BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

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Formula 1 chronicles

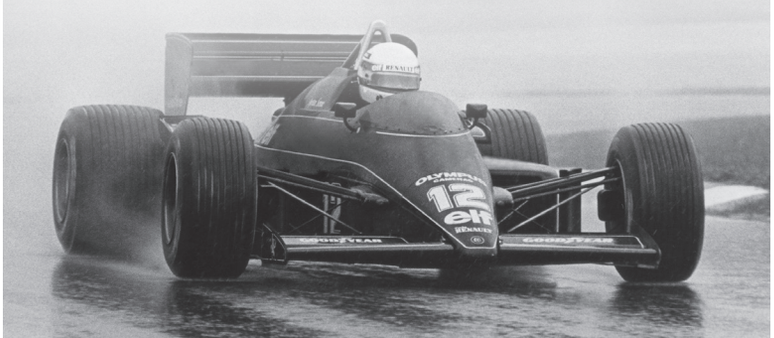
A thrilling race in Estoril results in Lauda pipping Prost by just half a point to become World Champion

Life of an idol

Ayrton's dominance in the 1984 British Formula 3 season proves he is ready to step up to Formula 1

Assembly

Front suspension (II)



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

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1984 PORTUGUESE GP

The triumph of experience

In a thrilling race, down-to-earth Niki Lauda delivered the goods to pip Prost in the Championship and secure another World Title

Estoril was the location of an electrifying finale to the 1984 Formula 1 season. It was not only because the World Championship decider came down to the last race, the Portuguese Grand Prix, when the first and second best placed drivers were separated by only 3.5 points, but also because the two protagonists represented different generations of motor racing. It was one of those unique and thrilling moments when two eras met on the track: on one side, legendary Niki Lauda, World Champion in 1975 and 1977, returning from retirement to fight for his third Formula 1 Title; on the other side was Alain Prost, a naturally gifted driver who was pursuing his first crown.

They both raced for McLaren, which had been leading the Constructors' Championship for most of the season. As for the drivers, Lauda had a head start over Prost: as the Championship leader, the Austrian would secure the Drivers' Championship if he finished second in Estoril, regardless of Prost's standing. Therefore, for the Frenchman, winning was not enough: he was hoping his teammate finished third or below.

At least that weekend, the other 25 drivers in the race were backing the leaders. Openly, they all stated that they would not make it easy for Lauda or Prost. However, common sense deemed that none of them would go too far in resisting the Title contenders, at the risk of causing an accident and jeopardizing the decider – after all, who would want to go down in history this way?



Down to the wire: *in the clash between the McLaren drivers, Alain Prost (center) won the race, but veteran racer Niki Lauda (right) took the 1984 Formula 1 Drivers' Title*

THE UNFLAPPABLE AUSTRIAN

In the qualifying session, Prost secured his position on the front row with the second-best time behind pole-sitter Nelson Piquet. And he was encouraged by the poor performance of Lauda, who was only in 11th position. The experienced Austrian, however, did not seem to care much about starting from the sixth row: he was 70 laps away from the result he needed: "I'm racing to be Champion, not to win the Portuguese Grand Prix," he told Oldemário Touguinhó, who was *Jornal do Brasil*'s Estoril correspondent. "I'm racing against Prost and not against the others who are in my way. If necessary, I will overtake them until I think I can win the Title."

LAUDA MOVES UP

The starting grid was hot on that beautiful sunny afternoon of Sunday, October 21, 1984. Williams' Keke Rosberg and Lotus' Nigel Mansell jumped to the front, as Prost moved down into third. Using all the power

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of his McLaren, however, the Frenchman soon overtook Mansell again, getting closer to Rosberg. On lap 8, Prost also got past the Finn and took the lead – if the race finished now, he would secure the Title, since Lauda had opted for a conservative race strategy and was then racing in ninth position.

Little by little, however, the Austrian was moving up, passing Elio de Angelis, Stefan Johansson, Michele Alboreto, and Keke Rosberg. On lap 33, Lauda got past Senna and was now in third place, 32 seconds behind Nigel Mansell, who was in second – the position he needed to win the Title. Lauda then stepped on the throttle, and on lap 51 he clocked the fastest lap of the race. Fortunately, he needed no effort to reach Mansell: on the next lap, the Lotus' brakes failed and the Englishman spun off the track. When Mansell returned to the circuit, he had already lost second position to the Austrian. Lauda would retain it without difficulty until the checkered flag, when he celebrated his third World Championship. In the final standings, Lauda had amassed 72 points against Prost's 71.5.

In a twist of fate, the point that would have given the Frenchman the Title could have come at the disastrous Monaco Grand Prix, had the stewards not taken the controversial decision to hastily stop the race on lap 31. As a result, the drivers received only half the usual points – instead of 9 for the win, Prost was given 4.5, and Ayrton Senna, the runner-up, received 3 instead of 6. If the race had continued, Senna would inevitably have overtaken Prost; retaining these positions until the end of the race, Senna would have received 9 points and Prost 6 – enough for the Frenchman to become World Champion for the first time after his victory in Portugal.

STARTING GRID – QUALIFYING TIMES

1st Nelson Piquet	1:21.703	Brabham-BMW
2nd Alain Prost	1:21.774	McLaren-TAG/Porsche
3rd Ayrton Senna	1:21.936	Toleman-Hart
4th Keke Rosberg	1:22.049	Williams-Honda
5th Elio de Angelis	1:22.291	Lotus-Renault
6th Nigel Mansell	1:22.319	Lotus-Renault
7th Patrick Tambay	1:22.583	Renault
8th Michele Alboreto	1:22.686	Ferrari
9th Derek Warwick	1:22.801	Renault
10th Stefan Johansson	1:22.942	Toleman-Hart
11th Niki Lauda	1:23.183	McLaren-TAG/Porsche
12th Riccardo Patrese	1:24.048	Alfa Romeo
13th Philippe Streiff	1:24.089	Renault
14th Eddie Cheever	1:24.235	Alfa Romeo
15th Jacques Laffite	1:24.437	Williams-Honda
16th Marc Surer	1:24.688	Arrows-BMW
17th René Arnoux	1:24.848	Ferrari
18th Thierry Boutsen	1:25.115	Arrows-BMW
19th Manfred Winkelhock	1:25.289	Brabham-BMW
20th Andrea de Cesaris	1:26.082	Ligier-Renault
21st François Hesnault	1:26.701	Ligier-Renault
22nd Piercarlo Ghinzani	1:26.840	Osella-Alfa Romeo
23rd Gerhard Berger	1:28.106	ATS-BMW
24th Jo Gartner	1:28.229	Osella-Alfa Romeo
25th Mauro Baldi	1:29.001	Spirit-Hart
26th Jonathan Palmer	1:29.397	RAM-Hart
27th Philippe Alliot	1:30.406	RAM-Hart

SITTING PRETTY

Senna, who would be joining Lotus for the 1985 season, did not disappoint in his last race for Toleman. The Brazilian made his third podium of the season, finishing the Championship in tenth place, with 13 points, the same tally as Nigel Mansell. "I was confident I would have a good race and, in fact, I did my best, because being behind Prost and Lauda is a pride for any driver. It would be too much to want to beat one of them in a race that decided the Title," he declared to *Jornal do Brasil* newspaper on October 22, 1984. "It is certain that I was happy to close the season well and I am very optimistic to join Lotus next year."

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1983 BRITISH FORMULA 3

A roller coaster of emotions

In a show-stopping season, Senna won the Title with authority and unquestionably earned his place in Formula 1

Dick Bennetts was the head of West Surrey Racing, a fledgling team that – under Jonathan Palmer's management – had won the British Formula 3 Title in 1981, its first year of operation. The following season, the team hit the crossbar when its Argentinian driver Enrique Mansilla finished just two points behind the Champion, Murray Taylor's Tommy Byrne. West Surrey Racing would soon make up for it. In late 1982, Bennetts had convinced Ayrton Senna, who had become the British and European Formula Ford 2000 Champion weeks earlier, to drive one of his cars in a special Formula 3 race. The event was broadcast by the *BBC* and served as an entrance exam for candidates to join the category.

In this race at Thruxton, on November 13, 1982, Ayrton drove Mansilla's car. Yet, practically without adjustments, he was already flying: he secured pole position and recorded a comfortable win, finishing 13 seconds ahead of Swede Bengt Trägårdh. More importantly, Senna left with a verbal agreement to race the entire Formula 3 season the following year for West Surrey.

UNCHARTED TERRITORY

Formula 3 was an unprecedented challenge for Ayrton Senna, and not only due to the raw power of the cars in this category. Racing in a category that was considered the final hurdle before reaching Formula 1 meant some extra pressure: it was either win or win, especially to secure sponsorships for funding the high costs to progress to the top tier of motorsport. Plus, everyone wants to be associated with the Champion, not with the runner-up. Senna's main rival in Formula 3 was Martin Brundle, who drove for Eddie Jordan Racing, a team that shared the same Ralt chassis and Toyota engines with West Surrey Racing.

Despite the pressure, Senna quickly demonstrated his racing prowess and put on a masterclass performance in the first half of the season: he recorded nine wins in



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"This Championship taught me a lot of things, especially after having led it with more than 30 points ahead and, all in all, I came up with one point in the decider"

Ayrton Senna

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"Formula 3 is crazy, as cars are too close one to the other. Winning two or three races is hard enough. Imagine eight," declared Emerson Fittipaldi after Senna's record



Hiroshi Kaneko ©ASE

***A common scene:** West Surrey Racing's Ayrton Senna leads the pack, followed by the Englishman Martin Brundle*

nine races. One of Senna's standout victories came on a rainy day at Brands Hatch on May 8, when he won despite some gearbox difficulties. Ayrton broke the previous record of season victories in Formula 3, which had belonged to Nelson Piquet, who had won seven Grands Prix in 1978.

THE FRIGHT

Yet what seemed to be unlikely did actually happen. Martin Brundle, who was also having a consistent season – he had been the runner-up in eight of the nine races won by the Brazilian – put together a series of wins starting from the 11th round, at Cadwell Park, and began to close in on Senna in the Championship. Ayrton was struggling with car issues, which forced him to retire on five occasions. And so, in the penultimate round, Brundle overtook Senna in the standings: 123 to 122 points.

GRAND FINALE

Everything would be decided in the last race, scheduled for October 23, 1983, at Thruxton. Despite the frustrating sequence of results, Senna and West Surrey were confident, as they believed they had solved the problem with the car – Ayrton personally supervised the Toyota engine rebuilding process at Novamotor's factory, in Italy. "We went to Snetterton for a test before the last race, and we were flying with this new engine. If we had it about six or seven races earlier, we wouldn't have had half the accidents," declared Dick Bennetts to journalist Tom Rubython, author of *The Life of Senna.*

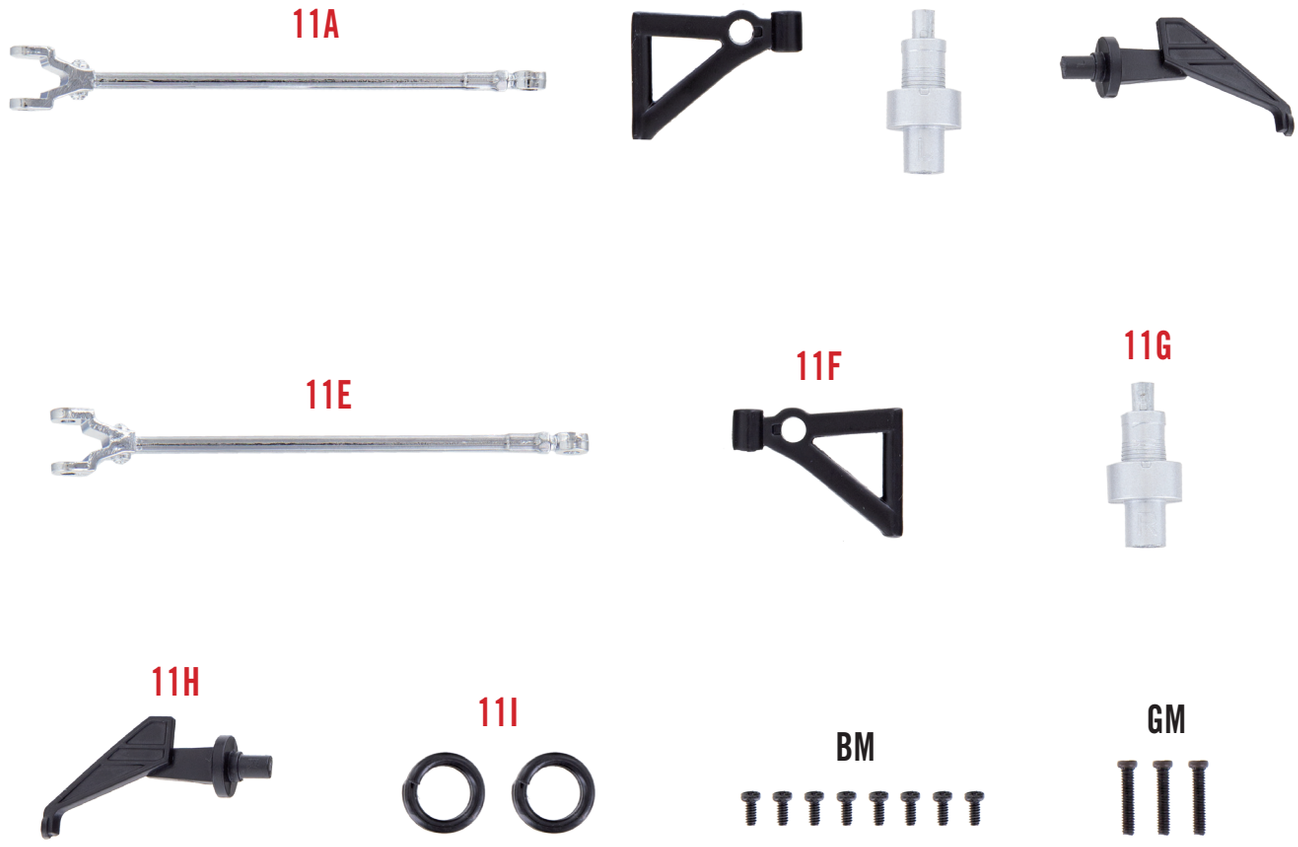
The big boss was right. The long-awaited decision turned into an exhibition race for Senna, who took pole position, clocked the fastest lap, and won the race without giving Brundle a chance – the Englishman would only finish third, behind American Davy Jones.

"It was the cleanest and easiest race of the whole season. This time I had my car well prepared, without any problems since the tests at Snetterton, in today's qualifying and during the race," said Senna to *O Globo* newspaper after the race. Also, amidst the celebrations, he made a point: "This Championship taught me a lot of things, especially after having led it with more than 30 points ahead and, all in all, I came up with one point in the decider."

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FRONT SUSPENSION ASSEMBLY (II)

PARTS



11A Front left suspension pull rod
11B Front left suspension rocker arm
11C Front left suspension damper
11D Front left suspension damper top mount
11E Front right suspension pull rod
11F Front right suspension rocker arm
11G Front right suspension damper
11H Front right suspension damper top mount
11I Front suspension spring
BM Screws 1.7 x 4 mm, 8 pcs*
GM Screws 2 x 10 mm, 3 pcs*

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.

* Including spares

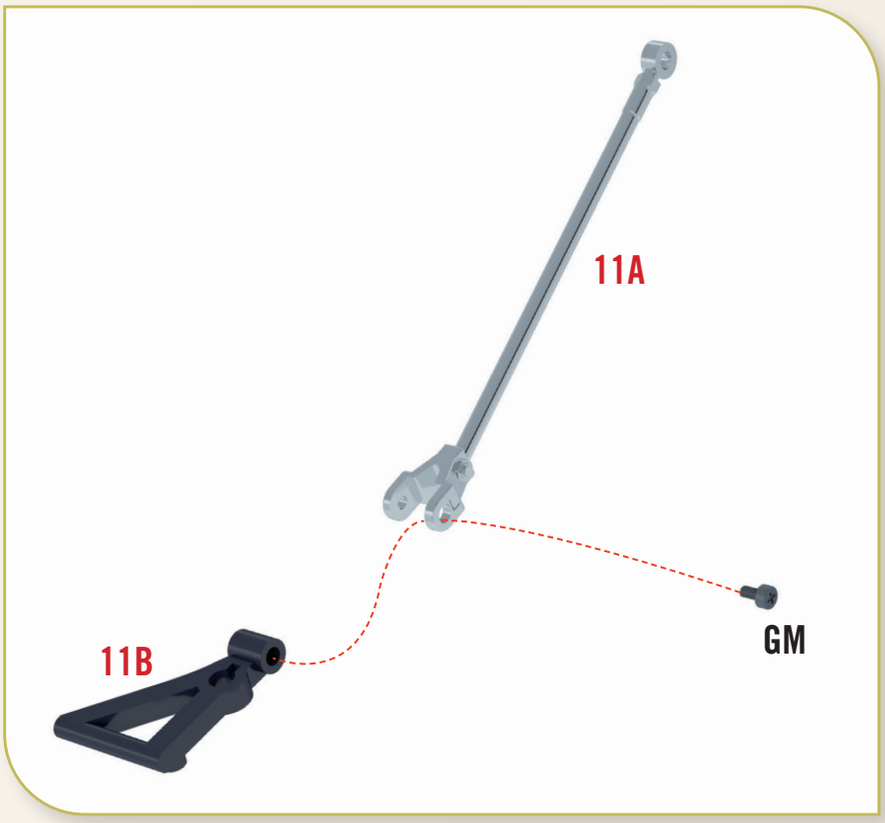
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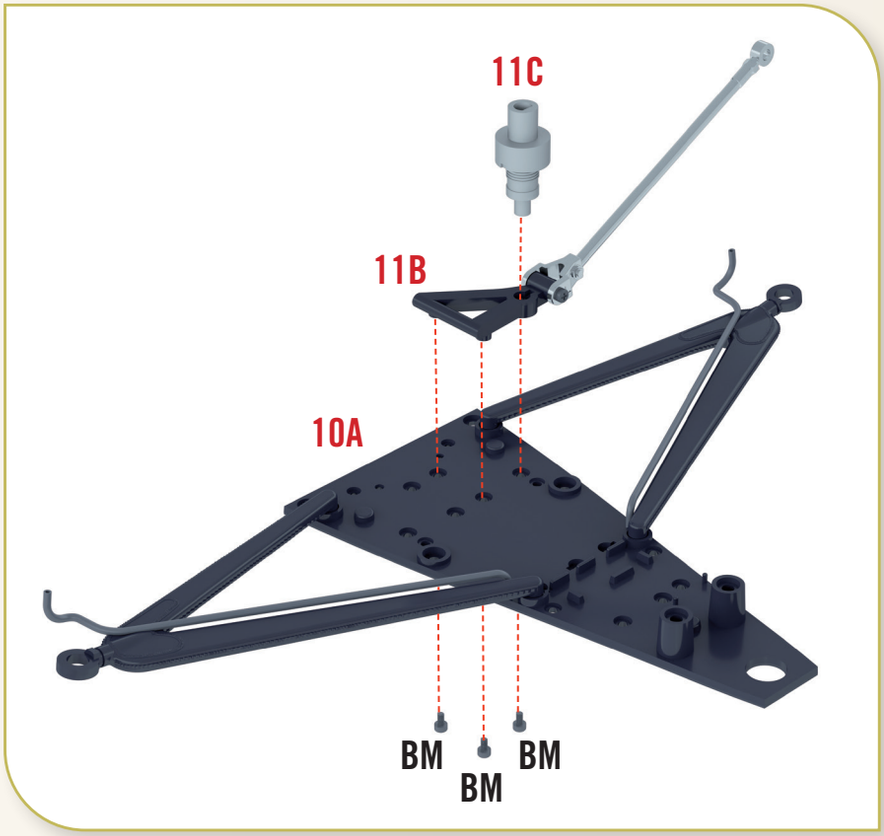
BEFORE STARTING
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

STEP 11-1

Connect the fork of the front left suspension pull rod **11A** to the front left suspension rocker arm **11B**. Refer to the image to position the parts correctly. Secure the assembly with a **GM** screw.

TIP
To differentiate between the front left suspension pull rod **11A** and the front right suspension pull rod **11E**, note that the former is marked with an "L" (left), while the latter features the letter "R" (right).





STEP 11-2

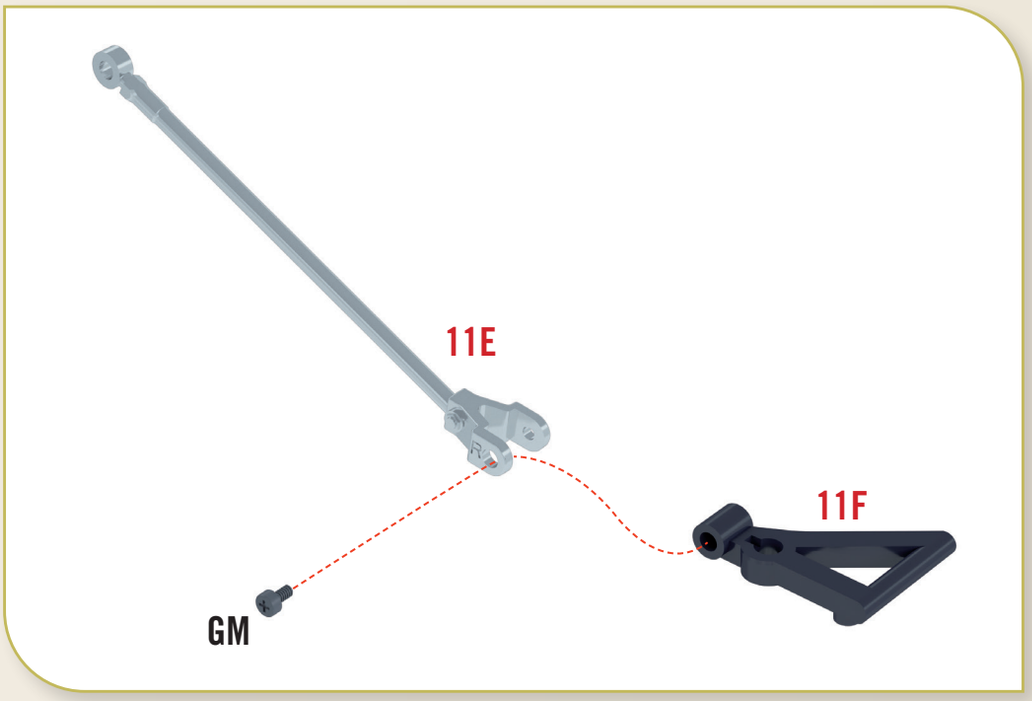
Place the front left suspension rocker arm **11B** over the series of holes marked on the front nose base **10A**. Next, insert the pin of the front left suspension damper **11C** into the largest hole in the rocker arm **11B**. From below, secure the assembly with three **BM** screws.

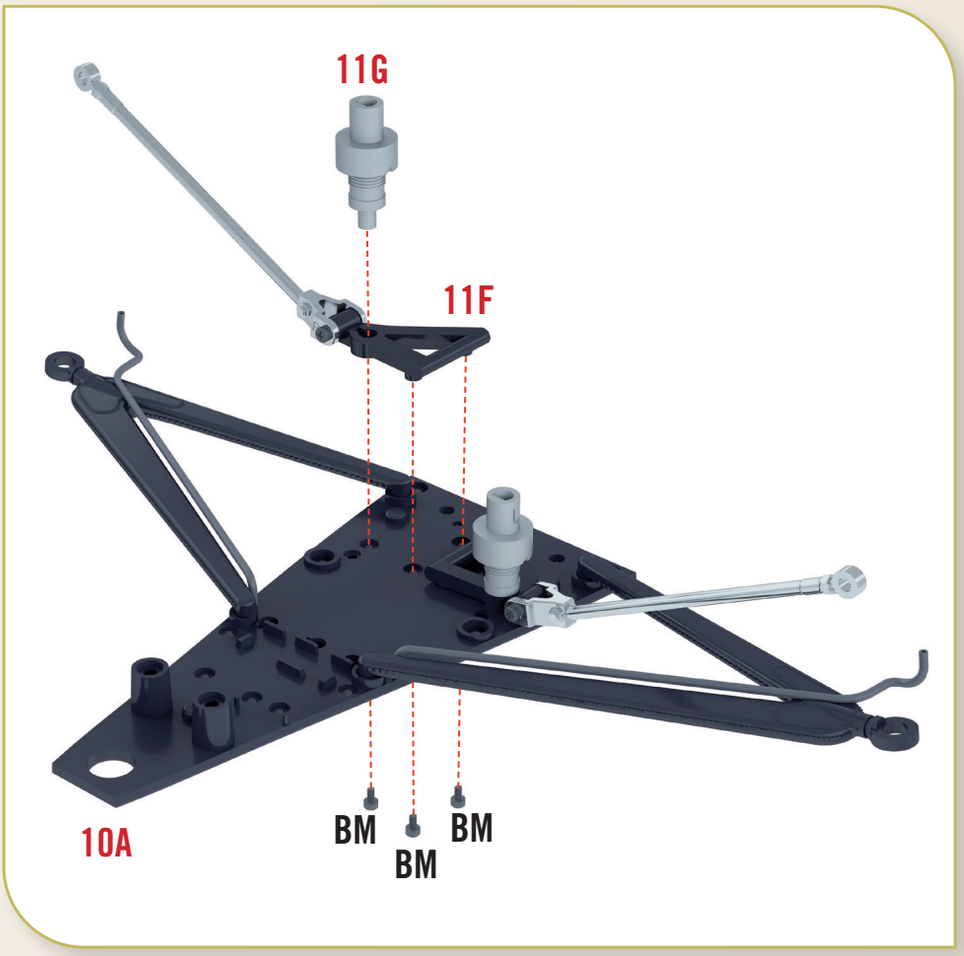
TIP
You don't need to differentiate between the front left suspension damper **11C** and the front right suspension damper **11G** – they are identical.

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STEP 11-3

Attach the front right suspension pull rod **11E** and the front right suspension rocker arm **11F**, as shown in the picture. To secure them, use a **GM** screw.





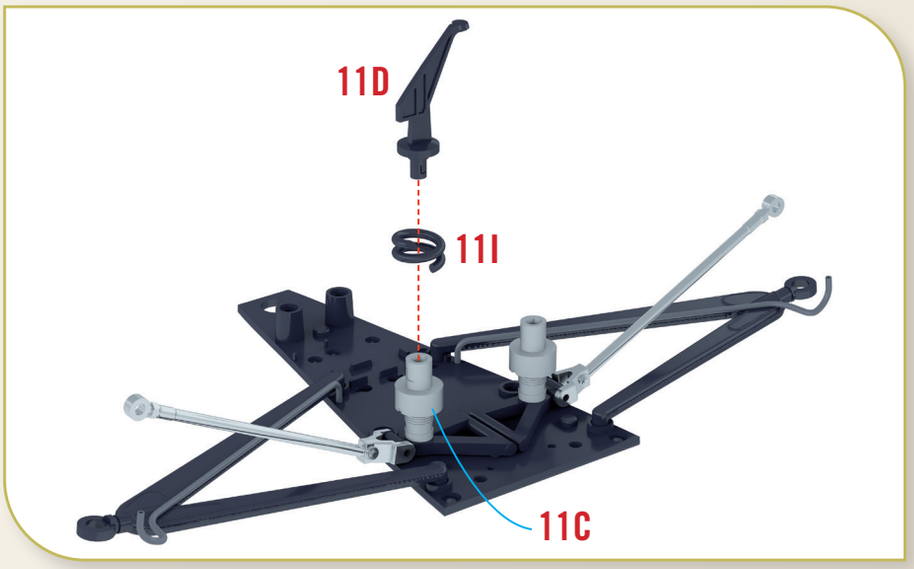
STEP 11-4

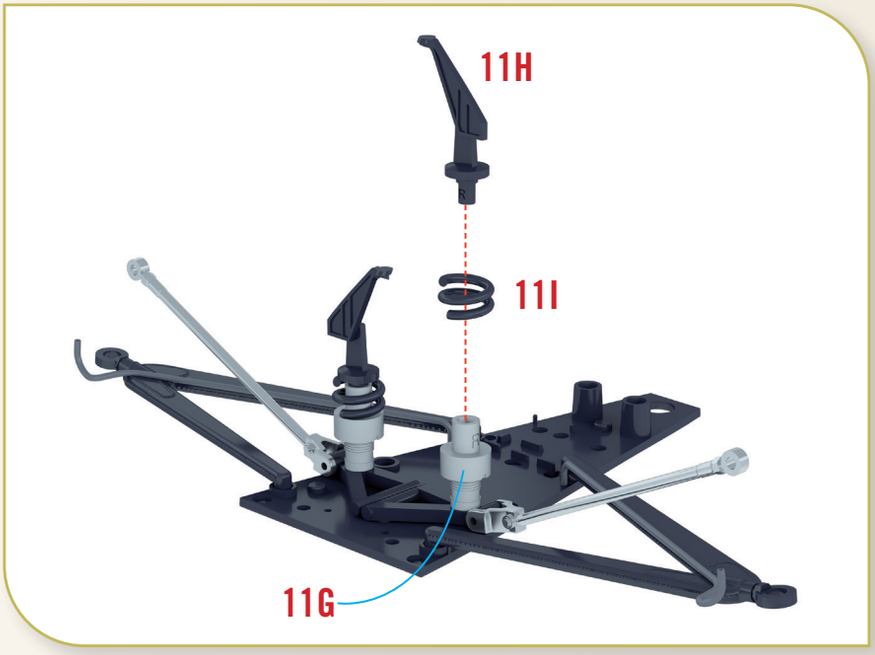
Place the front right suspension rocker arm **11F** over the series of holes marked on the front nose base **10A**. Insert the pin of the front right suspension damper **11G** into the largest hole in the rocker arm **11F**. From below, secure the assembly with three **BM** screws.

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STEP 11-5

Place one of the front suspension springs **11I** over the front left suspension damper **11C**. Next, insert the front left suspension damper top mount **11D** into the front left suspension damper **11C**. Note that the wing of this part should face the inside of the assembly, with its vertical lines facing backwards.





STEP 11-6

Place the other front suspension spring **11I** over the front right suspension damper **11G**. Then insert the front right suspension damper top mount **11H** into the front right suspension damper **11G**. Again note that the wing of this part should face the inside of the assembly, with its vertical lines facing backwards.

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
OLYMPUS
CAMERAS
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