BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

12





2180FSC012

DeAgostini
COLLECTIBLES

12 Lotus_Senna_UK_v5.indd 1 21/4/23 13:06

ORIGINAL VERSION
Editorial Planeta DeAgostini S.A.U.
Avda. Diagonal, 662-664, 08034 Barcelona, Spain

ENGLISH LANGUAGE ADAPTATION
UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane, London EC4V 5EQ

USA Published by De Agostini Publishing USA, Inc.
299 Park Avenue, New York, New York 10171

DE/AT/NL/HU/PL/CZ/SK/LT/SE Published by De Agostini Publishing S.p.A.
Via G. da Verrazano 15, 28100 Novara, Italy

All Rights Reserved.

Printed in Czech Republic

ISSN: 2755-3043

CUSTOMER SERVICES:

United Kingdom
customer.service@deagostini.co.uk

USA
support@usa.deagostini.com

Germany
kunden.service@deagostini.de

España
atencionclientes@planetadeagostini.es

France
gestionclients@altaya.fr

Belgique
serviceclientele@altaya.be

Netherlands
support@nl.fanhome.com

The price of this issue includes the magazine and the attached model.

TO OUR READERS
The publisher reserves the right to modify any components as required during the course of the collection. Not suitable for children under the age of 14 (12 for the USA). This product is not a toy and is not designed or intended for use in play. The collection is planned for 110 issues.

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. The model and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 - 5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 - 5 20 of the Intellectual Property Code is prohibited. The magazine and/ or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes.

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

Ayrton Senna Institute

WITH THIS PRODUCT YOU SUPPORT EDUCATION

Approved and licensed by
Classic Team Lotus Ltd.
www.classicteamlotus.co.uk

More information at **deagostini.com**

ITALY
Pubblicazione periodica edita da De Agostini Publishing S.p.A.
Uscita n. 12 del 02/10/2023
Pubblicazione periodica quattordicinale fino alla n°6, poi settimanale

Registrazione n. 744 del 12/04/2023 presso il Tribunale di Novara
Iscrizione al ROC no21243 del 21/6/2011

Direttore Responsabile: Pietro Boroli

De Agostini Publishing S.p.A.
via G. Da Verrazzano 15 - 28100 Novara
Redazione: via G. Pepe 44 - 20159 Milano

Stampa: AF BKK, s.r.o. Czech Republic

Data di prima pubblicazione: 05/05/2023

Poste Italiane S.p.A. Spedizione in abbonamento postale DL 353/2003
(conv.in L. 27/02/2004 n. 46) art. 1, comma 1, CNS Novara

L'Editore si riserva il diritto di variare la sequenza delle uscite della collezione e/o i prodotti allegati. Forme e colori possono variare rispetto a quelli raffigurati.

La tua collezione si compone di 110 numeri.

Prezzo primo numero 0,50 € (anziché 18,99 €).
Prezzo secondo numero 4,99 € (anziché 14,99 €).
Prezzo numeri successivi 11,99 €.
Salvo variazione aliquote fiscali.
L'editore si riserva la facoltà di modificare il prezzo delle uscite in caso di significativi aumenti dei costi di approvvigionamento delle materie prime, dei costi di trasporto e/o postali nonché del tasso di inflazione.

SCOPRI DI PIÙ SULLE COLLEZIONI DE AGOSTINI E ATTIVA
IL TUO ABBONAMENTO SU: www.deagostini.com

Per informazioni e assistenza contatta il SERVIZIO CLIENTI al numero 199 120 120*
Il numero è attivo dalle 8.00 alle 18.00 dal lunedì al venerdì
Se ti serve aiuto per il montaggio, contatta il nostro numero di assistenza al montaggio: 338-3002881**. Il numero è attivo ogni giovedì dalle 16 alle 18.
* Costo massimo della chiamata da rete fissa 0,1449 euro al minuto, IVA inclusa, senza scatto alla risposta. Da rete mobile costo dipendente dall'operatore utilizzato.
** La telefonata non prevede costi aggiuntivi rispetto a quanto previsto dal proprio piano tariffario di rete fissa o mobile.

Formula 1 chronicles

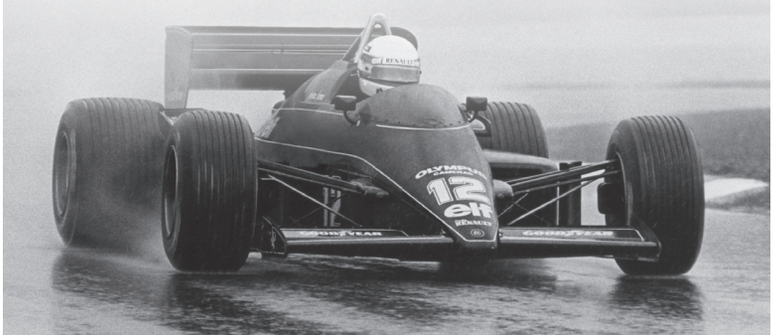
In 1972, Emmerson Fittipaldi became the first Brazilian Formula 1 World Champion, paving the way for his fellow countrymen

Life of an idol

Ayrton's final race in Formula 3 was a showdown against other top-class drivers also hoping to drive in Formula 1

Assembly

Suspension anti-roll bar and pedals



EMMERSON FITTIPALDI

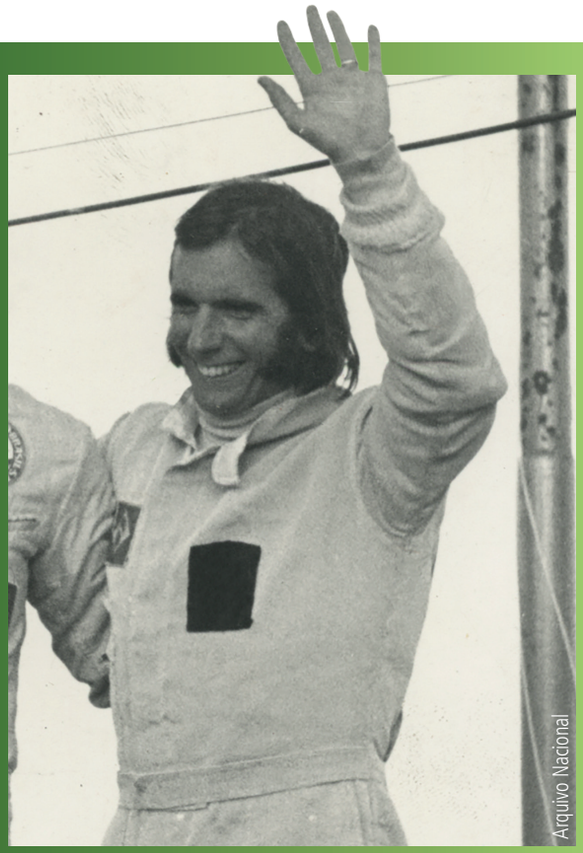
Brazil hits the big time

Onboard the Lotus 72, the driver from São Paulo won the Formula 1 World Championship in 1972, and it was a real shot in the arm for Brazilian motor racing

Synonymous with motor racing in Brazil since the era of patriarch Wilson – known as "The Baron" – the Fittipaldi name rose to global prominence through his son Emerson's exceptional achievements. With his remarkable combination of speed, boldness, and natural talent, the driver nicknamed "The Mouse" rapidly ascended the ranks of international racing. He debuted in Formula 1 barely a year after his first race outside of Brazil, a Formula Ford event in the Netherlands, in April, 1969. Thereafter, his meteoric rise is well-documented, including two Formula 1 World Championships, one Indy Car Title, and an enduring legacy through the Fittipaldi team, which participated in a total of 104 Grands Prix and was led by Emerson and his brother Wilsinho.

Emerson's career trajectory can be traced to his early days with Lotus, the team that propelled him into Formula 1 and with which he won his first World Title, in 1972; at the tender age of 25, he became the youngest-ever champion in the sport's history up to that point. Not only did this pivotal season mark a turning point in Emerson's career, but it also served to transform the history of Brazilian motorsports. The following year saw the inclusion of the Brazilian Grand Prix in the official Formula 1 World Championship calendar for the first time. Emerson would then serve as a trailblazing icon for future generations of Brazilian drivers, including the legendary young Ayrton Senna da Silva, who was taken by his father Milton to watch the race in Interlagos.

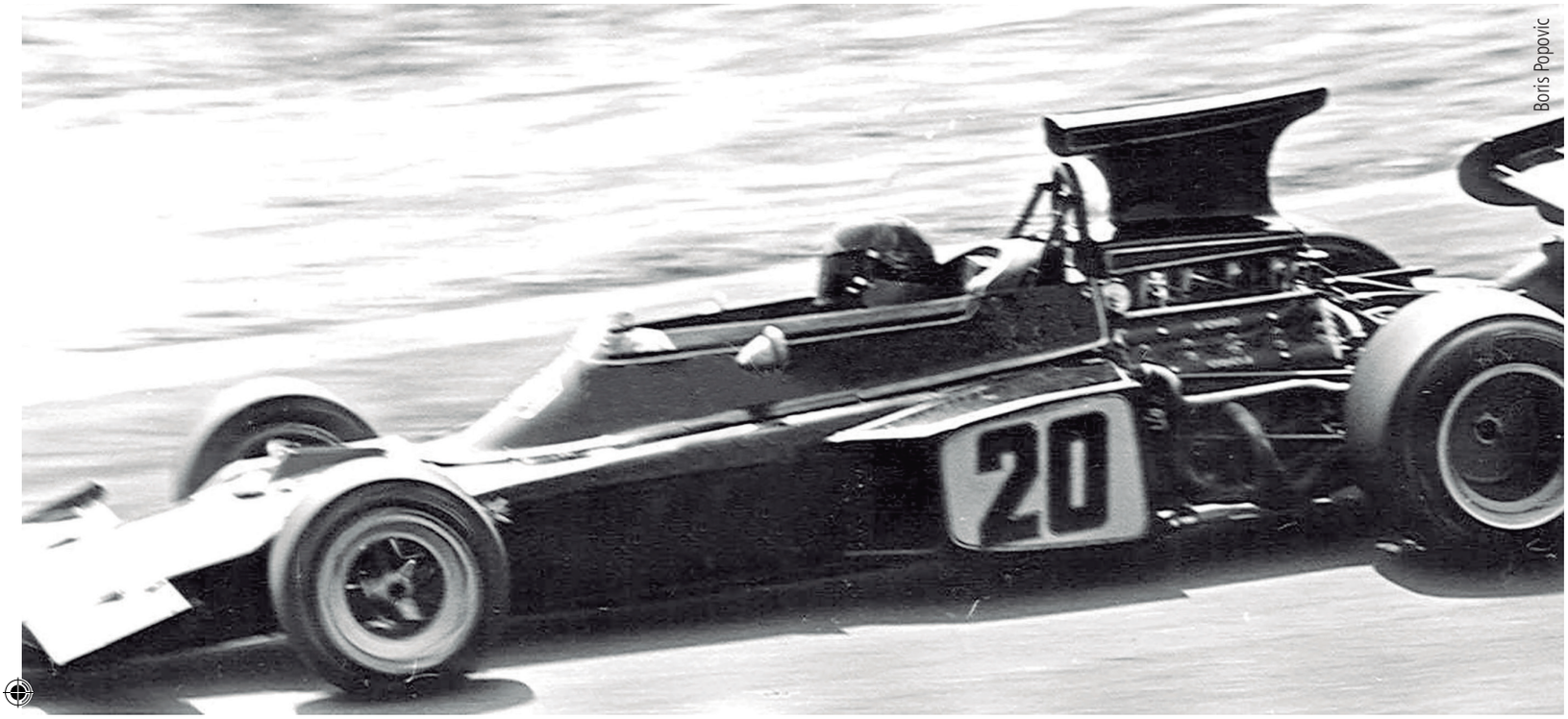
In this captivating story, Colin Chapman played a crucial role in Emerson's rapid ascent to stardom, recognizing the Brazilian's prodigious talent and promptly offering him a seat in a Lotus cockpit in mid-1970. Fittipaldi lived up to expectations in his first three races, finishing eighth in England, fourth in Germany, and 15th in Austria, all while driving the team's previous-season car, the Lotus 49. Meanwhile, the team's principal driver and Championship leader, Jochen Rindt, had already started driving the revolutionary Lotus 72C. Tragically, Rindt was killed in a practice session for the Italian Grand Prix at Monza. Two races later, during Lotus' return to the track at Watkins Glen in the United States, Chapman promoted Fittipaldi to principal driver. The Brazilian repaid Chapman's faith in him with a stunning win in the US Grand Prix, a result that secured the posthumous Drivers' Championship for Rindt.



Emerson's rise in the world of motorsports was nothing short of meteoric. He joined Formula 1 just one year after participating in his first Formula Ford race in Europe

12 Lotus_Senna_UK_v5.indd 1 21/4/23 13:06

With its classic black-and-gold livery, the Lotus 72 that propelled Emerson to his first title has cemented its status as one of Formula 1's most iconic cars



Boris Popovic

Dominant drive: *Emerson Fittipaldi during practice for the 1972 Austrian GP, where he took pole and led the race from start to finish*

AN INSTANT CLASSIC

Emerson's debut with Lotus in 1970 saw expectations rise, but the following season proved to be a disappointment for the Brazilian driver. The 72D model designed for the year did not perform as well as hoped, which led Emerson to a sixth-place finish in the Drivers' Championship, without securing a single win. However, the Lotus designers immediately began working on adjustments to the car. When the Lotus 72D returned to the track early in 1972, sporting the new black-and-gold livery of John Player Special's sponsorship, not even a retirement in the opening race of the season in Argentina could shake the team's confidence.

In the next six races, Emerson scored six podiums with three wins – in Spain, Belgium, and England – two second places in South Africa and France, and a third in Monaco. The Brazilian driver's gearbox problem took him out of the German Grand Prix, but he returned to the podium in the following race, the Austrian Grand Prix, opening a 25-point lead over second-placed Tyrrell's Jackie Stewart. The party was on: the Italian Grand Prix held in Monza on September 10, 1972, was to be the deciding race.

If Emerson could win, he would be crowned Formula 1 World Champion. And sure enough, despite driving with his reserve car and starting from sixth place on the grid, Emerson secured victory and claimed the Title, which was the first won by a Brazilian in the elite level of motor racing.

Emerson continued to race for Lotus in 1973, finishing as the Championship runner-up, with Scotsman Jackie Stewart clinching the Title. At the end of the season, Fittipaldi accepted an offer from McLaren and became two-time World Champion in 1974. Even so, his days in Norfolk remained etched in his memory, as he recalled in a 2019 visit to the Goodwood racetrack in England, when he drove a restored Lotus 72. "Colin Chapman was my mentor. They were my first four years in Formula 1, and he was good to me. His natural ability to perfect a car was fantastic," he declared. "Of all the cars I drove in my career, the Lotus 72 was the best. Its incredible design and advanced features were far ahead of its time."

12 Lotus_Senna_UK_v5.indd 2 21/4/23 13:06

1983 MACAU FORMULA 3 GRAND PRIX

Out-muscling the rivals

Ayrton Senna put on a brilliant performance in the Portuguese enclave, asserting his dominance over contenders in the clash for a place in the Brabham team

Boris Popovic

During the intense speculation about his future in Formula 1, Ayrton Senna – the newly-crowned British Formula 3 Champion – would still take part in one last challenge in the category in 1983: the Macau Grand Prix. The climax of the traditional motor-racing festival that had been taking place in the Portuguese overseas territory in China since the 1950s – and which comprised motorcycle and touring car competitions – was the Formula 3 race. In previous years, the main event had been disputed by Formula Pacific cars; with the change, the race would become, in practice, a kind of Formula 3 World Championship.

In fact, it would be a unique meeting of the greatest racing talents around. Theodore Racing, a Hong Kong-based team founded by millionaire Teddy Yip and sponsored by Marlboro, would support the two main teams that were in with a shout of winning the Title: Ayrton Senna's West Surrey Racing and Eddie Jordan Racing, which would line up not only Martin Brundle, Senna's rival in British Formula 3, but also Colombian Roberto Guerrero – already a veteran, with two seasons of experience in Formula 1. Names like Italian Pierluigi Martini, the 1983 European Formula 3 Champion, and Gerhard Berger, another of the category's standout drivers, would also be present in the competition.

Besides the £1,000 prize and, of course, the prestige for the win, another aspect heated up the race atmosphere, which involved only three drivers on the grid. In the days before the Macau Grand Prix, Senna, Guerrero, and Martini had been testing the Brabham car at the Paul Ricard circuit in France – the British team was looking for a substitute driver for Riccardo Patrese, who had agreed to join Alfa Romeo. Bernie Ecclestone had already suggested that one of those three names would take his place. It was not, however, only technical criteria that would be taken into consideration – just as important, if not more so, were the financial aspects, and here Roberto Guerrero had the advantage, since he had a US$2 million sponsorship from Café de Colombia.



"I was able to distance myself more than two seconds per lap, but I didn't want to risk a race I could easily win"

Ayrton Senna

A WALK IN THE PARK

Although Ayrton Senna had arrived in Macau only two days prior to the race – he had little time to test the car,

12 Lotus_Senna_UK_v5.indd 3 21/4/23 13:06



Pedal to the metal: *with an impeccable performance, Senna (pictured) left great drivers like Roberto Guerrero, Martin Brundle, and Gerhard Berger behind*

and in qualifying he only did three laps, then was forced to return to the pits due to gearbox problems – he proved his exceptional skill and talent by securing pole position with a blistering lap time of 1:22.02; this was not beaten by any rival in the two qualifying sessions. (Notably, it was the first time the Brazilian racing legend had officially driven a single-seater on a street circuit.) In the starting lineup behind him were Guerrero, Brundle, Martini, and Berger.

The Grand Prix would be held in two heats of 15 laps each and both heats had the same results: Senna finished first, Guerrero second, and Berger third. "I like to win," the Colombian told the *South China Morning Post* on November 21. "However, from the moment Ayrton accelerated, he was always in control. There was no moment in the race when I even imagined I could beat him." Senna returned the kindness and gave a token of appreciation to his inconsolable rival, who was leading the race the previous year, but crashed with two laps to go. "I knew Roberto would go full out to win after what happened here last year, so beating him was quite an achievement."

"From the moment Ayrton accelerated, he was always in control," said Roberto Guerrero, the runner-up

In the press release addressed to Brazilian journalists, however, Ayrton was less modest. "I was able to distance myself more than two seconds per lap, but I didn't want to risk a race I could easily win. I also felt tired, because the race forced me to use the gearshift more than 1,200 times. I had a perfect car and I was able to go really fast. It was great to compete against my main rivals for a place at Brabham. With the result I showed that, an arm for an arm, I'm getting the upper hand. I wanted to prove that I have what it takes to be a top driver."

12 Lotus_Senna_UK_v5.indd 4 21/4/23 13:06

SUSPENSION ANTI-ROLL BAR AND PEDALS ASSEMBLY

PARTS

12A



12B



12C



12D



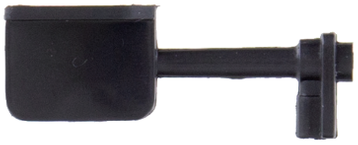
12E



12F



12G



12H

DP



JP



12A Front rocker arms mount
12B Front suspension anti-roll bar 1
12C Front suspension anti-roll bar 2
12D Nose cone bottom panel reinforcement
12E Clutch pedal
12F Brake pedal
12G Gas pedal
12H Brake bias adjuster
DP Screws 1.7 x 4 mm, 4 pcs*
JP Screws 1.5 x 4 mm, 3 pcs*

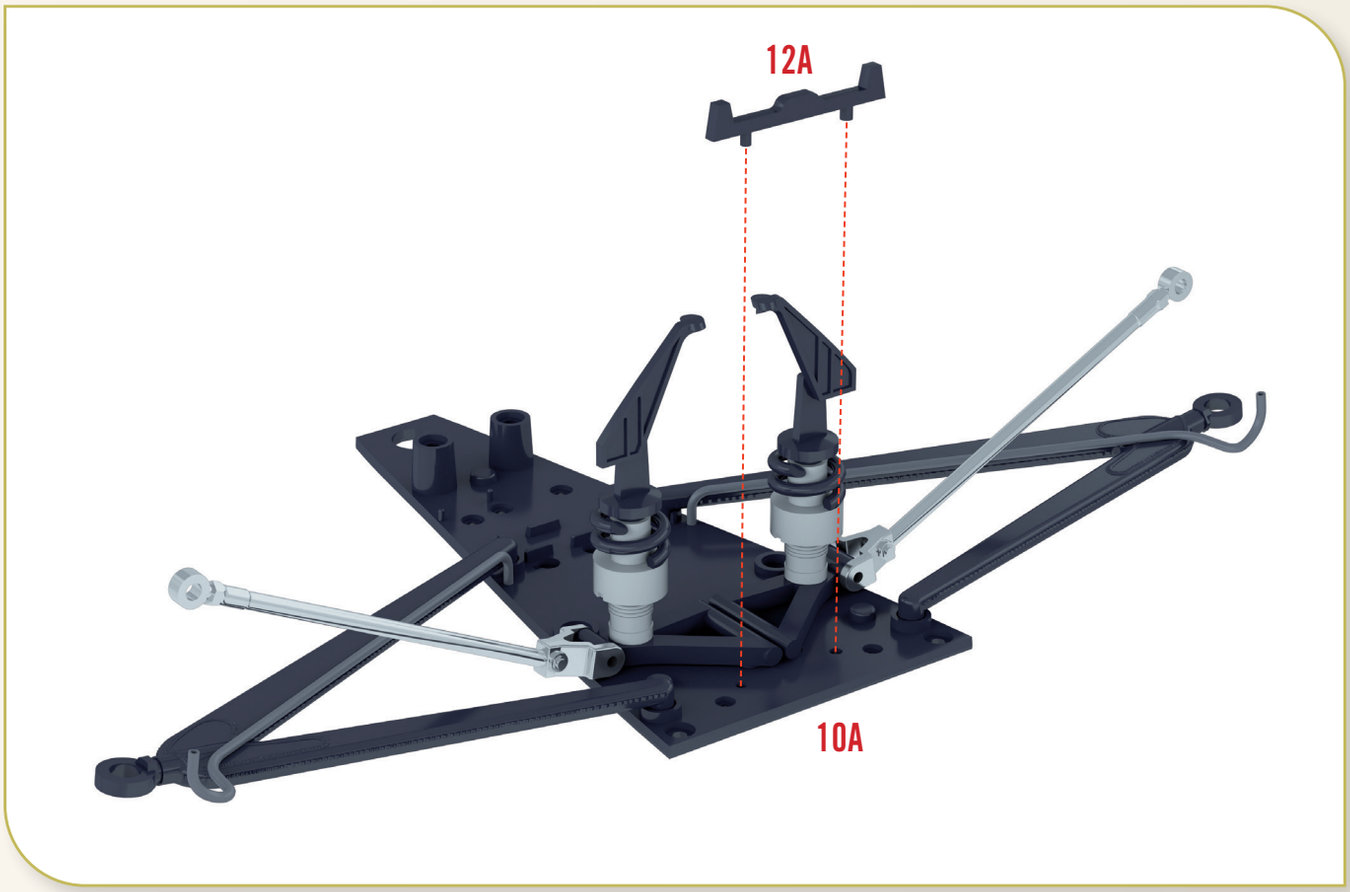
Publisher's note: the finish of the parts in the pictures may differ from the parts enclosed in this issue. This in no way affects either the product quality or the assembly instructions.

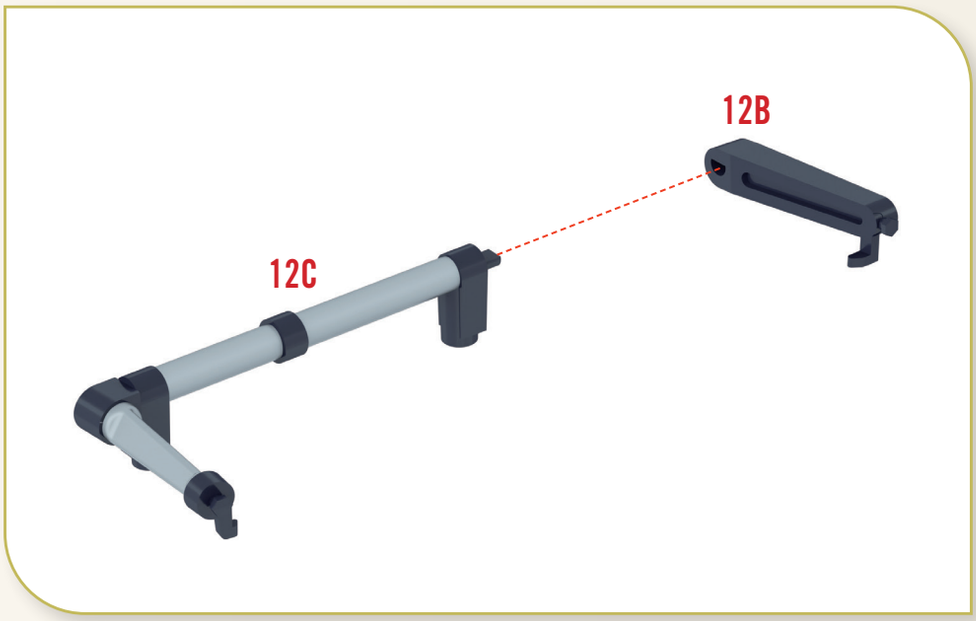
* Including spares

12 Lotus_Senna_UK_v5.indd 5 21/4/23 13:06

STEP **12-1**

Insert the pins of the front rocker arms mount **12A** into the highlighted holes on the front nose base **10A**.





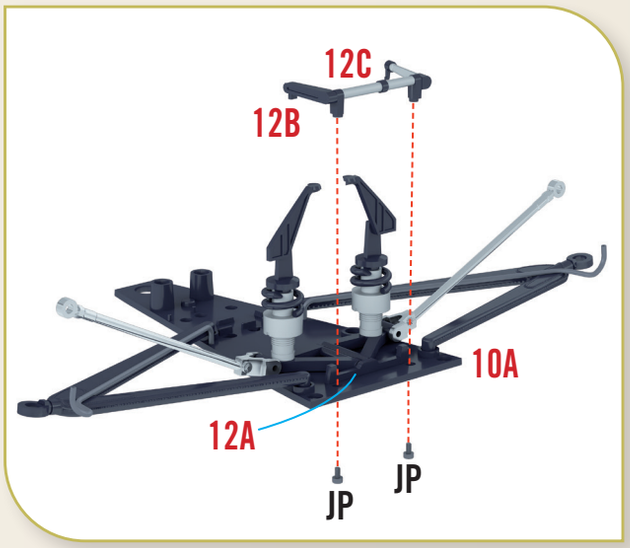
STEP **12-2**

As shown in the picture, connect the front suspension anti-roll bar assemblies 1 and 2, **12B** and **12C**, via the semicircular pin.

BEFORE STARTING

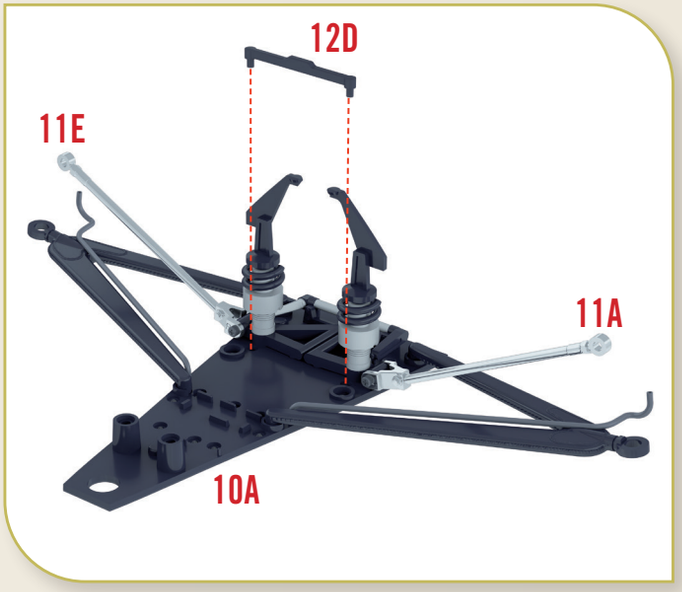
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

12 Lotus_Senna_UK_v5.indd 6 21/4/23 13:06



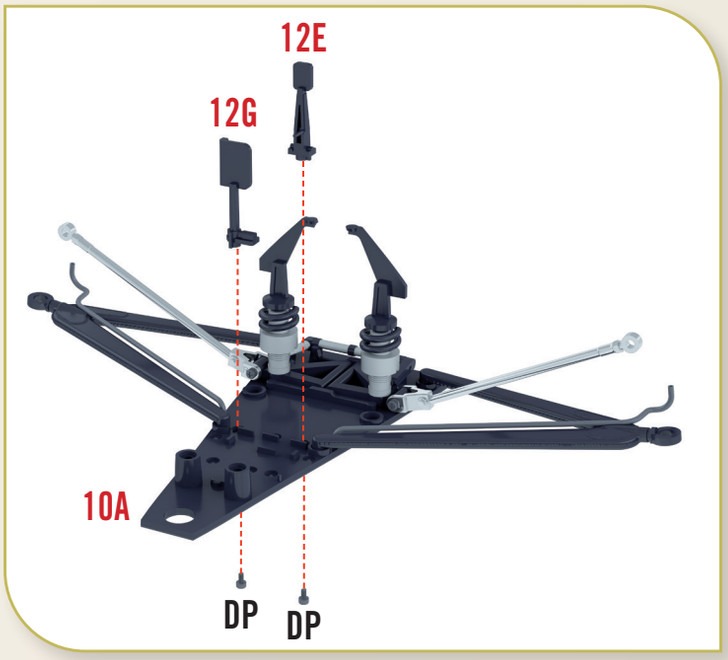
STEP 12-3

Place the front suspension anti-roll bar assemblies 1 and 2, **12B** and **12C**, over the front nose base **10A**, following the position shown in the picture. Use two **JP** screws to connect the parts together.



STEP 12-4

Insert the pins of the nose cone bottom panel reinforcement **12D** into the front nose base **10A**, between the front suspension pull rods **11A** and **11E**.



STEP 12-5

Insert the gas pedal **12G** into the right hole in the center of the front nose base **10A**. The clutch pedal **12E** should then be placed in the left hole. Attach the two parts with **DP** screws.

12 Lotus_Senna_UK_v5.indd 7 21/4/23 13:06

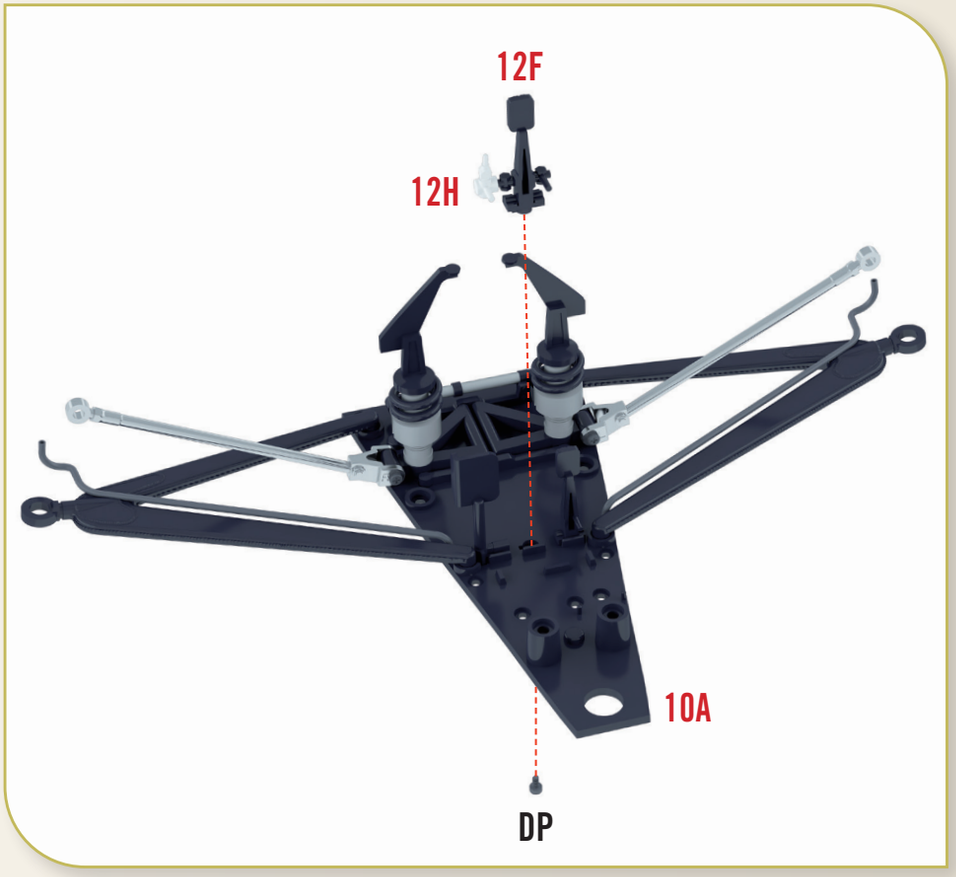
STEP 12-6

Insert the brake bias adjuster **12H** into the side of the brake pedal **12F**, with the longer pins of the two parts pointing in the same direction.



STEP 12-7

Place the base of the brake pedal **12F** over the center hole in the front nose base **10A**. Use a **DP** screw to attach the part from underneath.



FINAL ASSEMBLY

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



12 Lotus_Senna_UK_v5.indd 8 21/4/23 13:06


Ayrton Senna
Turbo
12
OLYMPUS
CAMERAS
GOODYEAR
EAGLE

