BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

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Formula 1 chronicles

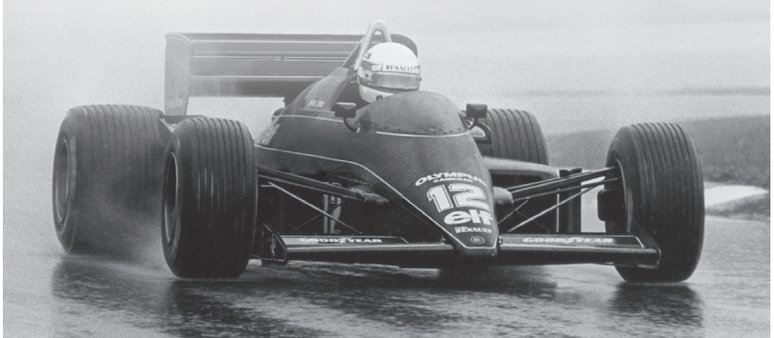
Quick and audacious, Ronnie Peterson was twice runner-up in Formula 1 before a serious crash at Monza took his life

Life of an idol

As a newcomer to the Formula 1 world, Toleman wanted to go the extra mile – and Ayrton Senna was worth his weight in gold

Assembly

Cockpit top left panel



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RONNIE PETERSEN

The eternal promise

Bold and lightning-fast, the "Super Swede" was runner-up in the 1971 and 1978 Formula 1 seasons, but a fatal accident at Monza cut short his brilliant career

Bernie Ecclestone's thoughts on Ronnie Petersen are both an introduction and an epitaph for the driver who was F1 runner-up in 1971 and 1978: "He was a magnificent racing driver. I'm sure he would have been a World Champion if he had continued to compete. And he was much more gifted than several others who ended up winning a Formula 1 Title."

Known as the "Super Swede", Petersen was a charismatic driver who made a name for himself in the high-speed world of Formula 1. With his intense dedication and daring driving style, he delivered some of the greatest spectacles of the 1970s. Peterson drove for Lotus twice, first from 1973 to 1976, and then again in 1978. However, his brilliant career was tragically cut short during the Italian Grand Prix that year.



Second home: *Ronnie Peterson in the Lotus pits*

CHAPMAN'S FAVE

In 1970, Ronnie made his debut in Formula 1, while still racing in Formula 2. In 1971, he joined the small team of March and went down in history by finishing on the podium five times – four second places and one third – to secure second place in the Drivers' Championship, only behind Tyrrell's Champion Jackie Stewart. Petersen's remarkable performance made him one of the most promising drivers in the category. Despite a disappointing 1972 season when he only finished ninth, he was hired by Colin Chapman to race for Lotus in 1973; his teammate would be Emerson Fittipaldi, who would be fighting for the Title once more.

At the wheel of the legendary Lotus 72, the "Super Swede" fought on equal terms with the Brazilian ace, even as the second driver. Although Fittipaldi started the season stronger, Peterson made a comeback from the fifth round onwards. After securing third place in Monaco and second in Sweden, he clinched his first win in the category in the French Grand Prix at the Paul Ricard circuit. He also won in Austria and Italy, while at Monza, he did not give way to Fittipaldi, who had a better chance of winning the Title. The rivalry between the two Lotus drivers allowed Tyrrell's Jackie Stewart to secure the Drivers' Championship, while the Constructors' Championship went to the team from Norfolk.

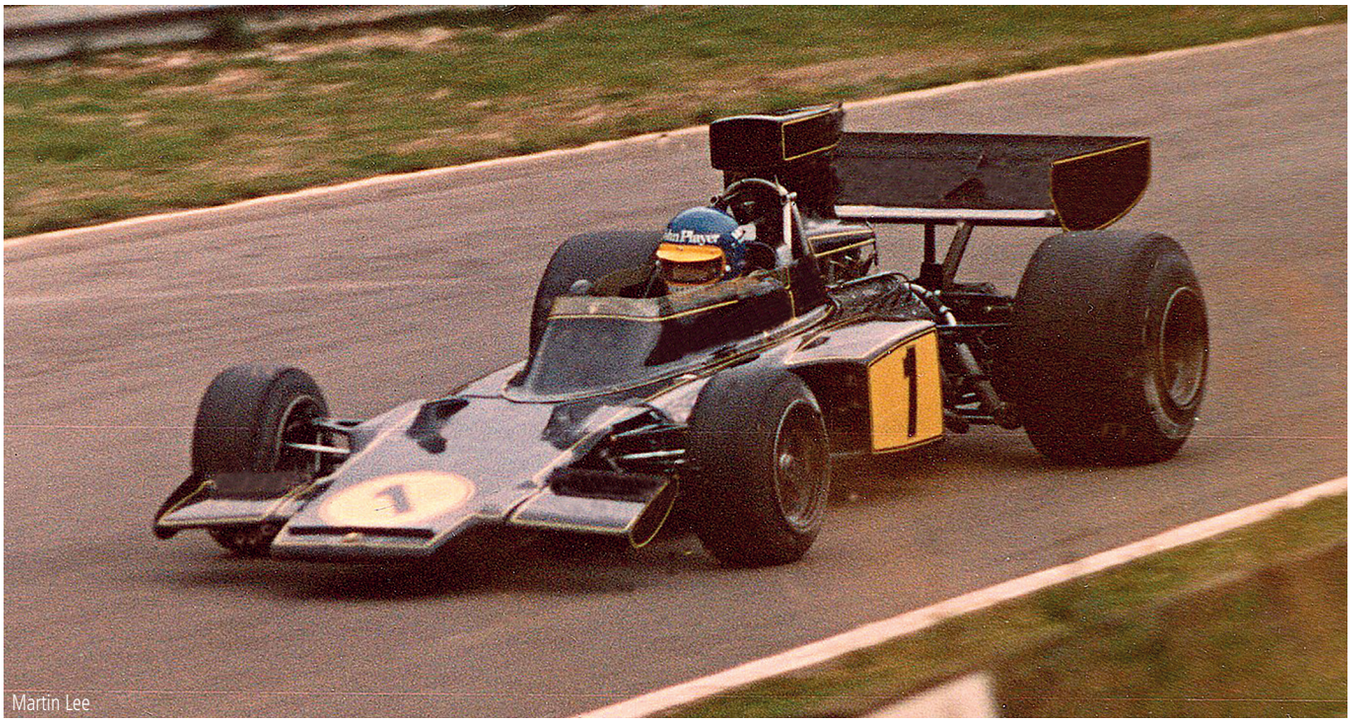
In 1973, Lotus won seven times, four with Ronnie Peterson and three with Emerson Fittipaldi

OUTDATED MODEL

At the end of 1973, Emerson Fittipaldi was unhappy with what he considered a breach of his agreement with Chapman, so he left Lotus to join McLaren. Ronnie Peterson was upgraded to lead driver for 1974, but the new Lotus 76 did not live up to expectations, so he had to switch back to the outdated 72 model.

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The fatal accident at Monza took away the Swede's opportunity to become McLaren's principal driver for the 1979 season



Martin Lee

***Track legends:** Peterson in his Lotus 72E at the 1974 British Grand Prix, where he qualified in second but finished tenth*

Despite this setback, Peterson pushed the car to its limits and managed to win three races that year. However, in 1975, he struggled and finished the Championship in 13th place. He decided to head in a new direction for the upcoming season.

Determined to turn things around, Peterson returned to March for 1976 and had a breakthrough win at the Italian Grand Prix. He then moved to Tyrrell in 1977, but once again his car was plagued by mechanical issues. Finally, he accepted Chapman's invitation to return to Lotus, as the second driver, and got behind the wheel of the sensational Lotus 79.

THE FINAL SEASON

On the track, the Swede once again unleashed his impressive talent. However, this time he adhered to the team's strategy and respected Mario Andretti's number one position. Despite this, Peterson managed to secure two victories, in South Africa and Austria, and he finished second in four races – all behind Andretti. Many believe that if it were not for the constraints of the team, Peterson could have achieved even more impressive results.

Andretti started the Italian Grand Prix, on September 10, 1978, very close to becoming Champion. Peterson was content with second place in the Championship, since he had already secured a first-driver contract with McLaren for the following year.

However, fate had other plans, and this contract would never be fulfilled. At the first corner of the race, in one of the collisions of a multiple crash, Arrows' Riccardo Patrese and McLaren's James Hunt collided; Hunt hit Peterson's Lotus, which veered off the track, hit the guardrail head-on, and exploded into a fireball. Miraculously, the Swede was pulled from the car with no burns, but with dozens of fractures in his legs. Taken to a hospital in Milan, it seemed that his life was out of danger – but complications with the surgery he underwent led to a large embolism and ultimately to his death on the morning of September 11, 1978.

At the time of his death, Colin Chapman praised Peterson's racing spirit, saying, "Ronnie raced with his heart. He never went to the track without giving 100 percent of his ability."

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TOLEMAN, SENNA'S FIRST F1 TEAM

Modest set-up, towering aspirations

As a newcomer to the Formula 1 world, the team run by Alex Hawkridge wanted to go the extra mile – Ayrton Senna was their ideal driver and worth his weight in gold

Ever since Toleman joined the Formula 1 scene in the 1981 season, experts recognized that, although small, the team had something different from the others often found at the back of the pack. Yet it was not their results, which were terrible – in the first season, its drivers only managed to qualify for two races, once with Brian Hanton and once with Derek Warwick. In the following year, race starts became more regular, but the problem now was finishing the GPs – Warwick only achieved this twice, while Teo Fabi, Hanton's substitute, tried the whole season without success.

However, Toleman's team of professionals, led by Alex Hawkridge, was young, talented, and daring – they made the most of the small budget and structure that Ted Toleman, the owner and professional adventurer, could offer them. Engineers Rory Byrne and Pat Symonds eventually succeeded in the second half of the 1983 season in making the Hart turbo-engined Toleman a reliable car: not only did Warwick finish the last four races of the year, but he did so in the points zone, with two fourth places, a fifth, and a sixth. His teammate, Bruno Giacomelli, also finished three of the last four races, with a best-placed sixth position.

Warwick's good campaign this season, with an honorable 14th place in the final standings, earned him a contract with Renault for the following year. Hawkridge, however, did not regret the departure of his main driver. The team manager's eyes were already turned to the future – a future with the name of Ayrton Senna.

RAISING MORALE

If anyone still doubted Senna's talents in the Brentwood-based team, the Brazilian's tests at Silverstone, on November 9, 1983, converted any final skeptics. "Senna has the potential of a Formula 1 Champion. He is the man



"I will stay with you as long as I can and I'll push myself to 100 percent every time I step in the car"

Ayrton Senna

I need to lift my team's morale," said an enthusiastic Alex Hawkridge to *O Globo's* correspondent, Gláucia da Matta Machado, in a statement published in the newspaper the following day. The team manager did not hold back: at the end of the test, he went to make the official invitation to Ayrton. As he was still negotiating with Brabham, the Brazilian, satisfied with the stability of the Toleman car, put the offer in his pocket – to have a look at it in case no deal was reached with Bernie Ecclestone's team. And that is exactly what happened.

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Ian McWilliams

First model: *used by Warwick and Giacomelli, the Toleman TG183B would also be driven by Senna in early 1984. In the picture, the car is at an exhibition race at Goodwood in 2010*

Even with no other real offers, Senna stood his ground in the negotiations and only signed with Toleman when all his demands were met

At the end of the year, therefore, the Toleman offer was the only one on Ayrton Senna's desk. However, anyone who thought the situation would force Senna to accept any deal, in a "take it or leave it" style, was sorely mistaken. The contract negotiations with Toleman were very tough and took almost two days – Ayrton checked every clause in the document by consulting with his lawyers in Brazil by phone.

"That was absolutely a one-sided negotiation. Ayrton got what he wanted. It wasn't money, money wasn't the problem. It was the terms of the contract, and in particular the contract termination clauses," recalled Alex Hawkridge in a statement to journalist Christopher Hilton, for his book *Ayrton Senna: The Hard Edge of Genius.*

"Before we signed the contract, he said to me, 'If the car isn't good enough, and if you forbid me from moving to another team, I'll quit motor racing. You can't force me to drive a car. Either you include a clause in the contract that allows me to take another opportunity if it arises, or you leave me no choice but to quit the sport if I don't think your car is competitive. I will stay with you as long as I can and I'll push myself to 100 percent every time I step in the car.' What can you say to a guy who tells you that?" Hawkridge, of course, said yes – and the deal was closed.

POINTS, NOT WINS

On December 14, 1983, Senna was at the office of businessman Armando Botelho, in Vila Maria, in São Paulo, for a press conference in which he explained the details of the deal: a three-year contract, with a "modest" termination fee, as explained in *O Estado de S. Paulo* on December 15. "I think there will be fewer charges, because everyone knows that Toleman has never won any race. In my first year in Formula 1, scoring points is my goal, not wins," said Senna. The die was cast.

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COCKPIT TOP LEFT PANEL ASSEMBLY

PARTS

14A



14B



14C



14D



14E



14F



14G



14H



CP



HM



KM



14A Cockpit top left panel
14B Left sidepod front upper bracket
14C Left sidepod front lower bracket
14D Front left jacking point
14E Front left suspension upright 1
14F Front left suspension upright 2
14G Front left brake cooling duct
14H Nylon clamp 3 x 60 mm
CP Screws 1.2 x 3 mm, 7 pcs*
HM Screws 1.7 x 3 x 5 mm, 3 pcs*
KM Screws 2 x 3 x 6 mm, 4 pcs*

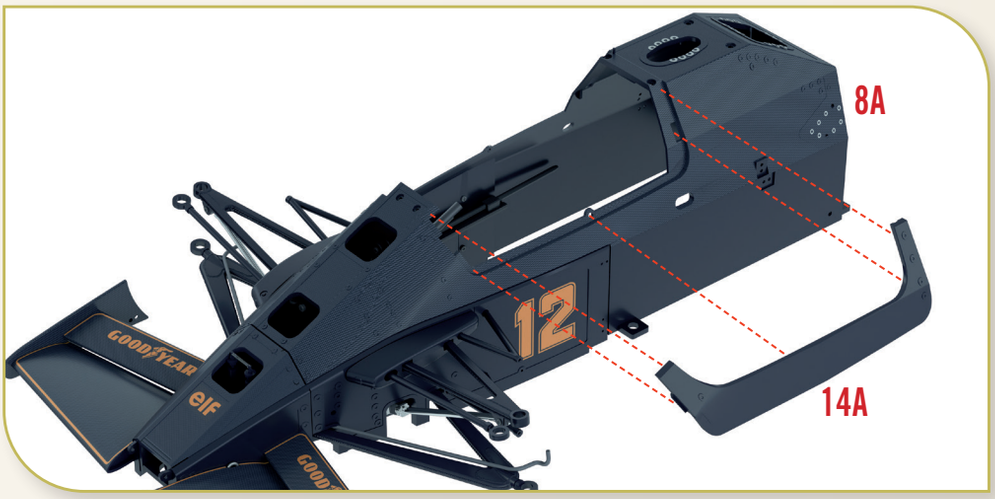
* Including spares

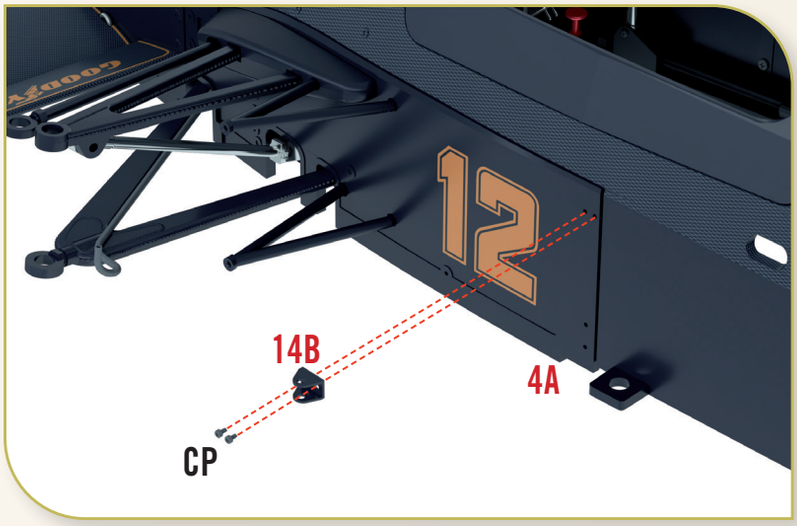
Publisher's note: the finish of the parts in the pictures may differ from the parts enclosed in this issue. This in no way affects either the product quality or the assembly instructions.

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STEP 14-1

Place the cockpit top left panel **14A** into the left contour on the left side of the monocoque chassis top section **8A**.





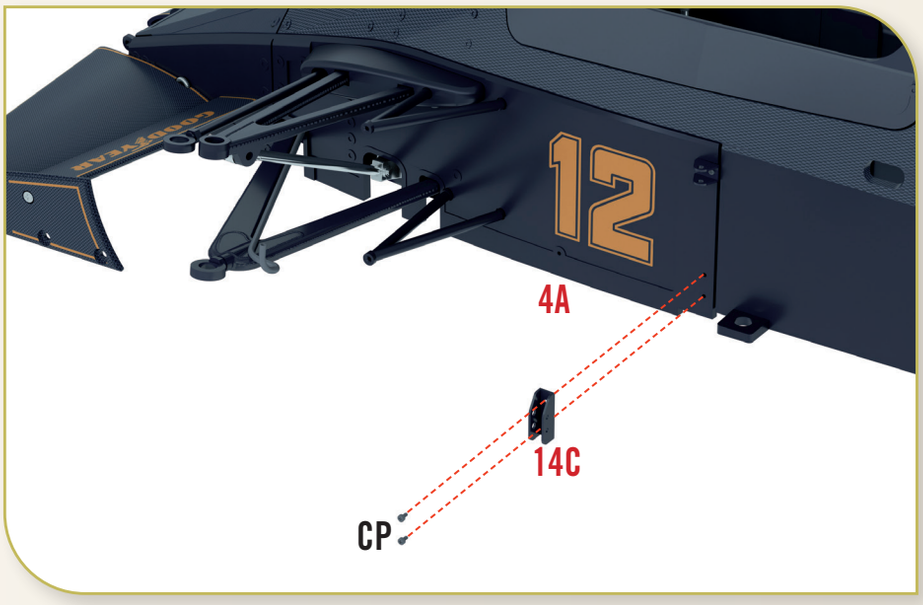
BEFORE STARTING
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

STEP 14-2

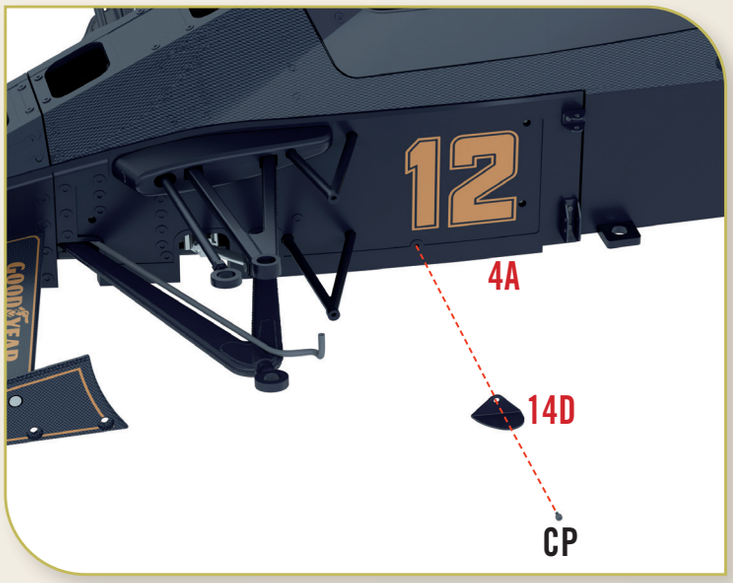
Place the left sidepod front upper bracket **14B** over the two top holes in the nose cone front left wall "L" **4A**. Fix it in place with two **CP** screws.

STEP 14-3

Position the left sidepod front lower bracket **14C** over the two lower holes in the left side of the nose cone front left wall "L" **4A**. Fix it in place with two **CP** screws.

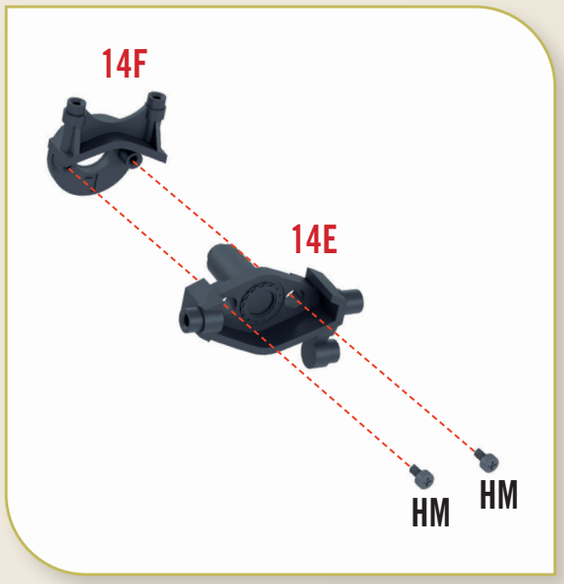


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STEP **14-4**

Align the hole on the front left jacking point **14D** with the bottom hole of the nose cone front left wall "L" **4A**. Note the position of the front left jacking point **14D** and attach it with a **CP** screw.



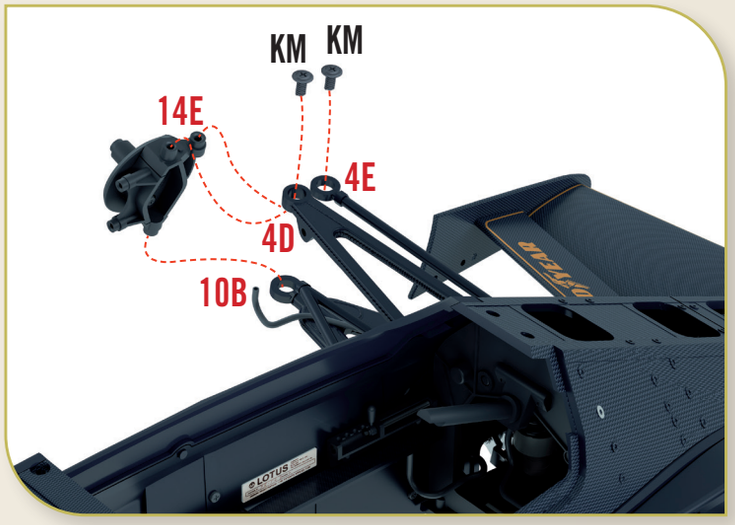
STEP **14-5**

Position the front left suspension upright 2 **14F** against the front left suspension upright 1 **14E** as shown in the picture. Secure both parts together with two **HM** screws.



STEP **14-6**

Place the front left brake cooling duct **14G** over the two holes on the sides of the front left suspension upright 1 **14E**.



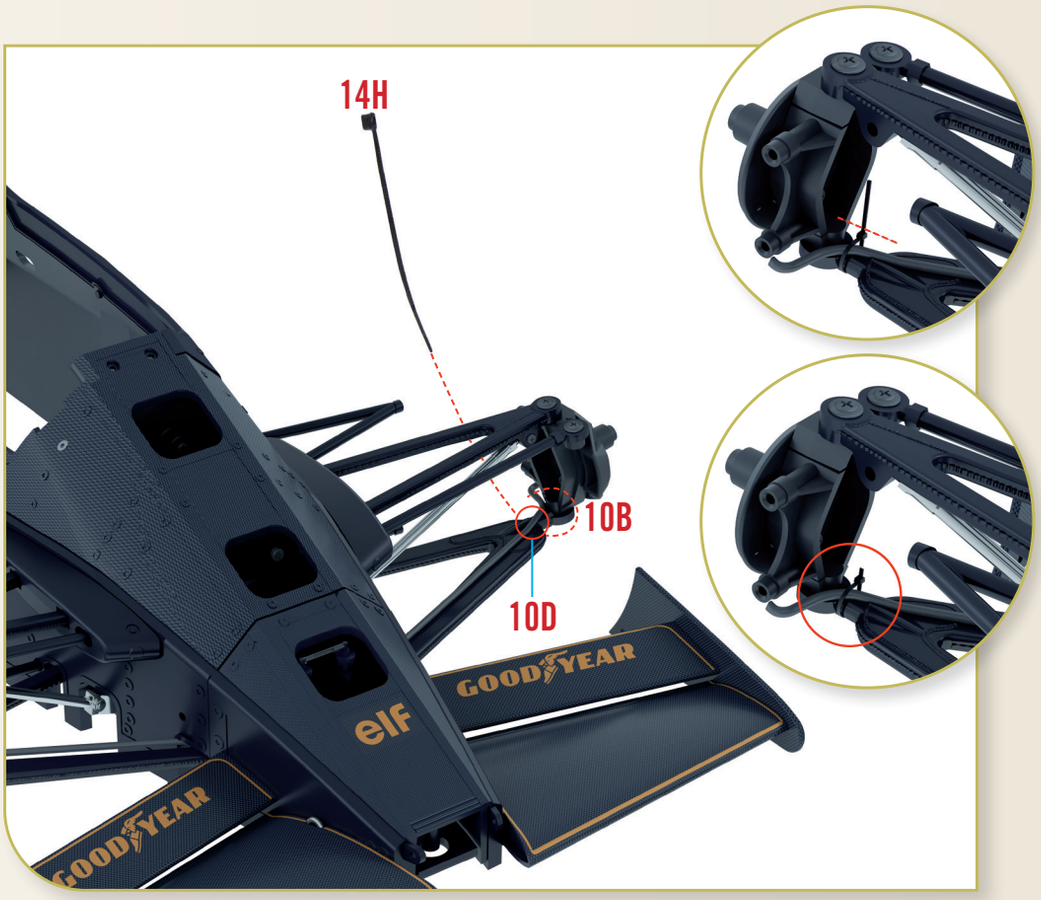
STEP **14-7**

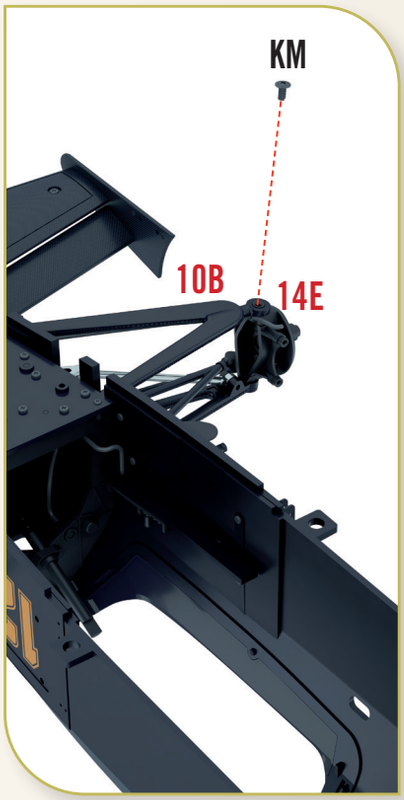
Holding the assembly from the two previous steps, align it so that the two pins with holes in the front left suspension upright 1 **14E** fit into the edges of the front left suspension upper wishbone arm **4D** and the front left steering tie rod **4E**. While still holding the assembly, secure it with two **KM** screws from the top.

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STEP 14-8

Place the edge of the front brake line **10D** over the thinner side of the front left suspension lower wishbone arm **10B**, close to the head of its edge. While you are holding it, use the nylon clamp **14H** to tie the front brake line **10D** to the underside of the front left suspension lower wishbone arm **10B**. Use scissors to cut off the excess length of clamp **14H**, as shown in the detail pictures.



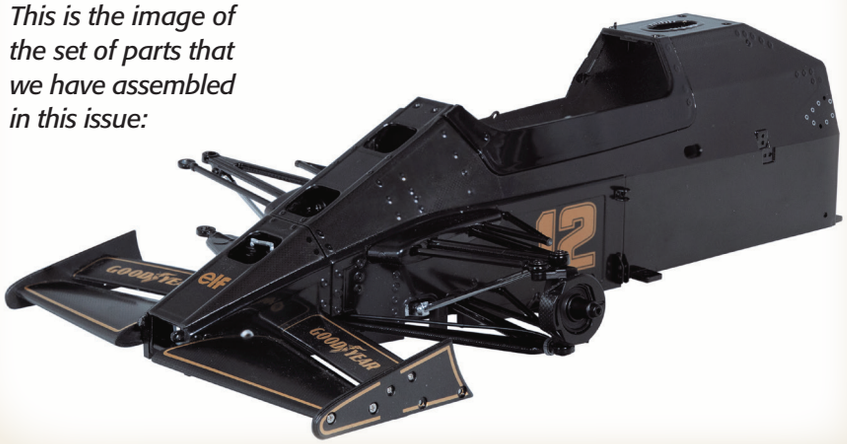


STEP 14-9

Carefully, rotate your Lotus assembly and secure the lower part of the front left suspension upright 1 **14E** with the last **KM** 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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