BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

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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

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Printed in Czech Republic

ISSN: 2755-3043

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ITALY
Pubblicazione periodica edita da De Agostini Publishing S.p.A.
Uscita n. 13 del 09/10/2023
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.

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Prezzo numeri successivi 11,99 €.
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Formula 1 chronicles

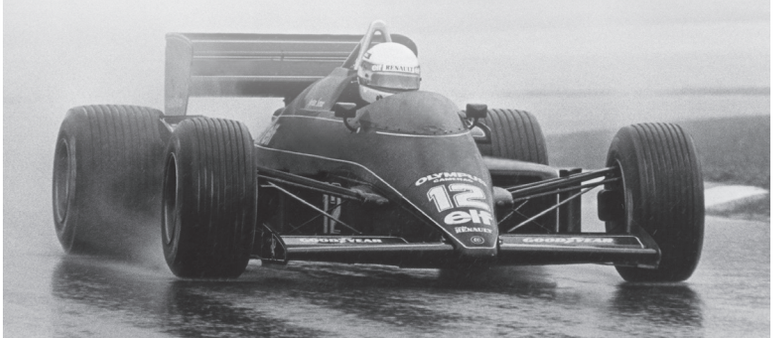
The Lotus 72 was the first car to feature the team's iconic black-and-gold livery

Life of an idol

Ayrton Senna tried out for Williams, McLaren, and Brabham, but ended up signing with Toleman

Assembly

Nose cone front bulkhead and pipe



THE LOTUS 72

The rise of a legend

One of the most successful cars in the history of Formula 1, the Lotus 72 was used in the early 1970s and was the first to feature Lotus' legendary black-and-gold livery



Beauty and the beast: *Emerson Fittipaldi at the wheel of a Lotus 72D during an exhibition race in 2007*

Espinya

During its five years on the track, between 1970 and 1975, the Lotus 72 became one of the most dominant cars in Formula 1 history. It achieved 20 victories, three Constructors' World Titles, and two Drivers' World Titles. Moreover, its impact on the motor-racing world goes far beyond those impressive numbers. After all, one of the six variations of the model, the Lotus 72D, was the first to sport the gleaming black-and-gold livery that Colin Chapman's team would proudly display in the following years. In fact, the move helped boost Formula 1 as a business, inspiring other teams to adopt the colors of their sponsors to increase their revenues.

It was also this car that made Brazilians fall in love with Formula 1. In 1972, driving his Lotus 72D, Emerson Fittipaldi won his first World Title, becoming the first Brazilian driver to achieve this feat. One year later, in the first official Formula 1 Grand Prix held in Brazil, Emerson drove the same car to victory and sent thousands and thousands of fans into a frenzy, when he topped the podium at Interlagos. It would be no overstatement to say that The Mouse's triumphs in the Lotus 72D inspired a whole generation of Brazilian drivers, who little by little would make their way to Formula 1 and compete on equal terms with the Europeans.

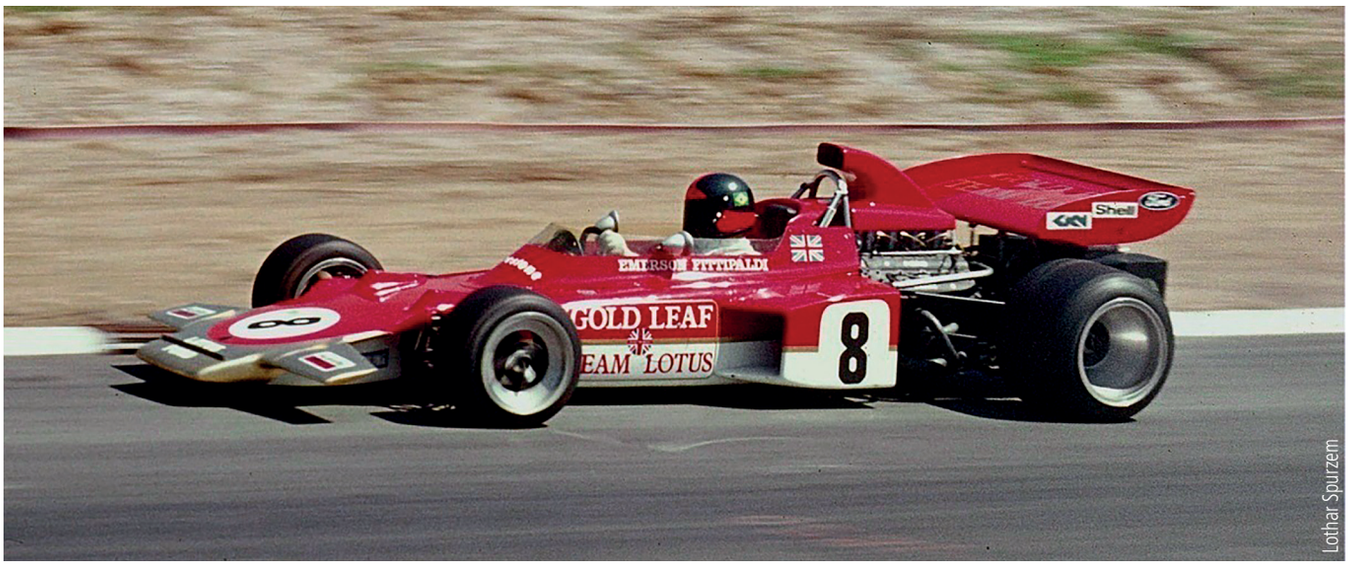
On board the Lotus 72D, Emerson Fittipaldi secured his first F1 World Title and won the first official Brazilian Grand Prix

A REVOLUTIONARY DESIGN

Designed by Maurice Philippe under Chapman's supervision, the Lotus 72 was unveiled to the press on

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There were six versions of the model – the final iteration, the Lotus 72F, featured in the last five races of the 1975 season



White-and-red: *Fittipaldi's Lotus 72D still displays the Gold Leaf livery, during practice sessions for the 1971 German Grand Prix*

April 1, 1970. It truly had a revolutionary design inside and out. Its flat nose and two small wings resembled a hammerhead shark, while the radiator was split in two and placed on the sides of the cars, between the wheels – a design that still remains in use in Formula 1 cars. The rear wing was large, and divided into three parts, in order to provide more stability. According to Chapman's technical notes, it was also very lightweight: 1168 lb (530 kg), including fuel, which was the minimum allowed in the regulations. The car was powered by the tested, mighty, and naturally aspirated Ford-Cosworth DFV V8 engine.

During its debut season, the car went through three evolutions: 72, 72B, and 72C. Jochen Rindt won four consecutive races with the Lotus 72C – in his first Championship triumph in Monaco, Rindt raced a Lotus 49 – but, tragically he was killed in an accident at Monza; he posthumously won the 1970 World Championship. After Rindt's death, Emerson Fittipaldi took over as Lotus' lead driver, but did not enjoy the success he had hoped for the following year. With many problems in his Lotus 72C and the first version of Lotus 72D, he ended the 1971 season without a win. However, the following year, the tide would change.

A STAR IS BORN

Until 1971, the Lotus 72 sported the red-and-white livery of Gold Leaf, a cigarette brand of the team's sponsor, John Player & Sons. At the end of that year, however, the tobacco company decided to promote another product – the team's cars would now be painted in the colors of the John Player Special brand. A classic in black and gold was born, becoming a symbol of style and elegance. Throughout that season, Emerson would also stamp the label "victorious" on the new livery: eight podiums in 12 races of the season, winning five times; the driver secured his second World Title with the 72 model.

In 1973, the Lotus 72 was supreme: Fittipaldi began the season strongly, winning the first two races with the 72D model, which included the Brazilian Grand Prix. When Lotus introduced the 72E model in the fourth round, it went on to win five more races that season – one with Fittipaldi and four with the Swede Ronnie Peterson. The team's seven-race win total secured another Constructors' Title, but the Drivers' Championship went to Tyrrell's Jackie Stewart.

The following year, Emerson left Lotus for McLaren, and Peterson became the team's lead driver, securing the last three Lotus 72E wins. In 1975, the team introduced the 72F model, though it had a very short life and competed in only five Grands Prix at the end of the season, before being replaced by the Lotus 77 in 1976. By this time, the Lotus 72 had made its mark in the history of Formula 1.

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TESTS IN FORMULA 1

The first race of 1984: Ayrton Senna's Grand Prix

The Formula 3 Champion tried out for Williams, McLaren, and Brabham, but ended up signing with Toleman, where he became the principal driver

Long before the first Grand Prix of 1984, which was scheduled for March 25 in Rio de Janeiro, Formula 1 was already experiencing the thrills of a fierce competition. Some of the biggest teams in the category were in the game, fighting both on the track and behind the scenes. They all had their eyes on the same trophy: the hiring of the greatest revelation of the motor-racing world in recent times, the Brazilian Ayrton Senna.

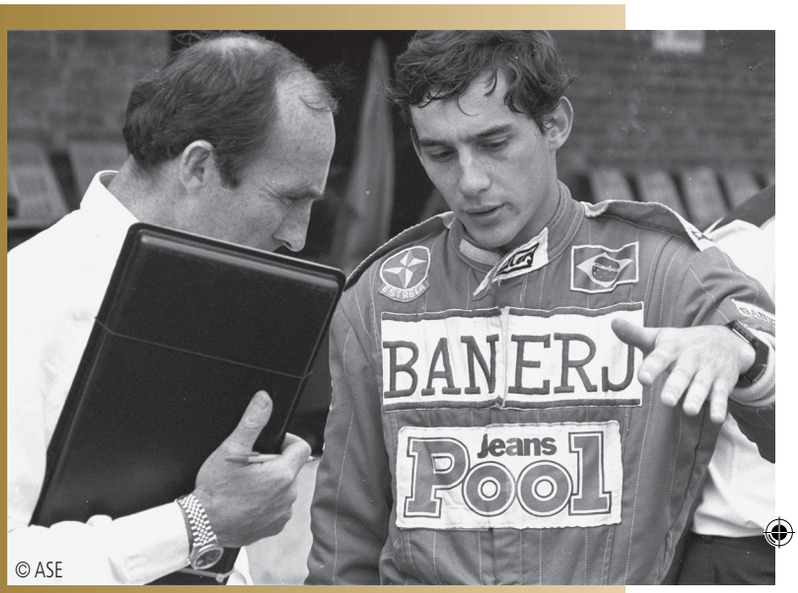
In 1983, while the Formula 3 season was still underway, the young driver had been courted by several racing teams interested in seeing him perform at the wheel of a Formula 1 car. It was common knowledge that the next step in Senna's career would naturally be to enter the category the following year – but on his own terms. He would only step into a Formula 1 cockpit if the conditions were favorable for him.

AN IMPRESSIVE START

Ayrton Senna drove a Formula 1 car for the first time at the Donington Park circuit in England on July 19, 1983, after an invitation by Williams. The team made Keke Rosberg's reserve car available to him, but it had a test engine and less grippy tires than usual. Senna completed 83 laps and achieved a remarkable feat: setting a new circuit record for aspirated engine cars with a time of 1:00.09, one second faster than the previous record.

"I am impressed with Ayrton. I already knew he was an excellent driver and I was doing everything possible to have him at Williams next year. But he lived up to my expectations, driving with neither qualifying nor race tires, and in addition, the car had brake problems," said an impressed Frank Williams.

Ayrton, on the other hand, did not seem so surprised. "The most difficult thing was overcoming the anxiety of sitting in a Formula 1 car. I felt at ease throughout the test, and as I got used to the car, I confirmed what I had believed for a long time: driving a Formula 1 car is basically the same as driving a go-kart, multiplied by a speed that is terrifyingly higher."



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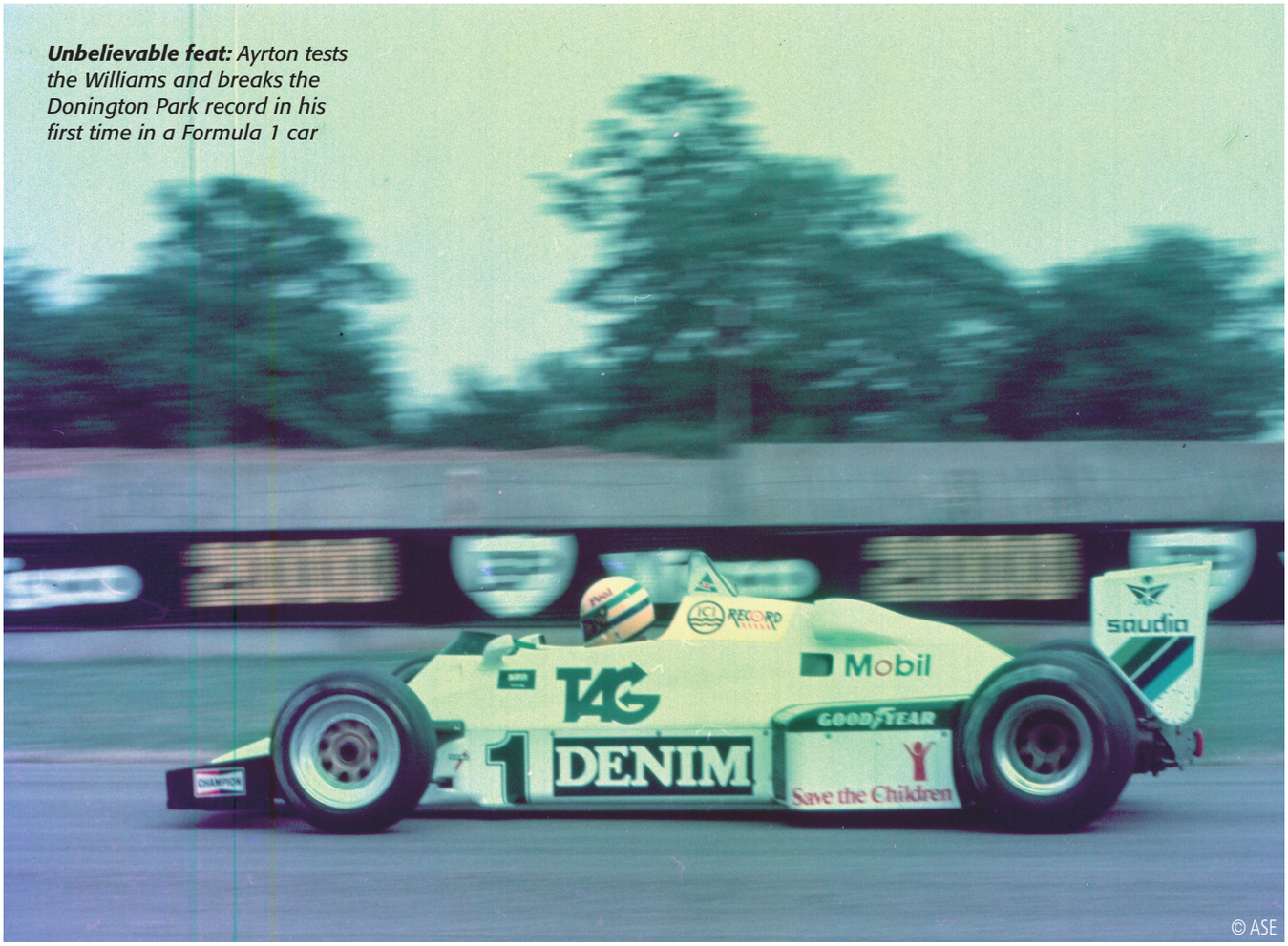
"The hardest thing was overcoming anxiety. Driving a Formula 1 car is basically the same as driving a go-kart, multiplied by a speed that is terrifyingly higher"

Ayrton Senna

SILVA-STONE

On October 27, just four days after becoming British Formula 3 Champion, Ayrton was at Silverstone to test for McLaren. First, he drove John Watson's car, then Niki Lauda's car. At the end of the test, it was jaw-dropping for the Brits once again. "This Ayrton is really a phenomenon. He did a time that not even Niki Lauda could do, with the cars in the same conditions," Ron Dennis told *O Globo* newspaper.

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Unbelievable feat: *Ayrton tests the Williams and breaks the Donington Park record in his first time in a Formula 1 car*

Senna's performance with Toleman was so impressive that the team canceled the next day's session – further testing was unnecessary

The following month, Senna returned to Silverstone in the cockpit of a Formula 1 car, now with Toleman, in what would be his first experience with a turbo-engined car. Ayrton drove only 65 laps, enough to clock the team's fastest time at the circuit and also to cancel the next day's tests – everyone was already satisfied with the results. Alex Hawkridge, the British team's boss, immediately offered a contract to the driver, who thanked him and requested some time to think it over.

END OF THE STORY

The final chapter of this story came in the form of one last trial. On November 14, 1983, Senna traveled to France to test for Brabham at the Paul Ricard circuit. However, the place in the team was contingent upon securing a major sponsorship deal to fund the driver, which unfortunately Senna was unable to provide… unlike Roberto Guerrero, who was supported by Colombian coffee money.

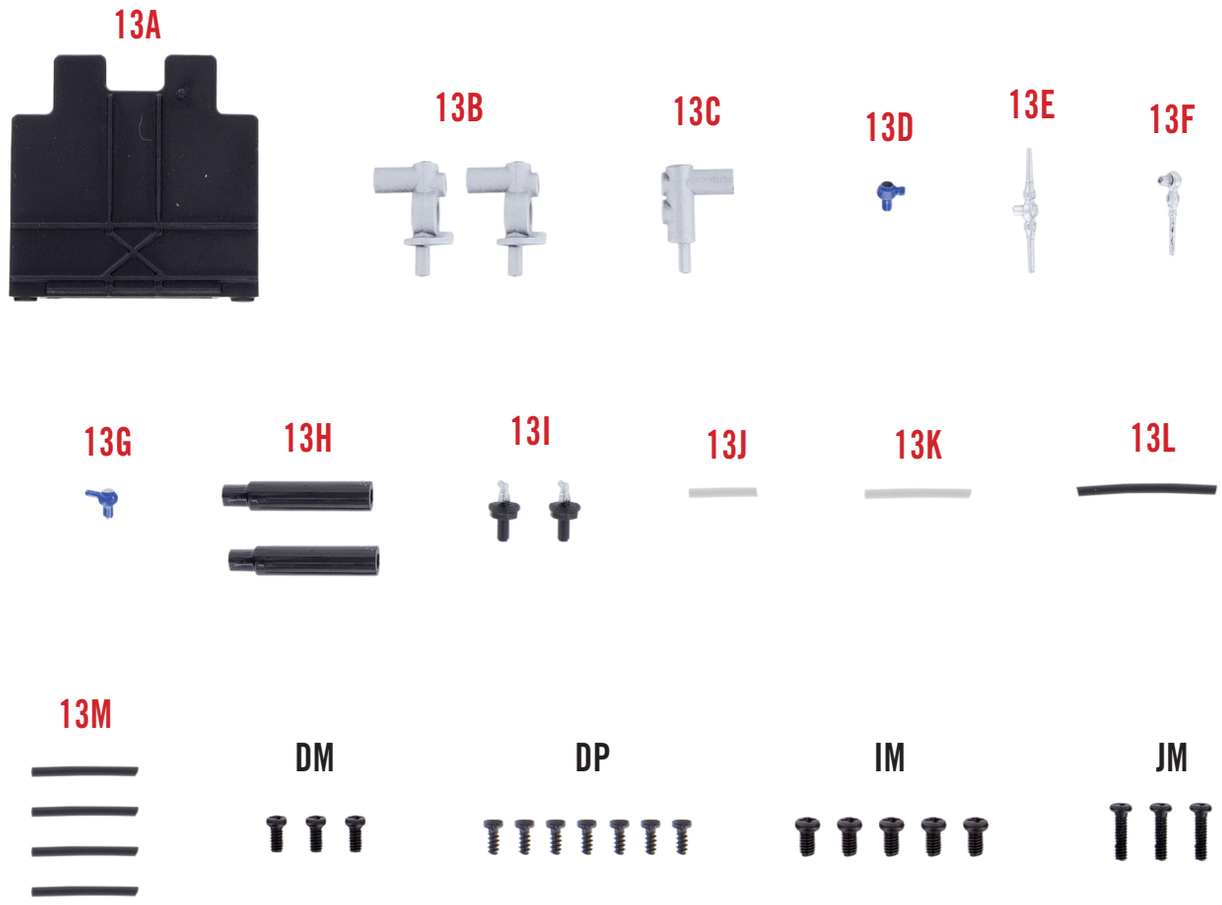
Ultimately, it was Guerrero who secured the position, despite Bernie Ecclestone, the team boss, openly declaring his preference for Senna – on November 16, he described the Brazilian driver as a "mixture of Lauda and Fittipaldi" in an interview with the Italian newspaper *La Gazzetta dello Sport.*

By this time, both Williams and McLaren had already filled their driver slots for 1984, with plans to keep Senna on contract for the future. However, this did not suit the Brazilian, and he ultimately chose the only team that offered him a contract to race with salary and no conditions. Welcome to Toleman.

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NOSE CONE FRONT BULKHEAD AND PIPE ASSEMBLY

PARTS



13A Nose cone front bulkhead
13B Brake master cylinder, 2 pcs
13C Clutch master cylinder
13D Hydraulic line fitting 1
13E Hydraulic line fitting 2
13F Hydraulic line fitting 3
13G Hydraulic line fitting 4
13H Hydraulic fluid reservoir, 2 pcs
13I Hydraulic fluid reservoir cap, 2 pcs
13J Hydraulic line
13K Brake bias adjuster cable
13L Hydraulic line
13M Hydraulic line, 4 pcs
DM Screws 2 x 4 mm, 3 pcs*
DP Screws 1.7 x 4 mm, 7 pcs*
IM Screws 3 x 4 mm, 5 pcs*
JM Screws 2 x 7 mm, 3 pcs*

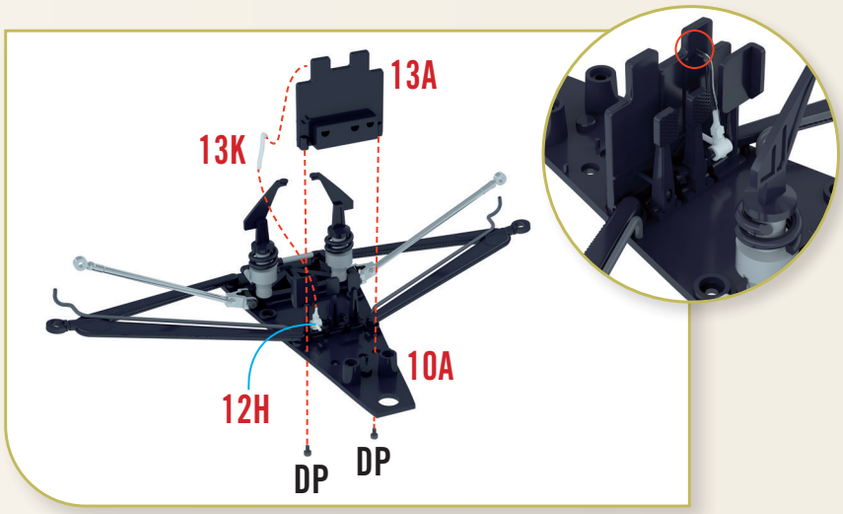
* Including spares

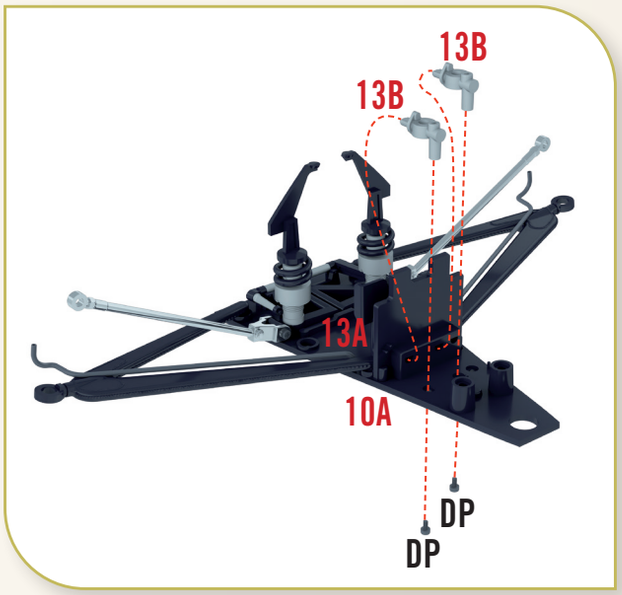
Publisher's note: the finish of the parts in the pictures may differ from the parts enclosed in this issue. This in no way affects either the product quality or the assembly instructions.

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STEP 13-1

Connect one end of the brake bias adjuster cable **13K** to the upper pin of the brake bias adjuster **12H** and the other end to the pin of the nose cone front bulkhead **13A**, as shown in the enlarged image. Place the nose cone front bulkhead **13A** over the center of the lower part of the front nose base **10A**. Secure the part from the opposite side with two **DP** screws.

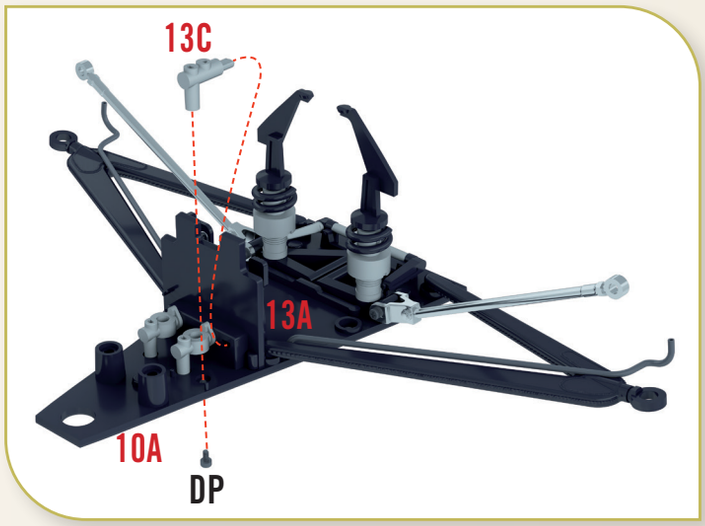




BEFORE STARTING
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

STEP 13-2

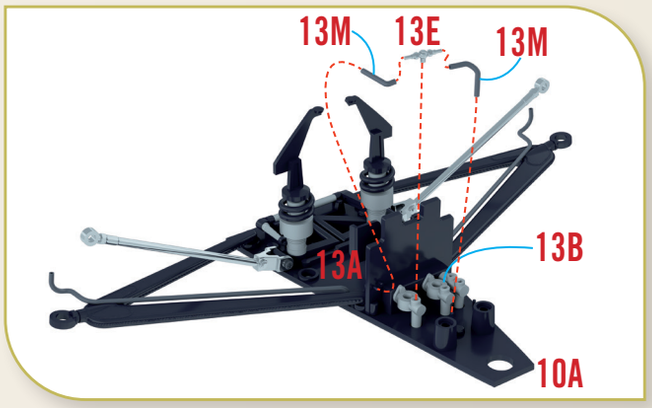
Place the brake master cylinders **13B** over the center and right holes in the bottom of the front nose base **10A**. Note the placement of the brake master cylinder **13B**, with the elongated end over the bottom of the front nose base **10A** and the wishbone inserted into the openings of the nose cone front bulkhead **13A**. Secure the two parts with two **DP** screws.



STEP 13-3

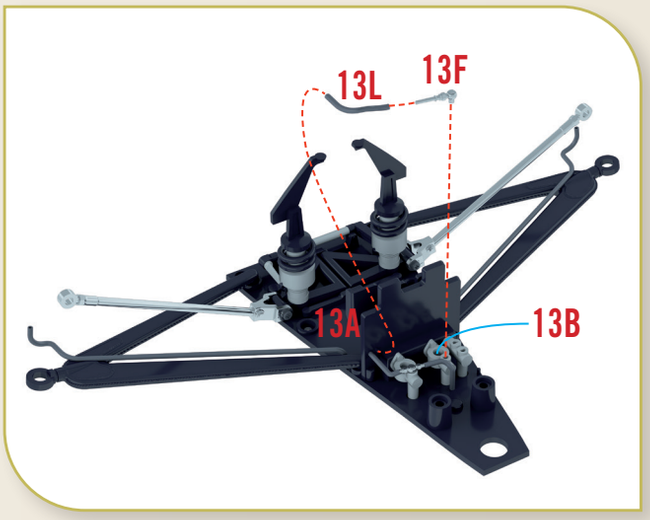
Place the clutch master cylinder **13C** over the free center hole on the front nose base **10A**, connecting its rear to the nose cone front bulkhead **13A**. Secure it with a **DP** screw.

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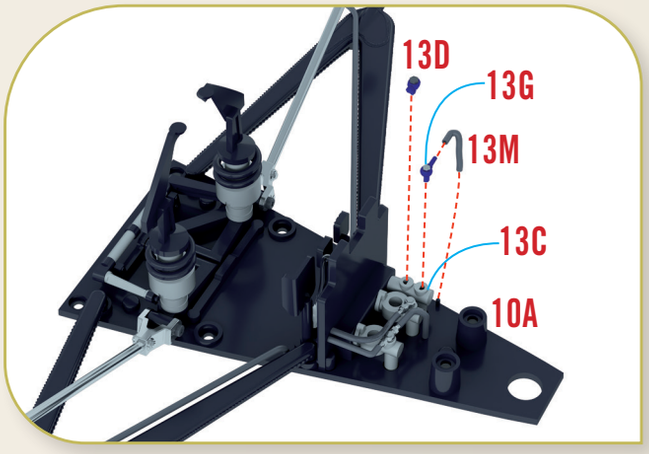
STEP 13-4

Position the hydraulic line fitting 2 **13E** over the smaller hole in the brake master cylinder **13B**. Connect the end of one hydraulic line **13M** to the outer pin on the nose cone front bulkhead **13A**, and the other end to the hydraulic line fitting 2 **13E**. Connect one end of the other hydraulic line **13M** to the pin on the bottom of the front nose base **10A**, and the other end to the free connector of the hydraulic line fitting 2 **13E**.



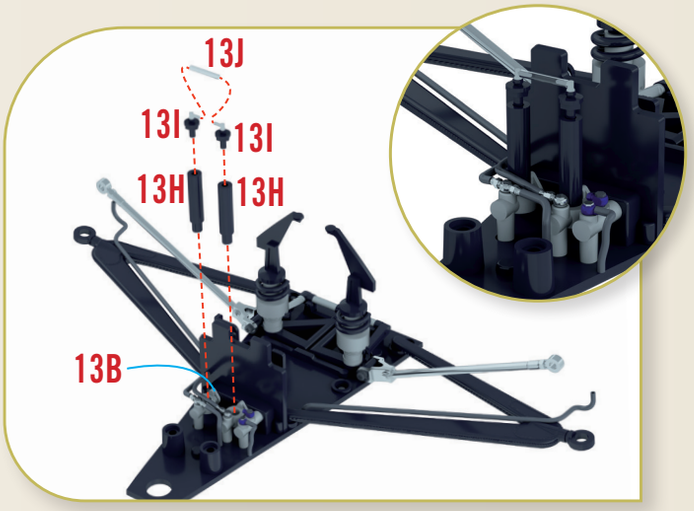
STEP 13-5

Place the short end of the hydraulic line fitting 3 **13F** over the smaller hole in the center brake master cylinder **13B**. Place one end of the hydraulic line **13L** on the free pin of the nose cone front bulkhead **13A**, and the other end on the arm of the hydraulic line fitting 3 **13F**.



STEP 13-6

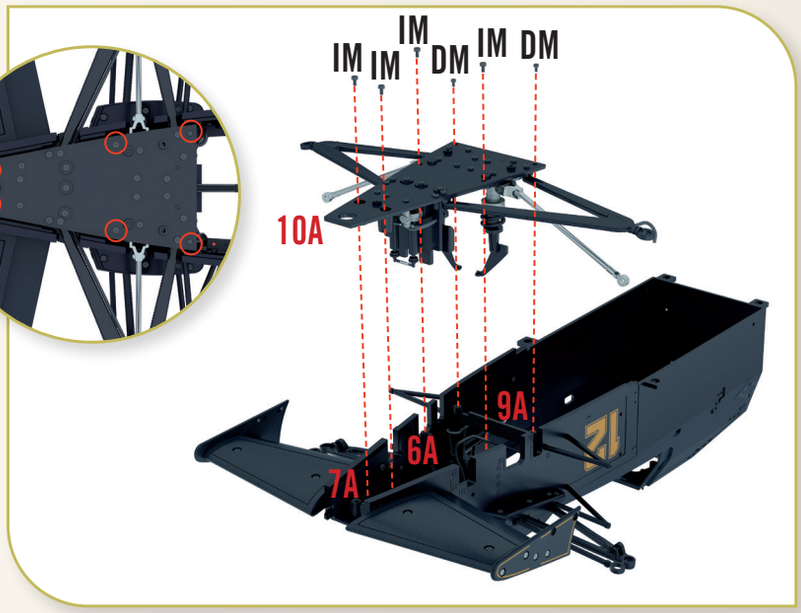
Place the hydraulic line fitting 1 **13D** over the rear hole in the clutch master cylinder **13C** and the hydraulic line fitting 4 **13G** over the front one. Note the position of the pins. Connect one end of the remaining hydraulic line **13M** to the pin on the hydraulic line fitting 4 **13G**, and the other end of the line to the pin highlighted on the bottom of the front nose base **10A**.



STEP 13-7

Over the top hole of each brake master cylinder **13B**, place a hydraulic fluid reservoir **13H**, and then connect a hydraulic fluid reservoir cap **13I** onto each reservoir. Observe the placement of the caps **13I**, with their metalized portion facing each other. Place a hydraulic line **13J** between the two hydraulic fluid reservoir caps **13I**.

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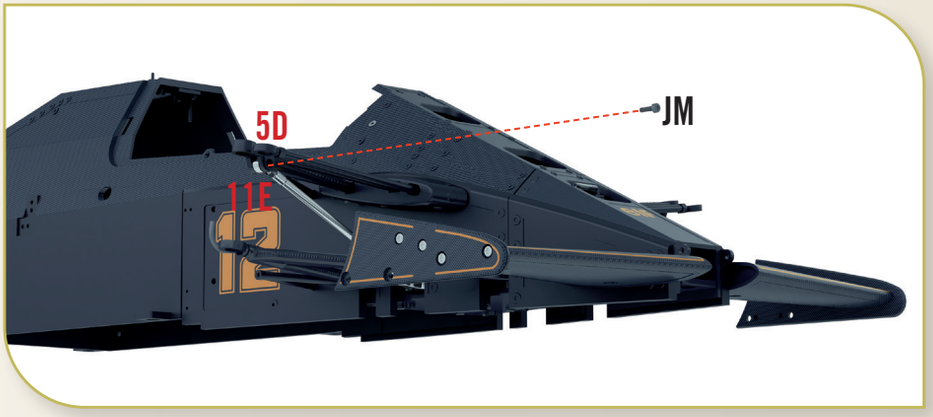


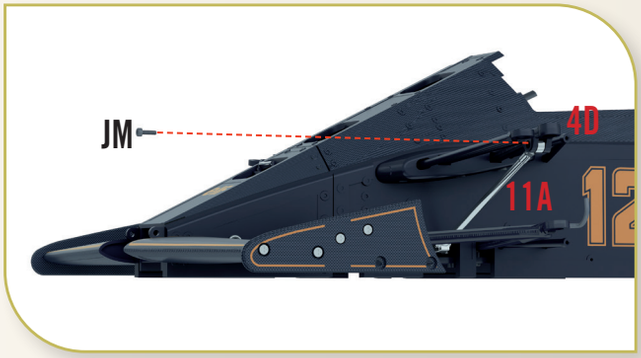
STEP 13-8

Pick up the body and carefully rotate it. Attach the bottom of the front nose base **10A** over the pins on the nose cone front section **7A** (front part), steering rack mounting bulkhead **6A** (middle part), and the cockpit front bulkhead 1 **9A** (rear part). Use **DM** screws to attach the joints between the bottom of the front nose base **10A** and the cockpit front bulkhead 1 **9A**, and **IM** screws on the remaining connections.

STEP 13-9

Make sure the front right suspension pull rod **11E** and the front right suspension upper wishbone arm **5D** are aligned and secure them with a **JM** screw.





STEP 13-10

Finally, make sure that the front left suspension pull rod **11A** and the tabs on the front left suspension upper wishbone arms **4D** are aligned. Secure them with a **JM** 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
OLYMPUS
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