no reason to stop the race".

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PLEASED TO MEET YOU, I'M AYRTON SENNA

Another goal achieved: the first podium

During his sixth race in Formula 1, the Brazilian driver competes on an equal footing with the greats and immediately raises his profile in the competition

"I was speedier; I could overtake one, and on the following lap I was already advancing over the next one. It's incredible: for the first time in Formula 1, I was fighting for positions, just as in the other categories that I raced in. I was racing indeed. Until Monaco, I confess, I was not really enjoying the category, where I was only fighting against my own car."

A few days after the Monaco Grand Prix, in an article by *Placar* magazine, Ayrton Senna recalled the details of the extraordinary race that had definitely changed his profile in Formula 1. Seen as the promising driver in the category, the Brazilian showed his true talent after those 31 laps in the principality – a longtime dream had come true.

"After Monaco, the spirit of the team changed up. They did believe in me! However, until you prove what it is really worth, in a real situation, there is always something missing. For me, Monaco was missing," he told reporter Álvaro Teixeira.

FROM LETDOWN TO PRIDE

Still in the pits at Monte Carlo, Senna's understandable letdown due to the race interruption – and the feeling of having his possible first win in the category taken away – was gradually making way to pride and a sense of accomplishment. The recognition given by the fans, who applauded the Brazilian during the traditional award ceremony with Prince Rainier and Princess Stephanie, made this perfectly clear.

"I may not say I am fully satisfied. At long last, everyone could see I was able to win this race and should have won it. I admit that the track was dangerous, but it was like that from the start and all the drivers knew it. It was a matter of being more careful, driving more slowly. The conditions didn't change, so that we could have this abrupt end," Ayrton told Janos Lengyel, *O Globo*'s correspondent at Monte Carlo.



Hiroshi Kaneko ©ASE

"The fact is that I was really faster than the others. But I didn't do anything crazy, I had everything under control"

Ayrton Senna

"If the race was stalled and if that's legal, it's none of my business, my thing is racing. That's what I did! I fought for every position I gained, the same way I would have fought for the only one left, which would be the one for my win."

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Quite a few people saw the early checkered flag as favoring Alain Prost, who was about to lose the lead to Ayrton Senna



Hiroshi Kaneko ©ASE

In fact, it is likely that the Brazilian would not even have needed to drive too hard to win that last clash. "With a few more laps he would have gotten past me; I can't deny it," confessed the sincere Alain Prost, in a statement reproduced on the pages of *O Globo.* "On the contrary: seeing him getting closer and closer, I had even made up my mind to open the way and not even get into a fight for the position. Since he was not a danger to my Championship lead, I was comfortable with the second place. Fortunately, the flag came and I ended up winning."

A BRAZILIAN OUTCRY

Many people believed that the timing of the checkered flag, miraculously "beneficial" for the Frenchman, was more than mere coincidence – especially in Brazil, where the mood on newspapers reflected the fans' anger. "A French patriot act strips away Senna's win,"

Fast rubber: *with new Michelin tires, Senna competed at the highest level against the other drivers in his Toleman-Hart*

stated *Folha de S.Paulo*, while *Jornal do Brasil* posted the headline: "An inconsolable Senna says there was a fix." This was later denied by the driver.

"In times like this, you have to calm down. There are certain things you can't say. I said I would be able to get past Prost, and he himself admitted that. But I've heard about those headlines that have nothing to do with me, it really let me down," he said to *Placar*, putting the record straight.

Years later, in a statement for the book *Ayrton Senna: The Hard Edge of Genius,* by Christopher Hilton, Senna had his final say about the race. "After some time reflecting upon that race, I realize that we had a fantastic outcome, considering how everything happened. I probably earned more fame than if I had won."

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NOSE CONE FRONT SECTION AND GEARBOX ASSEMBLY

PARTS













7A Nose cone front section
7B Cockpit fire extinguisher knob
7C Gear shift
7D Gear shift command rod bracket
7E Gear shift mounting base
7F Gear shift command rod
7G Cockpit right panel

DP Screws 1.7 x 4 mm, 2 pcs*
FP Screws 1.5 x 6 mm, 2 pcs*
GP Hex screws 2.3 x 4 mm, 3 pcs*
HP Screws 2.3 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.

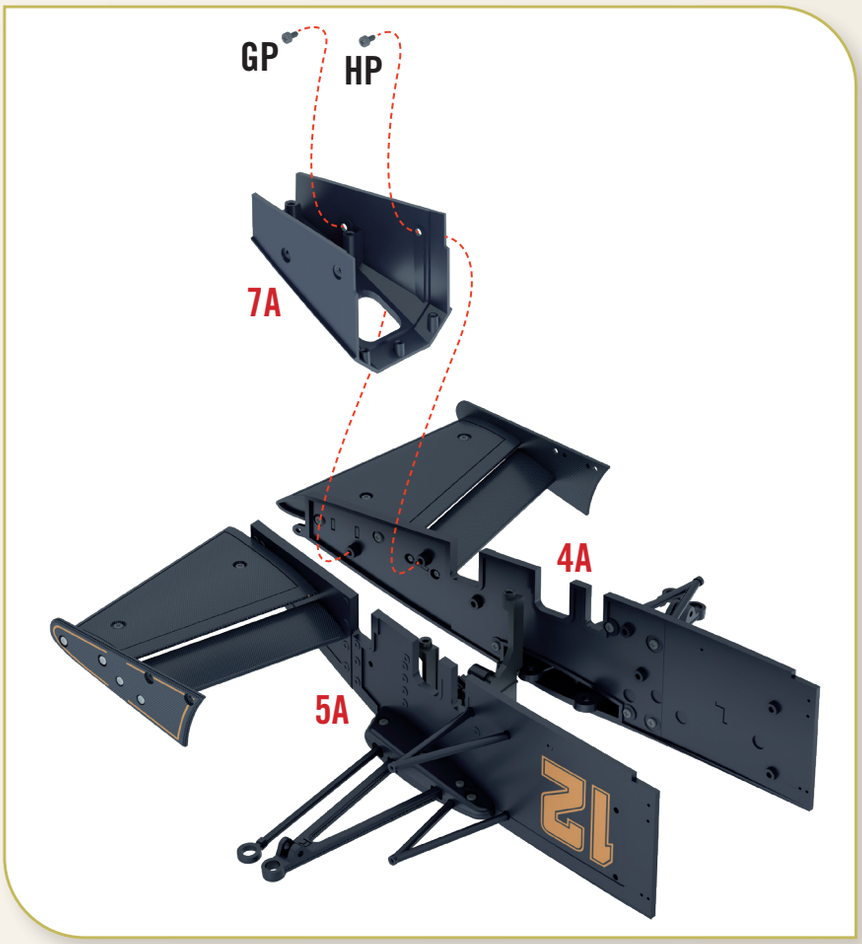
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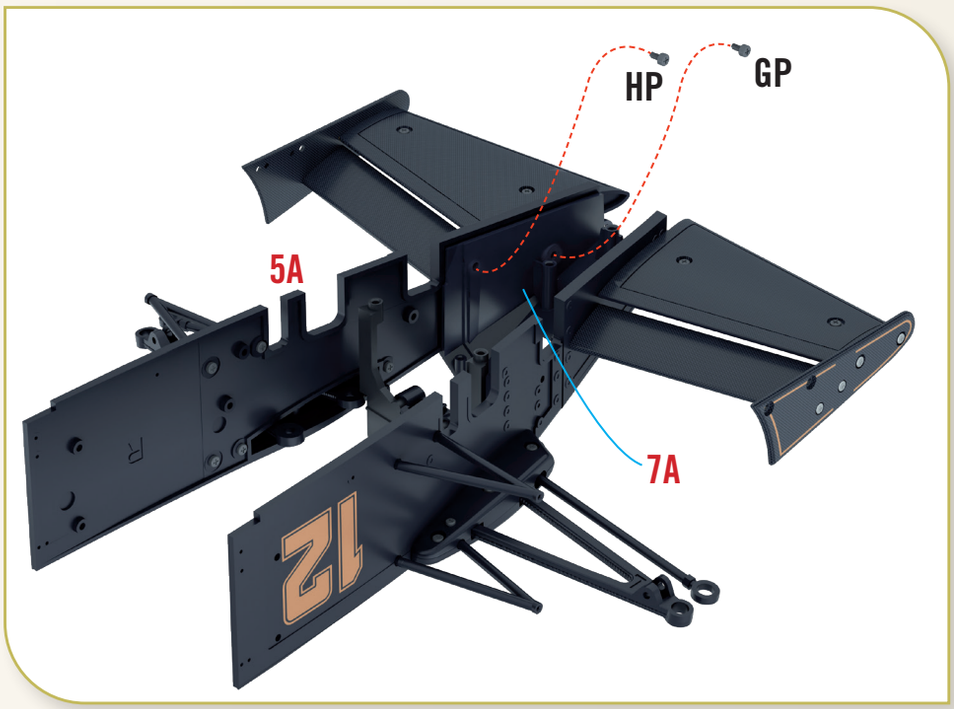
BEFORE STARTING
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

TIP
In these steps, use the hex wrench to tighten the **GP** screws.

STEP 7-1

Place the nose cone front section **7A** between the nose cone front left wall "L" **4A** and the nose cone front right wall "R" **5A**. Note that the pins on the left wall **4A** should fit into the holes in the nose cone front section **7A**. Use one **GP** screw for the front splice point and one **HP** screw for the rear splice point.





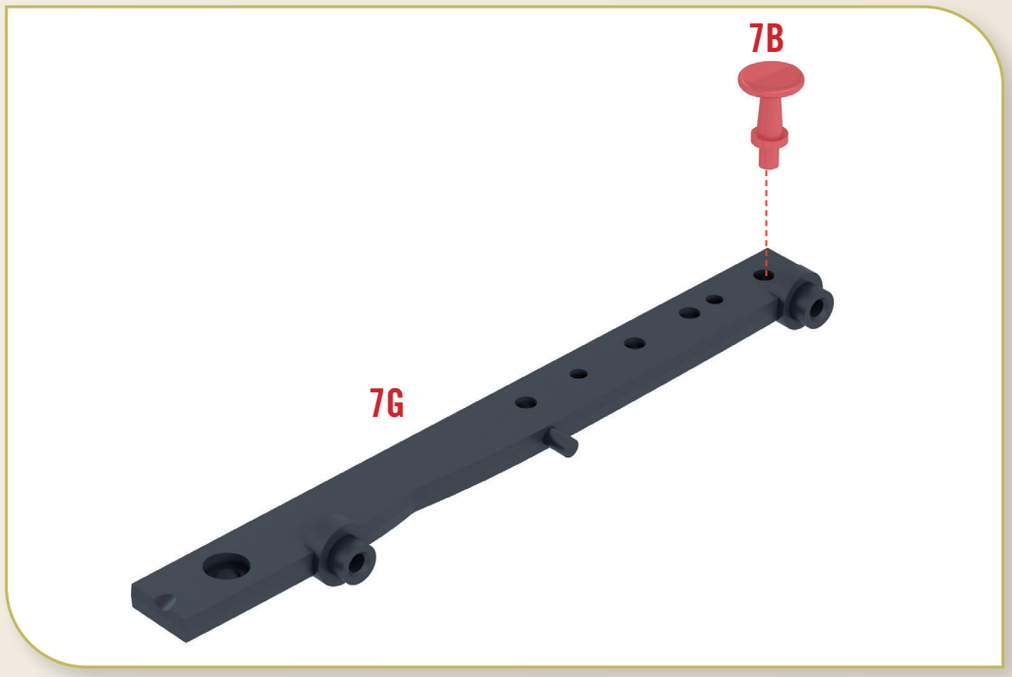
STEP 7-2

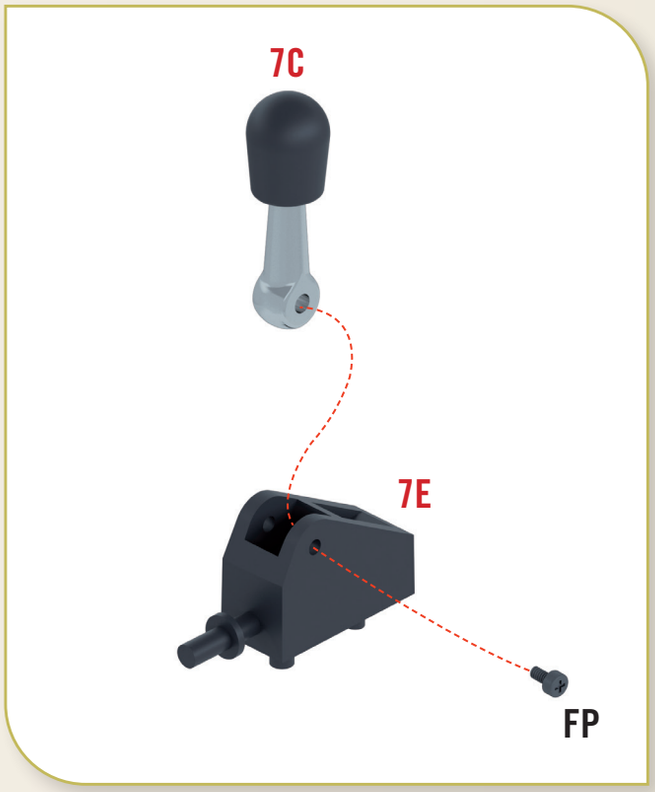
Check that the pins of the nose cone front right wall "R" **5A** also fit in the nose cone front section **7A**. Use a **GP** screw to attach the parts to the front splice point and use an **HP** screw to attach the rear part.

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STEP 7-3

Insert the cockpit fire extinguisher knob **7B** into the hole indicated on the cockpit right panel **7G**.



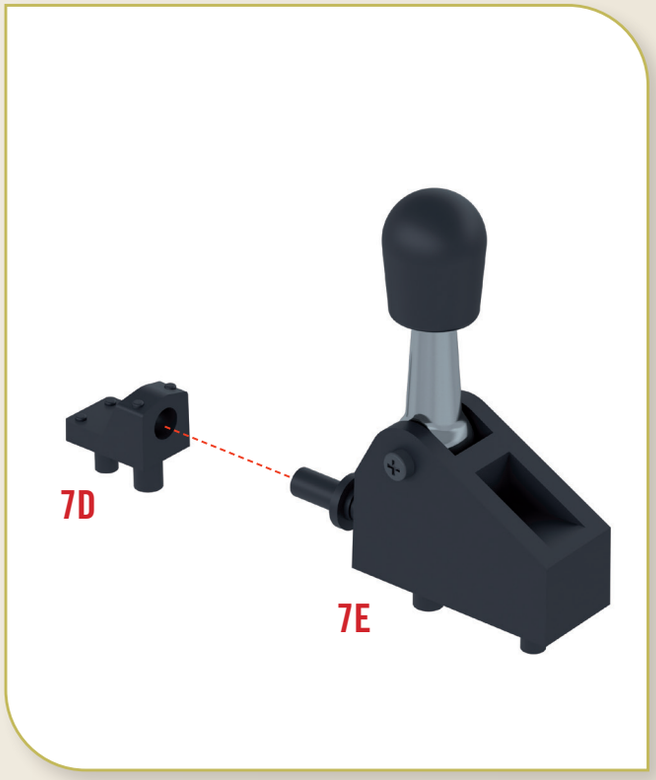


STEP 7-4

Insert the gear shift **7C** into the gear shift mounting base **7E**. Secure the parts with an **FP** screw from the left side of the assembled set, as shown in the image.

STEP 7-5

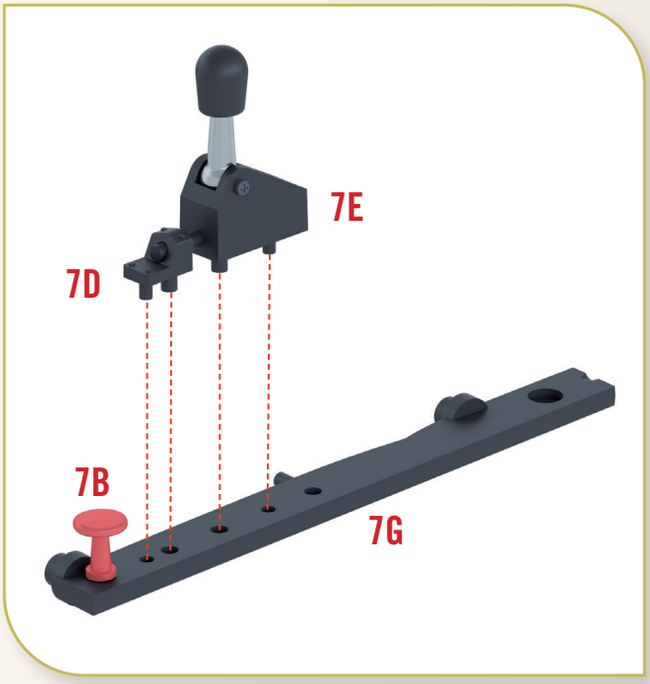
Attach the gear shift command rod bracket **7D** on the front pin of the gear shift mounting base **7E**.

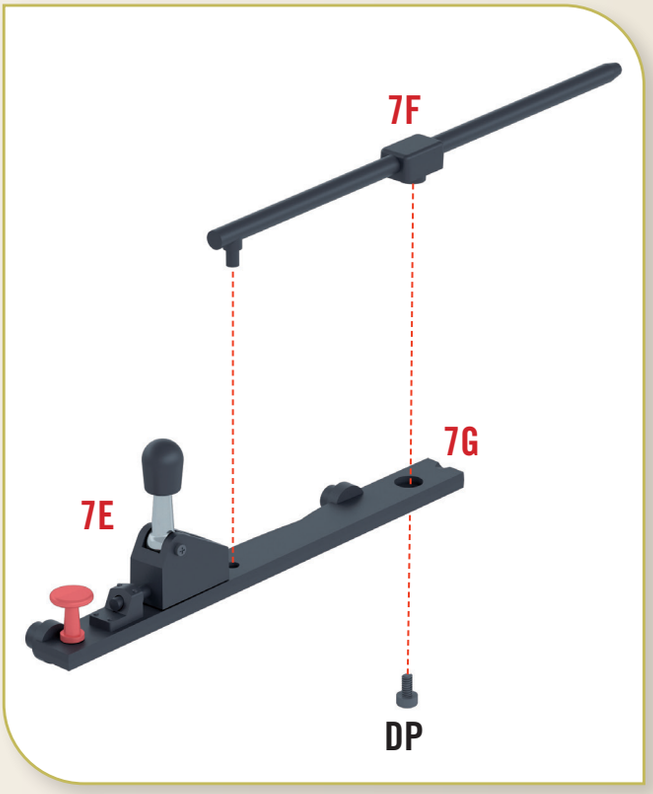


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STEP 7-6

Insert the four pins of the gear shift set **7D** and **7E** into the holes in the cockpit right panel **7G**, next to the cockpit fire extinguisher knob **7B**.



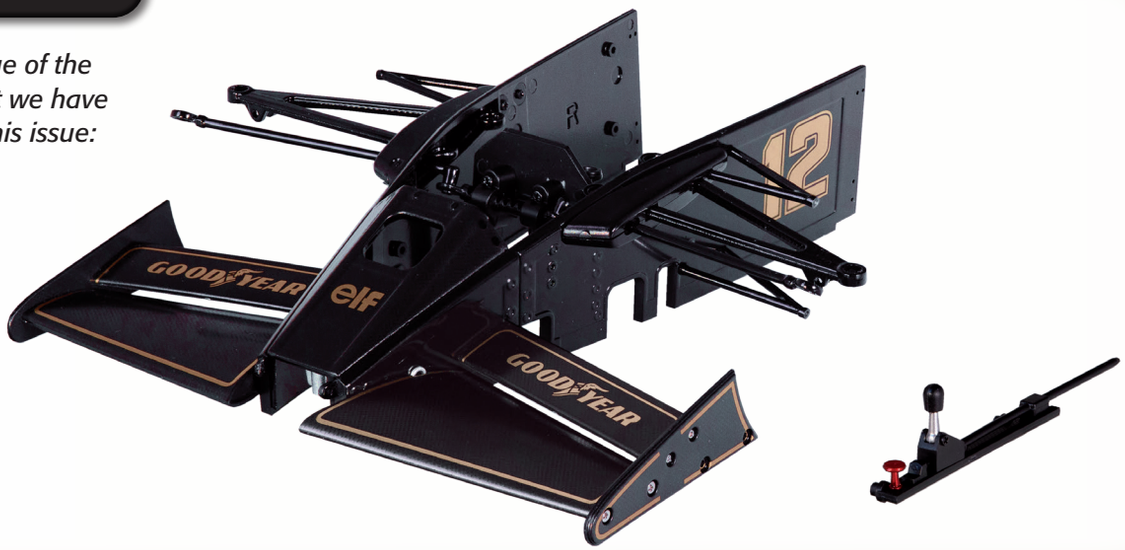


STEP 7-7

Insert the pin of the gear shift command rod **7F** beside the gear shift mounting base **7E** in the cockpit right panel **7G**. From below, secure the rod with a **DP** screw.

FINAL ASSEMBLY

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



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Ayrton Senna
Turbo
12
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