BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

17





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Formula 1 chronicles

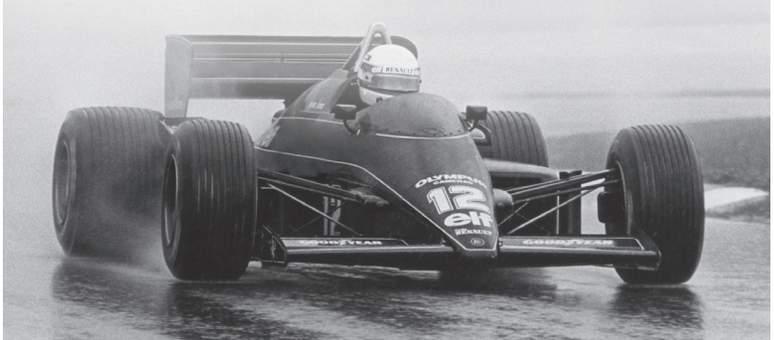
The death of Colin Chapman was a shock to Lotus, but Peter Warr and Gérard Ducarouge brought the team back on track

Life of an idol

After receiving an invitation from the Joest Racing team, Senna drove the Porsche 956 in the World Endurance Championship

Assembly

Deflectors and front right wheel



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END OF AN ERA

New boss, new chapter

Colin Chapman's death came as a shock to Lotus, but the Peter Warr's unwavering hand and Gérard Ducarouge's design talent brought the team back on track



Martin Lee

Coming out on top: *Nigel Mansell, at the 1983 British Grand Prix*

There were dark clouds hanging over Lotus' head at the end of the 1982 season. Four seasons had passed without a Formula 1 Title, and the team had managed just one victory in nearly 60 Grand Prix races. In the previous two years, Lotus finished seventh and sixth in the Constructors' Championship. These unsatisfactory positions heaped even more pressure on the company, which was already on the brink of an institutional upheaval. The British government was closing in to recoup the £10 million it had invested in 1978 in the development of a stainless-steel car that never got off the ground. This car was a partnership between Lotus and the American DeLorean company, whose owner had been arrested in October 1978 for drug trafficking.

In 1983, Lotus faced a major challenge: securing the renewal of indispensable sponsorship with Imperial Tobacco to ensure the team's survival

It seemed that things could not get any worse, but they did. On the night of December 16, 1982, Colin Chapman suffered a massive heart attack at his home in Norfolk. At the age of 54, the Lotus founder was dead and the 1983 season was just around the corner.

A READY SUCCESSOR

After Colin Chapman's sudden passing, Hazel, his widow, and their son Clive opted for a safe choice and entrusted the leadership of the Lotus team to Peter Warr, who had been Chapman's trusted right-hand man for decades. A former Army officer and racing driver, who was educated at the prestigious Sandhurst Academy, Warr had won the 1963 Formula Junior Japanese Grand Prix and had been managing Lotus since October 1969.

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Lotus





Lotus in good hands: *Peter Warr and Gérard Ducarouge were the right men at the right time*

In just five weeks, Ducarouge managed to complete his first project for Warr – the Lotus 94T – which was an impressive feat

He played a crucial role in Jochen Rindt's and Emerson Fittipaldi's Drivers' Championship wins in 1970 and 1972 respectively, serving as a key member of the team. He briefly departed Lotus in 1976 to work for Wolf Racing and later for Fittipaldi's team in 1979, but was lured back to Lotus by Chapman himself after a two-year hiatus that Chapman referred to as a "sabbatical period". With Chapman's permanent absence, it was now up to Warr to figure out how to continue the team's success without him.

DUCAROUGE'S MIRACLE

Despite Warr's efforts to maintain team unity and motivation, the team's performance at the beginning of the first season without Chapman was dismal. The new cars provided to the drivers both underperformed – Nigel Mansell's Lotus 92 with a Ford-Cosworth engine and Elio de Angelis' Lotus 93T, equipped with a Renault turbo. De Angelis retired in six out of his seven races and finished ninth in the remaining GP. Mansell's best result was only a lackluster sixth place.

The situation started to turn around with the mid-season arrival of engineer Gérard Ducarouge, whose successful work at Ligier and Matra – designing cars that won two World Endurance Championships – had already caught the attention of the Chapman-Warr duo in the 1970s. In May 1983, after the Belgian Grand Prix, Ducarouge joined Lotus as chief designer, bringing a fresh perspective and valuable expertize to the struggling team. By the time the sponsorship agreement with Imperial Tobacco was set to expire in July, the team was in desperate need of a car that could turn the tide of its ongoing failures. If the team continued to perform poorly, there was a high likelihood that the sponsor would seek other options, ultimately leading to the downfall of Lotus' sports division.

Thus, in the insane period of little more than five weeks, Ducarouge finished his first model: the Lotus 94T. Contrary to what one might assume, the car was not an evolution of the previous Lotus models – it was a brand-new car built on the Type 91 structure that had debuted at the beginning of the 1982 season. It had new suspension, a new gearbox, a new fuel cell and, of course, all the adaptations required for the Renault V6 engine. In its debut race at the British Grand Prix, on July 16, 1985, the 94T did well: Nigel Mansell finished fourth in front of his home crowd. It convinced the sponsor to renew the contract with Lotus for another three seasons.

Even though the car faced many issues throughout the rest of the season – which was expected, given its hasty construction – the 94T still propelled Nigel Mansell to a highly celebrated podium finish at the European Grand Prix at Brands Hatch, just one race before the end of the season. Finally, Lotus could see a glimmer of hope at the end of the tunnel.

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1984 NÜRBURGRING 1,000 KM

A unique experience in Germany

After receiving an invitation from the Joest Racing team, Ayrton Senna drove a Porsche 956 in the fourth round of the World Endurance Championship



Icons: *Ayrton and the Porsche 956, reunited in Germany*

Hiroshi Kaneko ©ASE

Prototype racing, endurance events, and World Championships – the names may have varied over time, but the prestige of this motorsport category remains unchallenged. It is the ultimate test of durability for cars and endurance for drivers, amplified by the prestige of events such as the 24 Hours of Le Mans and the Nürburgring 1,000 km, both held since the start of the World Sportscar Championship in 1953.

In the early 1980s, the official name for the prototype championship was the World Endurance Championship (WEC), and it attracted retired or active Formula 1 drivers to compete in its races.

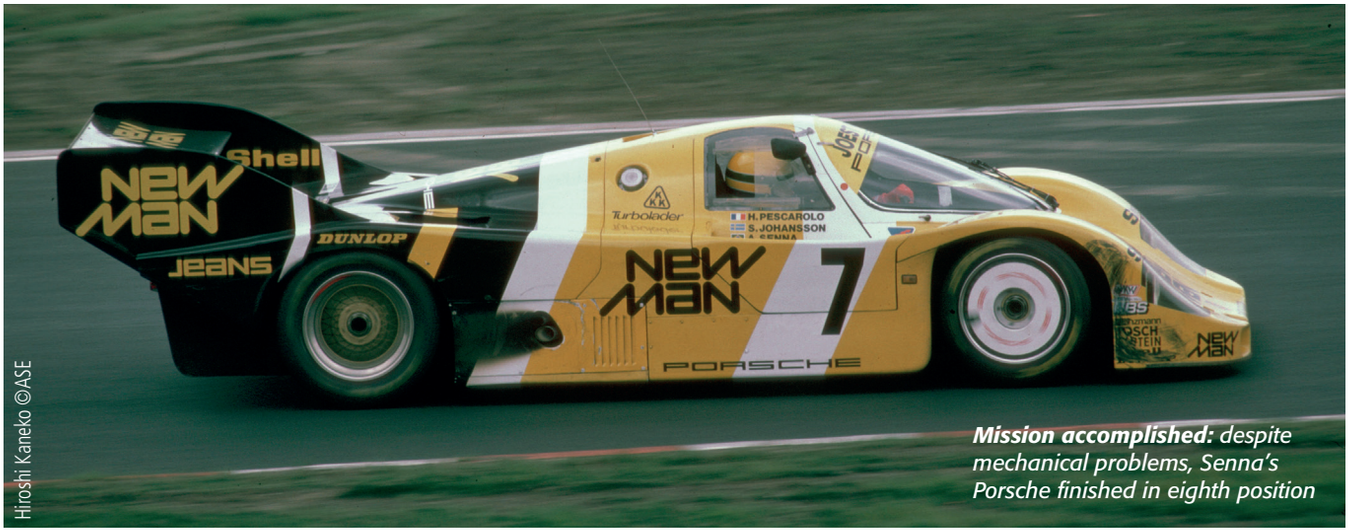
Even though he had never driven a prototype before, Ayrton beat his teammates' qualifying times

This was how Ayrton Senna, then a Toleman driver, received an invitation to drive the New Man/Joest Racing Porsche 956 at the Nürburgring 1,000 km, scheduled for July 15, 1984. The idea was proposed by Portuguese Domingos Piedade, team manager of the New Man/Joest Racing team, and was well received by the team owner, German Reinhold Joest. Senna accepted the invitation immediately, relishing the opportunity to return to the circuit where he had won the Race of Champions two months earlier with a Mercedes 190E.

"I accepted this honorable invitation because it will give me the opportunity to become familiar with long-duration races, where we are more physically challenged, and also

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"After the race, Ayrton spent four hours talking to us, giving us suggestions on how to make the car faster." said Reinhold Joest



Hiroshi Kaneko ©ASE

Mission accomplished: *despite mechanical problems, Senna's Porsche finished in eighth position*

to do some extra training in view of the European Grand Prix, to be held on this circuit on October 7," said Senna in a statement reproduced by *Jornal dos Sports* newspaper a couple of days before the race.

A SLEEK BEAST

At the Nürburgring 1,000 km, Ayrton teamed up with Henri Pescarolo from France and Stefan Johansson from Sweden to drive the Porsche 956, which was equipped with a 2,600 cc V6 engine and two turbo compressors. In the previous round of the WEC, the same car, driven by Pescarolo and German Klaus Ludwig, had delivered a win for New Man/Joest at the Le Mans 24 Hours.

Despite having never driven a prototype car before, Senna quickly got to grips with the Porsche. Team owner Reinhold Joest personally introduced the car to the Brazilian and gave him some tips. "He was immediately happy with the Porsche," Joest recalled in an interview with Brazilian driver Lucas di Grassi for the Senna TV Channel in 2016. "Ayrton was immediately the fastest. After about ten laps, he came back and said, 'Okay, but we need to change something in the car immediately!' So we made some adjustments, and he was fast again in the second practice session."

A RESPECTABLE FINISH

Senna had the seventh-best qualifying time; however, combined with his teammates' times, the New Man/Joest Racing car started a little further back, in ninth position.

Ayrton was having an excellent race until, about three hours or halfway into the race, he had to pit with clutch problems – it took 17 minutes to repair the oil to friction pipe, which took the trio out of the fight for the top positions. Even so, Senna, Pescarolo, and Johansson fought back and managed to finish the race in a very respectable eighth place.

The race was won by the Rothmans Porsche duo of German Stefan Bellof, who also raced in Formula 1 for Tyrrell, and Englishman Derek Bell. Considered, alongside Senna, one of the most promising drivers in Formula 1, Bellof won that year's World Endurance Championship.

Unfortunately, his career was cut tragically short the following season, when he suffered a fatal accident in his Porsche 956B during the 1,000 km race at Spa-Francorchamps.

PASSION OF A PROFESSIONAL

"After the race, Ayrton spent four hours talking to us, giving us suggestions on how to make the car faster. He wanted to know everything about the 956. He did it very professionally for us," recalled Reinhold Joest, in a testimony recorded by journalist Tony Dodgins in his book *Ayrton Senna: All His Races.* Senna expressed an interest in racing a prototype again in the future, but the demands of Formula 1 would eventually make the idea unfeasible.

From 1985 on, there would be no more time for distractions for the Brazilian driver.

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DEFLECTORS AND FRONT RIGHT WHEEL ASSEMBLY

PARTS

17A



17B



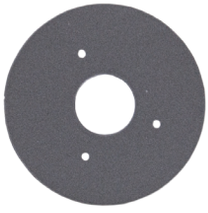
17C



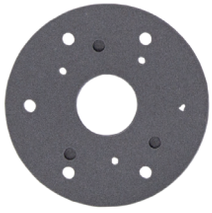
17D



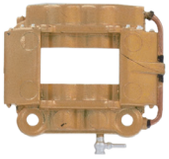
17E



17F



17G



17H



17I



AP



CM



MP



SM



SP



17A Front right wheel barge board 1

17B Front right wheel barge board 2

17C Front right wheel barge board base

17D Wheel hub

17E Brake disk 1

17F Brake disk 2

17G Front right brake caliper

17H Brake pads retainer

17I Front wheel barge board diagonal support

AP Screws 1.7 x 4 mm, 3 pcs*

CM Screws 1.5 x 3 mm, 5 pcs*

MP Screws 1.7 x 4 mm, 5 pcs*

SM Screws 2 x 5 mm, 2 pcs*

SP Screws 1.2 x 5 mm, 4 pcs*.

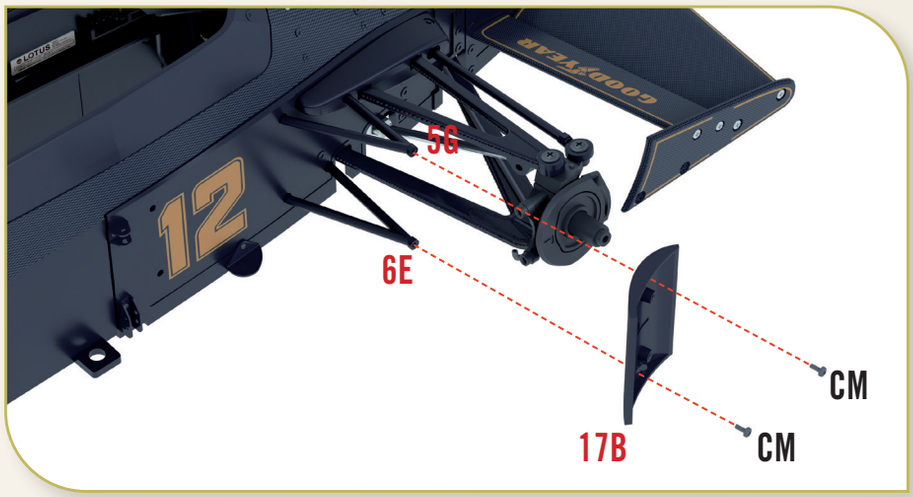
* Including spares

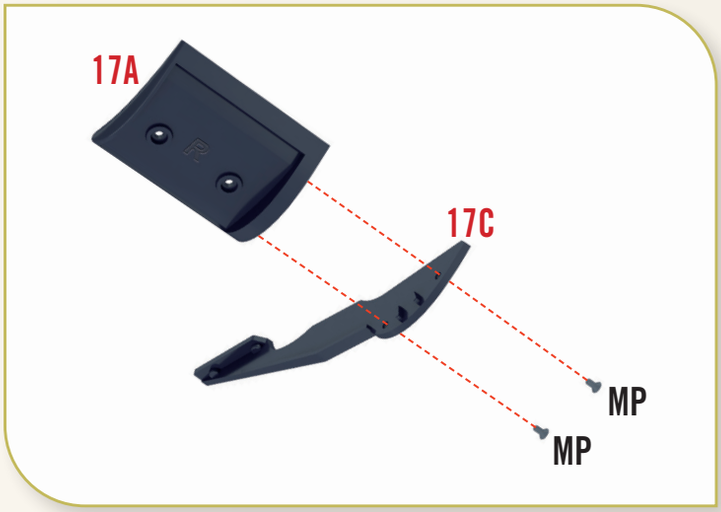
Publisher's note: the finish of the parts in the pictures may differ from the parts enclosed in this issue. This in no way affects either the product quality or the assembly instructions.

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STEP 17-1

Place the convex side of the front right wheel barge board 2 **17B** over the ends of the wheel barge board supports – the front right wheel barge board top support **5G** and the front wheel barge board top support **6E**. Secure the part with two **CM** screws.





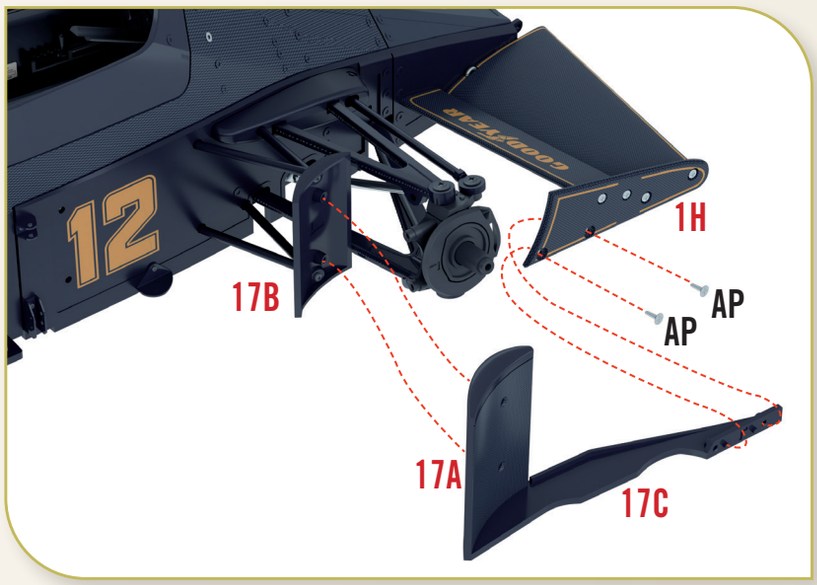
BEFORE STARTING
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

STEP 17-2

Attach the front right wheel barge board 1 **17A** to the wide area of the front right wheel barge board base **17C**. From the side of this base **17C**, secure the parts with two **MP** screws.

STEP 17-3

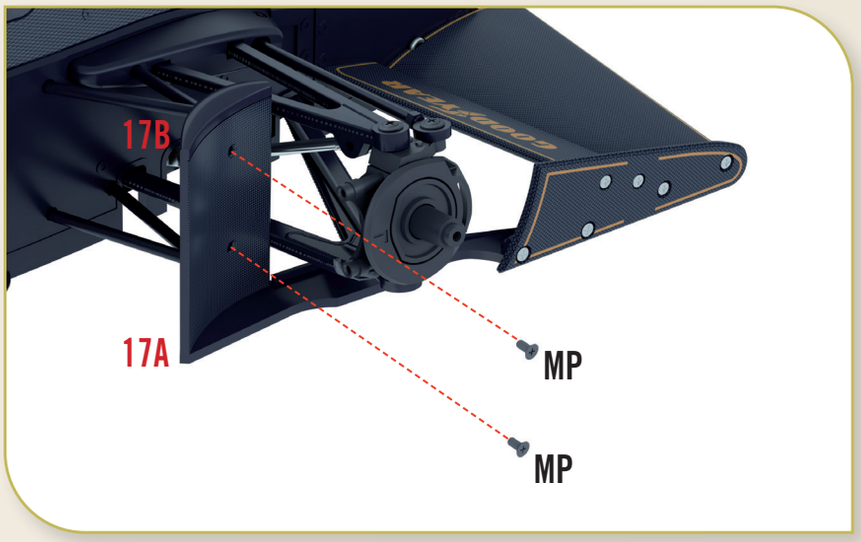
Position the above assembly so that the inner face of the front right wheel barge board 1 **17A** sits on the front right wheel barge board 2 **17B** and the two pins on the thin end of the front right wheel barge board base **17C** are positioned facing inward – in the two free holes in the side of the front wing right endplate **1H**. Secure this last joint with two **AP** screws.

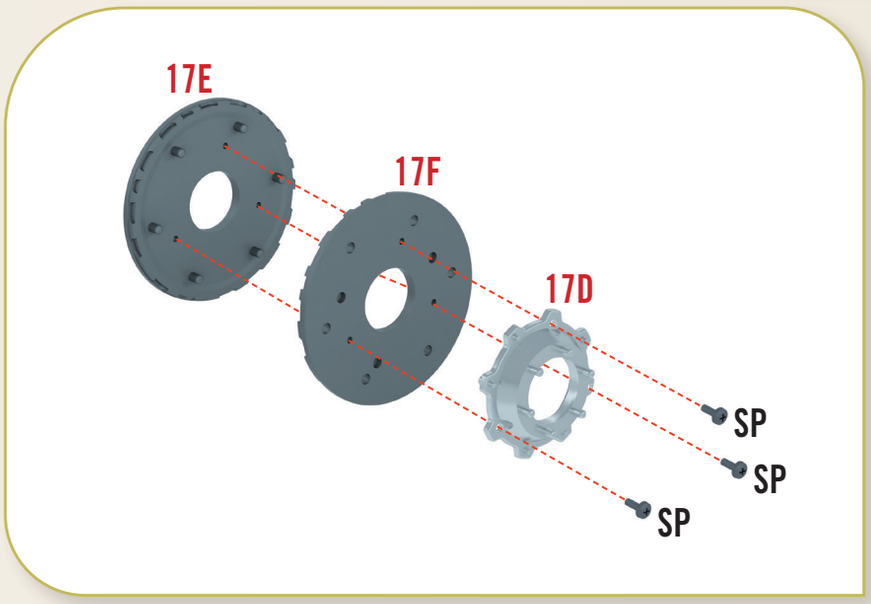


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STEP **17-4**

Insert two **MP** screws to secure the front right wheel barge board 1 **17A** onto the front right wheel barge board 2 **17B**.



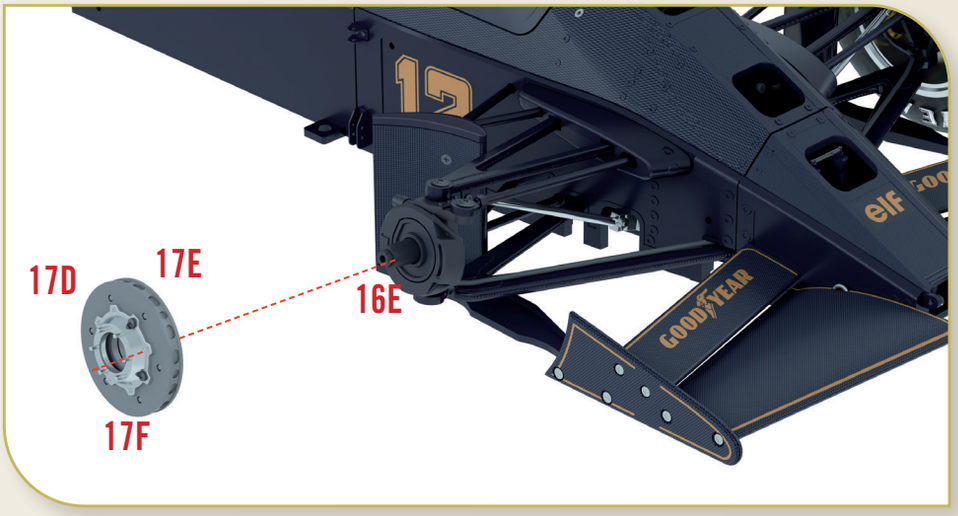


STEP **17-5**

Connect brake disks 1 **17E** and 2 **17F**. Place the wheel hub **17D** onto the outer face of the brake disk 2 **17F**. Ensure that the holes in the three parts are aligned and secure them with three **SP** screws.

STEP **17-6**

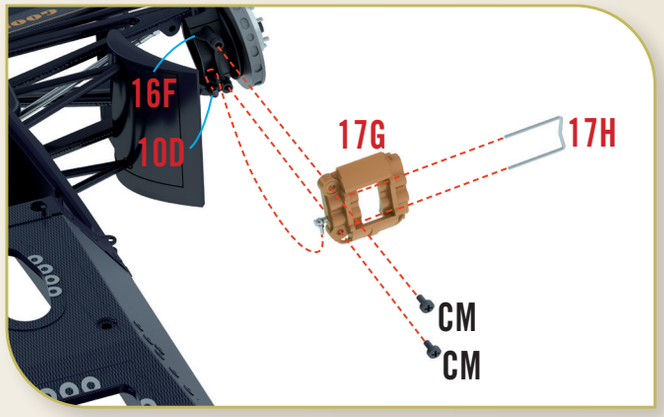
Place the previous **17D**, **17E**, and **17F** assembly over the end of the front right suspension upright 1 **16E**.

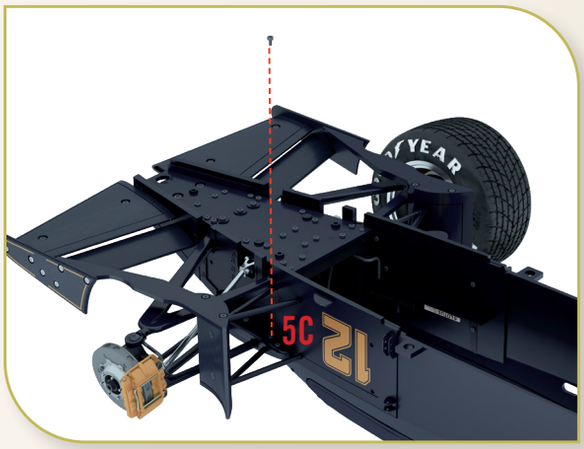


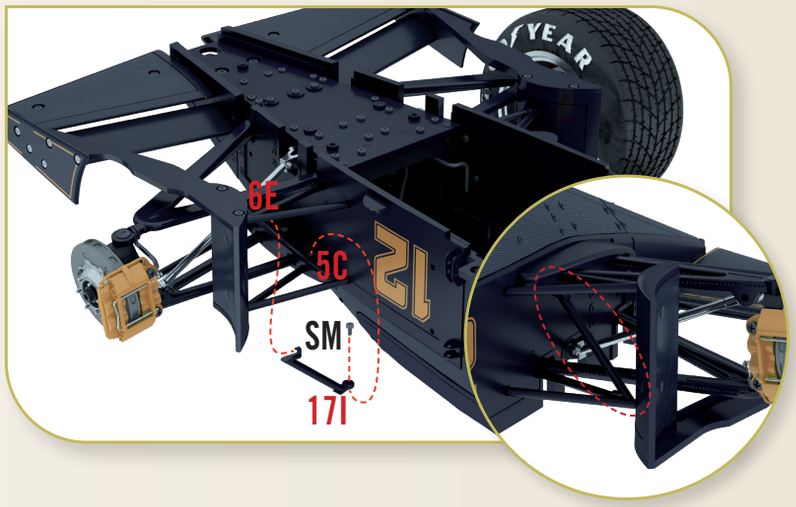
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STEP 17-7

Insert the two ends of the brake pads retainer **17H** into the holes in the center area of the front right brake caliper **17G**. Then, align the two holes in the end of the front right brake caliper **17G** with the two holes on the front right suspension upright 02 **16F**. Note that you should insert the front brake line **10D** into the small (silver) pin on the side of the front right brake caliper **17G**. Secure the part with two **CM** screws.





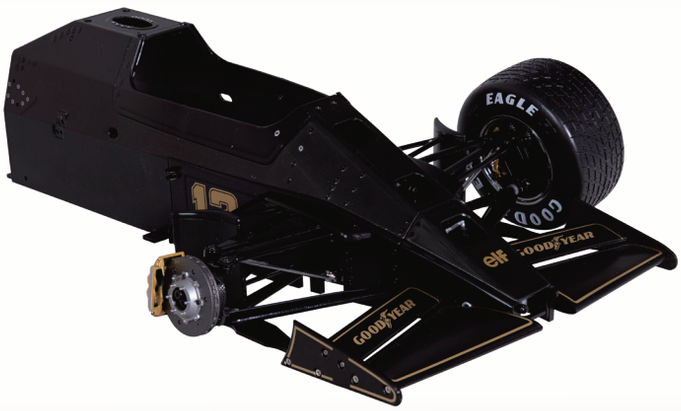


STEP 17-8

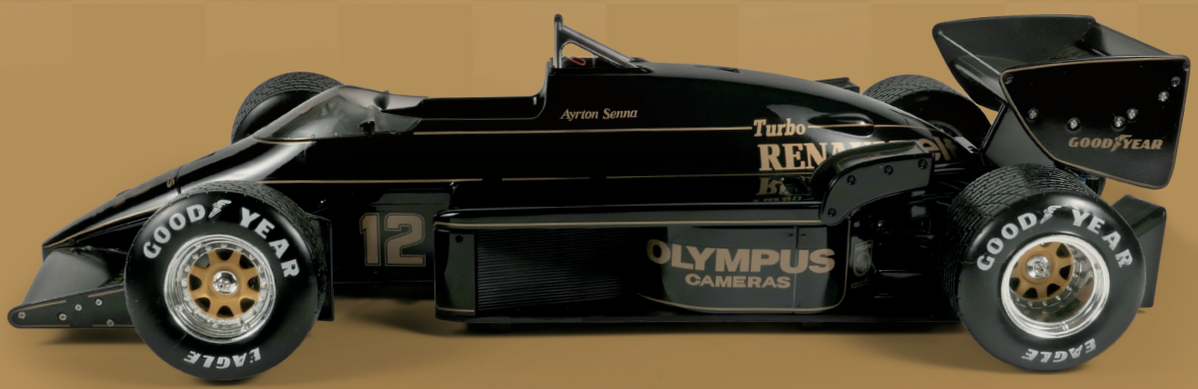
Remove the indicated screw from the base of the front right suspension mount fairing bottom **5C** (above left). Next, place the hole end of the front wheel barge board diagonal support **17I** over the same hole in the front right suspension mount fairing bottom **5C** and secure it with an **SM** screw, without fully tightening (above center). Finally, place the opposite end (with a hook) of the front wheel barge board diagonal support **17I** at the junction of the arms of the front wheel barge board top support **6E** (above right). Tighten the **SM** 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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