BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

16





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Formula 1 chronicles

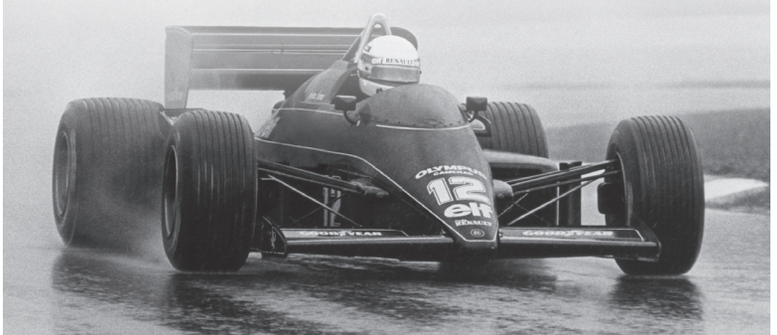
The Lotus 79 that introduced ground effect into Formula 1 left its rivals in its wake during the 1978 season

Life of an idol

At the Nürburgring, rookie Ayrton Senna finished ahead of nine former Formula 1 World Champions

Assembly

Cockpit top right panel



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

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THE LOTUS 79

Like a rocket on wheels

Using bold new technology, the revolutionary car that introduced ground effect into Formula 1 turned competitors to dust in the 1978 season



Supermac1961/Flickr.com

A timeless classic: *Mario Andretti's Lotus 79 at an exhibition race in England in 2010*

Since its arrival in Formula 1 in the late 1950s, Lotus has established itself as an innovation-driven team. Some of the category's greatest technological breakthroughs came from the blueprints of Colin Chapman and his company: the cars 25, 49, and 72, each in its generation, were labeled as revolutionary, and up to 1977, helped the team to achieve 59 Grand Prix victories, five Drivers' World Titles, and six Constructors' Titles. From that season on, however, history had to be rewritten: Lotus was once again surprising Formula 1 with a new paradigm.

At that time, Chapman believed that aerodynamics was the key to improving performance. So, with the help of engineer Tony Rudd and designer Peter Wright, he turned his attention to ground effect, a concept already known about, but never successfully applied on the track. The idea was to use aerodynamic elements, notably in the car's floor, to increase grip on the track (downforce) and thus achieve more stability and speed in the corners.

The first result of this approach would come at the beginning of the 1977 season with the Lotus 78. Nicknamed the "wing car", it had its floor built like an inverted airplane wing, with internal tunnels that increased the airflow speed under the car to achieve an unprecedented suction effect. "It feels like the car is graffitied on the ground," enthused Mario Andretti, who, at the steering wheel of the Lotus 78, won four victories in the year. The instability of the setup, however, brought trouble to his campaign, and the driver ended up third in the standings. Nevertheless, the benefits of ground effect were clear to see.

BLACK-AND-GOLD SOVEREIGNTY

The arrival of the Lotus 79 was delayed, but the 78 version was still delivering the goods on the track for the first five races of the 1978 season, recording two wins for Andretti and Peterson. However, when the Lotus 79

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Known as the "wing car", the Lotus 78 included several innovations that would be further developed in the victorious Lotus 79



Morio

***The predecessor:** during a 2010 event held at the Suzuka circuit, Takuma Sato took the wheel of a Lotus 78*

appeared at the Belgian Grand Prix on May 21, 1978, it stunned the motoring world. It delighted everyone with its sleek, curvy design and beautiful black-and-gold livery. Andretti won the race with almost a ten-second lead over his teammate, who was still driving the previous year's model. Comparing the evolution of the cars, the American driver said the 78 model drove like a "London bus" compared to the Lotus 79. Peterson, who received the car for the next round, agreed with that, stating, "All I have to do is turn the steering wheel."

The Lotus 79's upgraded sidepods practically touched the track, creating a low-pressure area under the car that gripped the chassis to the ground. In addition, the center of pressure had been placed in a more favorable position, allowing for a smaller rear wing and increased performance on the straights.

Lotus' supremacy that season was indisputable. Champion Mario Andretti finished the year with six wins (one in the Lotus 78 and five in the Lotus 79), with Ronnie Peterson finishing in second place in four of them; the one-twos were unprecedented for a team at the time. The Swede won two races (one with each model) and finished as the posthumous runner-up after his death on September 11, 1978, in a Milan hospital, as a result of complications from an accident he suffered in the Italian Grand Prix the day before.

Lotus also won the 1978 Constructors' Championship with ease, beating the Ferraris of Carlos Reutemann and Gilles Villeneuve by almost 30 points – 86 to 58.

CHAPMAN'S CONFIDENCE

It became a tradition at Lotus to place a decal on the car to celebrate every victory or second place in Grand Prix races; that season, Colin Chapman applied no less than13 stickers.

"The team was so dominant at that time that the decals were ready before the race," said Clive Chapman, son of the Lotus founder. "And there was nothing my father enjoyed more than putting that sticker on the rear wing as soon as the car returned to the pits, taking a sly look towards the Ferrari team."

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1984 RACE OF CHAMPIONS

A commemorative race, but a real competition

At the opening of the new Nürburgring circuit, the Brazilian rookie stepped on the gas and left nine Formula 1 World Champions in his wake

Eight years after the tragic accident at the Nürburgring on August 1, 1976, which left Niki Lauda fighting for his life in hospital when his Ferrari exploded at the Bergwerk corner, it was time for the circuit to move on. However, like the Austrian driver, who not only returned to the track but also won another Drivers' World Championship the following year, the German track also needed to make a comeback in Formula 1 – as long as driver safety was addressed.

With this in mind, a new 2.8-mile (4.5-km) layout was designed and built to replace the dangerous 14.3-mile (23-km) old Formula 1 track, which was famously nicknamed the "green hell" by Jackie Stewart. With modern and renovated facilities, the Nürburgring circuit finally rejoined Formula 1 in 1984, hosting the 1984 European Grand Prix on October 7. Beforehand, however, it was necessary to officially celebrate the reopening of the track. So, in partnership with Mercedes-Benz, the Race of Champions was held on Sunday, May 13, 1984.

The name of the event was fitting, since nine former Formula 1 World Champions were among the 20 participants: Niki Lauda, Keke Rosberg, Alan Jones, James Hunt, Jody Scheckter, Phil Hill, Jack Brabham, John Surtees, and Dennis Hulme. Other Formula 1 stars such as Alain Prost, Carlos Reutemann, Elio de Angelis, Jacques Laffite, and the category's sensation of that year, Brazilian Ayrton Senna, also competed. To level the playing field, the organizers provided each driver with the same car: a Mercedes 190E 2.3-16, with a 2.3-liter, 16-valve engine. The only thing separating them was each driver's skill behind the steering wheel.

A CLASH OF GENERATIONS

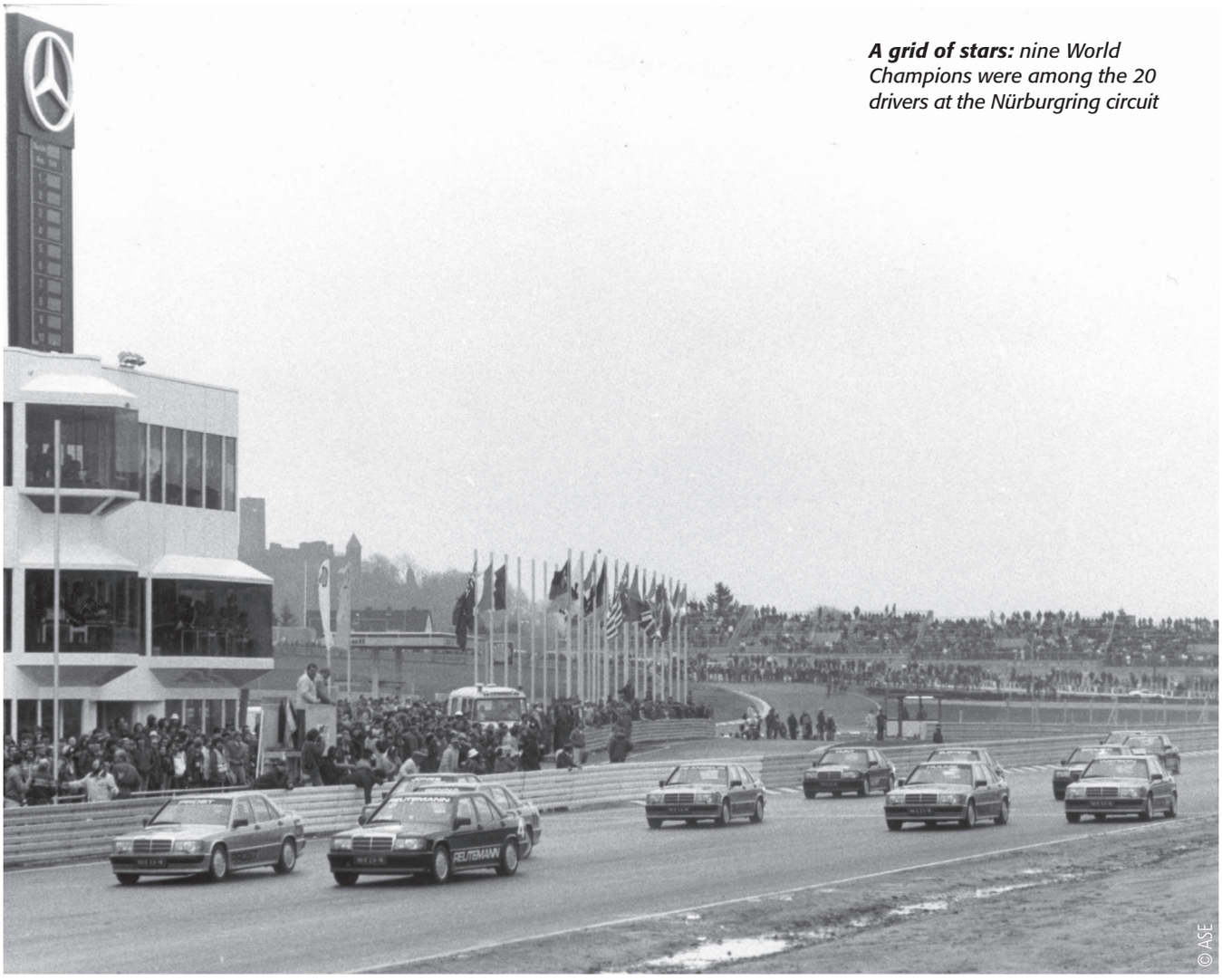
Over 100,000 spectators flocked to the Nürburgring circuit to witness the 12-lap race. With a time of 2 minutes 5.92 seconds, Alain Prost was the pole-sitter, followed by Reutemann, Senna, and Hulme. However, Prost skidded and lost the lead before the end of the first lap, allowing Reutemann to overtake. By the next lap, however, Alan Jones had jumped into the lead, ahead of Reutemann



"It never came to my mind that I would one day be holding the first place on a podium next to Lauda, Rosberg, Reutemann"

Ayrton Senna

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A grid of stars: *nine World Champions were among the 20 drivers at the Nürburgring circuit*

and Senna. Niki Lauda, who had not participated in the qualifying sessions and started at the back of the pack, was swiftly making his way towards the front of the field.

For a commemorative race, the Race of Champions was surprisingly competitive. As the race progressed, the clash for the lead between Senna and Lauda unfolded; they were two of the most determined competitors of their generations. The two-time Formula 1 World Champion could not catch up with the young Brazilian, who was only making his F1 debut that year. Senna first, Lauda second, Reutemann third… it was a sequence that sounded like an imaginary reality for the Brazilian. "It never came to my mind that I would one day be holding the first place on a podium next to Lauda, Rosberg, Reutemann and listening to the Brazilian national anthem and seeing the flag of our land hoisted in front of me," declared Senna.

After the race, Mercedes-Benz sent the car driven by Senna to be exhibited in the team's museum, in Stuttgart

GERMAN WISDOM

Ayrton's win also left Gerd Kramer, the race organizer, with an ear-to-ear grin. The German had been questioned on the decision to invite the Brazilian rookie to the race, at the expense of other more experienced drivers. "Today you have been able to see the reason for the invitation," said Kramer after the race. "We are sure that victories like the one we had today will be constant in the life of this young man."

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COCKPIT TOP RIGHT PANEL ASSEMBLY

PARTS

16A



16B



16C



16D



16E



16F



16G



16H



CP



HM



KM



16A Cockpit top right panel
16B Right sidepod front upper bracket
16C Right sidepod front lower bracket
16D Front right jacking point
16E Front right suspension upright 1
16F Front right suspension upright 2
16G Front right brake cooling duct
16H 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*

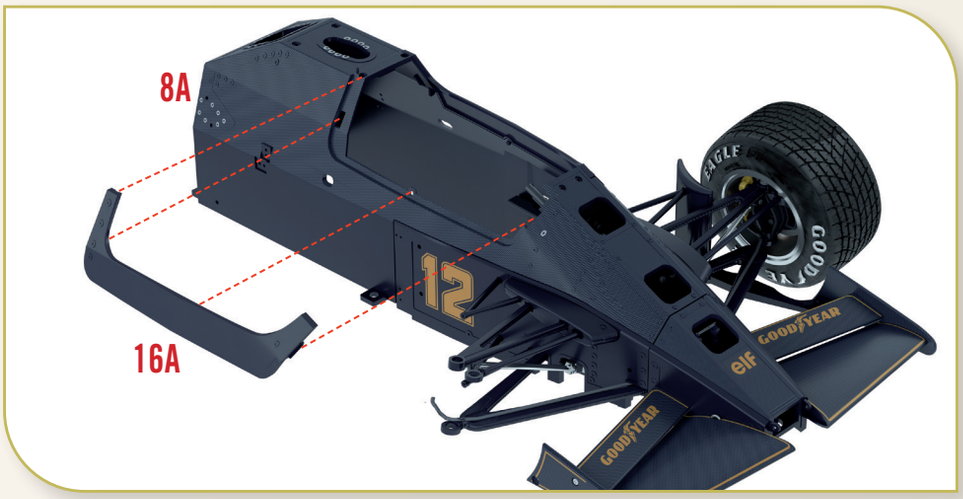
* Including spares

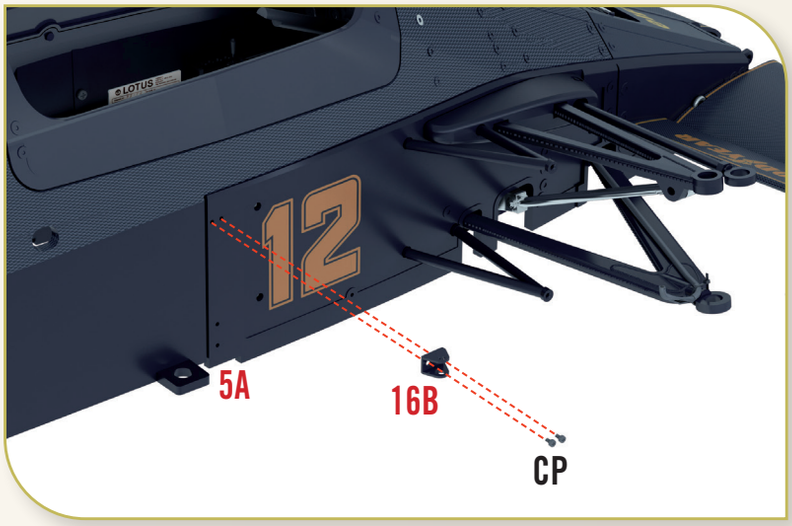
Publisher's note: the finish of the parts in the pictures may differ from the parts enclosed in this issue. This in no way affects either the product quality or the assembly instructions.

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STEP 16-1

Attach the cockpit top right panel **16A** to the right side of the monocoque chassis top section **8A**.





BEFORE STARTING

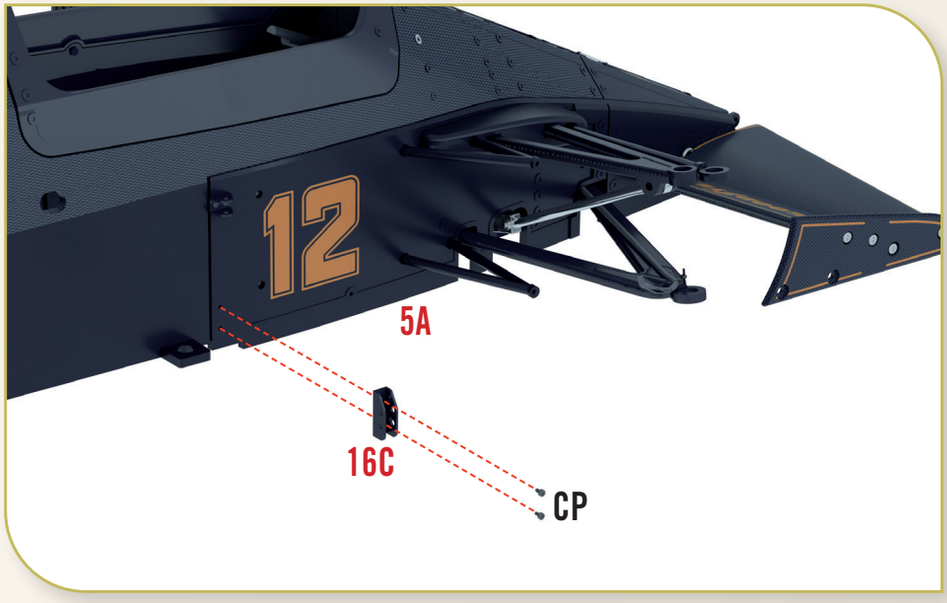
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

STEP 16-2

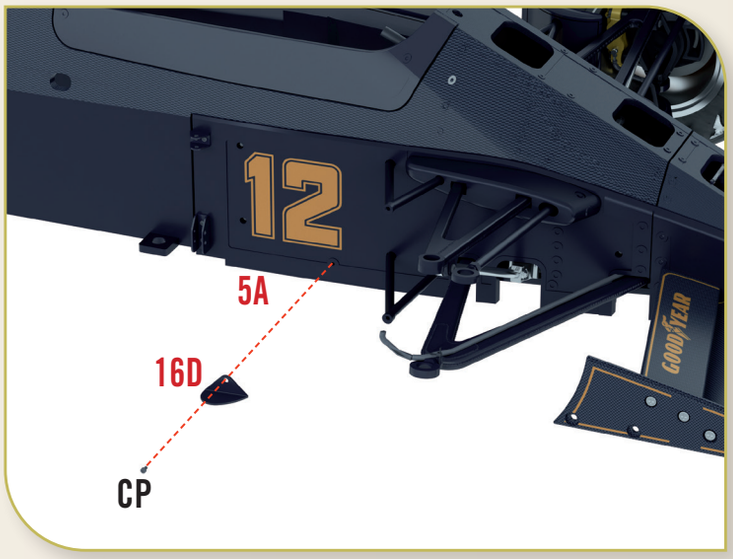
Position the right sidepod front upper bracket **16B** over the two top-left holes in the nose cone front right wall "R" **5A**. Attach the bracket with two **CP** screws.

STEP 16-3

Position the right sidepod front lower bracket **16C** over the two lower holes in the nose cone front right wall "R" **5A**. Attach the part with two **CP** screws.

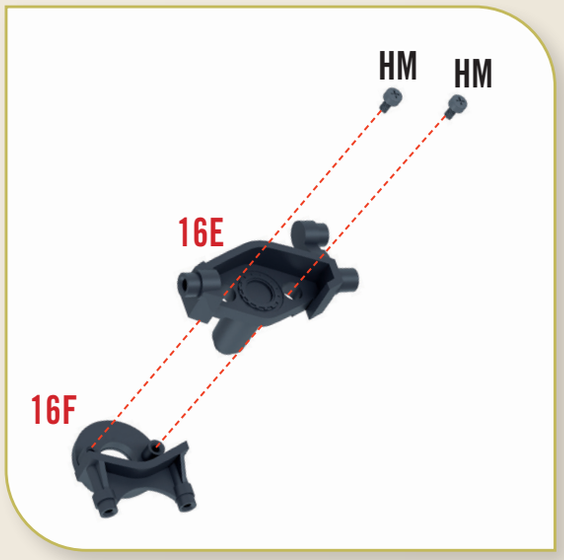


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STEP 16-4

Align the hole in the front right jacking point **16D** with the bottom-right hole in the nose cone front right wall "R" **5A**. Check the alignment of the front right jacking point **16D** and attach it with a **CP** screw.



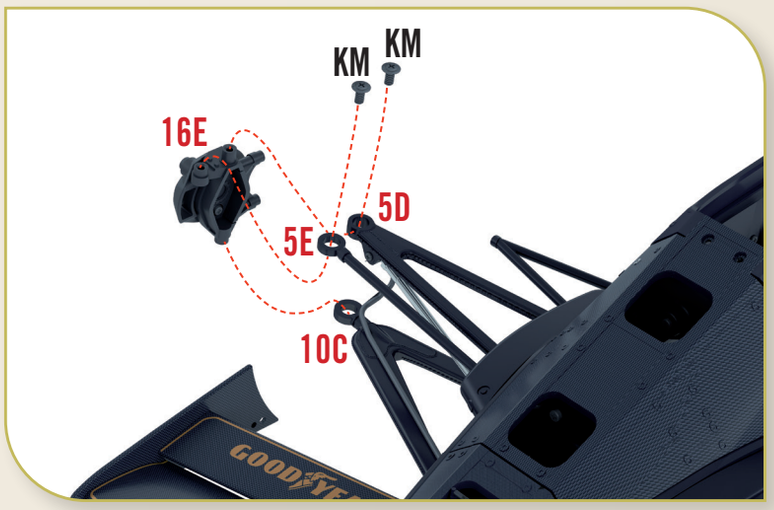
STEP 16-5

Place the front right suspension upright 1 **16E** on the front right suspension upright 2 **16F**, as shown in the picture. Secure both parts together with two **HM** screws.



STEP 16-6

Place the front right brake cooling duct **16G** over the two holes on the sides of the front right suspension upright 1 **16E**.



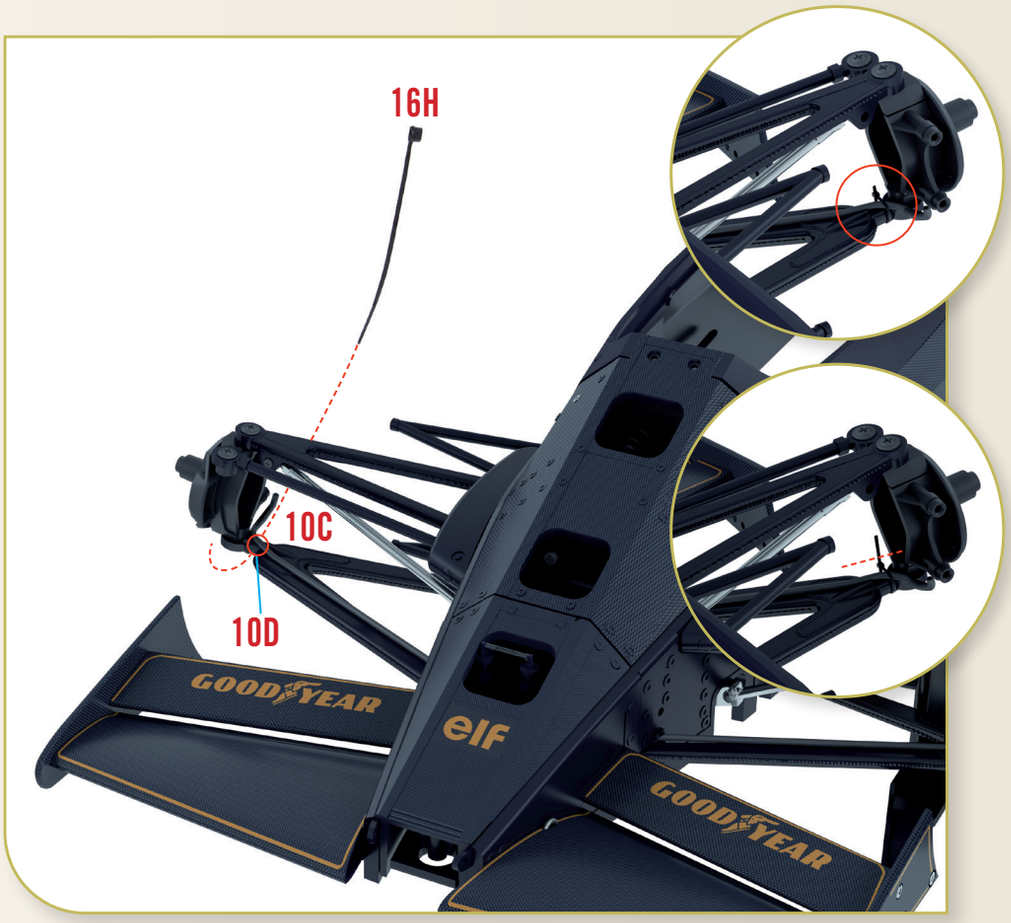
STEP 16-7

Holding the assembly from the two previous steps, position it so that the two pins with a hole in the front right suspension upright 1 **16E** fit into the ends of the front right suspension upper wishbone arm **5D** and the front right steering tie rod **5E**. While you are holding the assembly, secure it with two **KM** screws from the top. Finally, insert the lower pivot in the front right suspension upright 1 **16E** into the hole of the front right suspension lower wishbone arm **10C**.

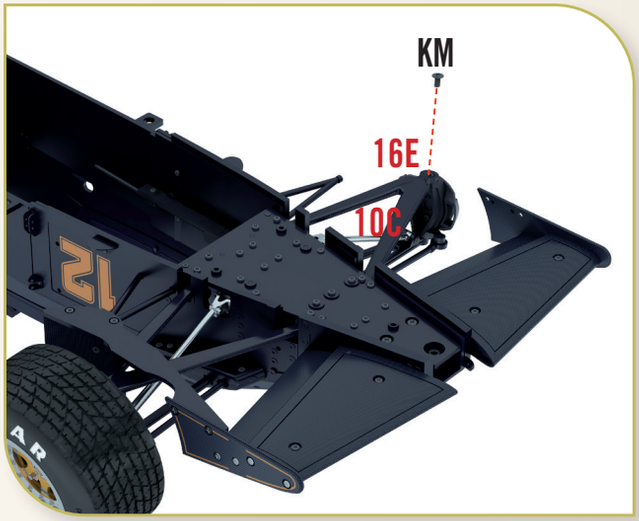
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STEP 16-8

Place the free end of the front brake line **10D** over the thinner side of the front right suspension lower wishbone arm **10C**, near the head of its end. While you are holding the front brake line **10D** and the front right suspension lower wishbone arm **10C**, tie them together with the nylon clamp **16H**. Remember to use scissors to cut what is left of the nylon clamp **16H**, as shown in the detail pictures.



IMPORTANT
Leave as much of the front brake line **10D** as you can at the free end.



STEP 16-9

Carefully, rotate your Lotus assembly and secure the front right suspension upright 1 **16E** to the front right suspension lower wishbone arm **10C** with one **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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