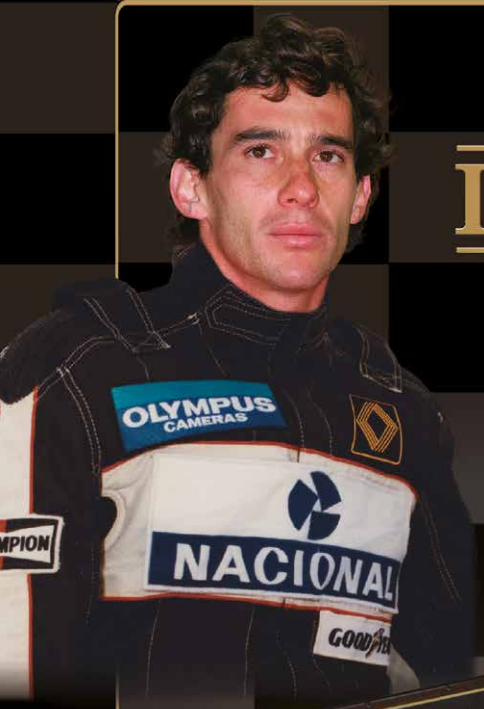
BUILD AYRTON SENNA'S

LOTUS RENAULT 97T

Ayrton Senna

9





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Formula 1 chronicles

Ayrton's second podium in F1, at the 1984 British Grand Prix, is more enjoyable than his first

Life of an idol

Senna takes the step up to Formula Ford 1600 in his stride as he secures both 1981 titles in Britain

Assembly

Cockpit bulkhead and steering column



1984 BRITISH GP

Pushing his Toleman to the max, rookie Ayrton steals the show

Niki Lauda wins at Brands Hatch, but Senna's thrilling third place sends British spectators into a frenzy

After three years of racing in British formula series, Senna already had a knack for driving at the Brands Hatch circuit, the venue of the 1984 British Grand Prix. Unfortunately, the first practice session presented something he had not previously witnessed up close: a serious accident in Formula 1, involving his teammate, Venezuelan Johnny Cecotto, who violently crashed his Toleman into the guardrail and broke his both legs.

"When I saw Cecotto after the crash, being taken out of the car, I decided to go very carefully. It was a terrible scene, really unprecedented to me; he was there with both legs broken, lying on the ground," Senna told *O Globo* newspaper on July 21, 1984. "Although I had that terrible impression, I recorded the best time with a car that worked very well. I was quite nervous, another reason why I had to watch out for any problems."

Senna finished Friday practice with the fourth best time; on Saturday morning, however, he saw his Toleman's turbo and engine blow and was only able to return to the qualifying session on the home straight. Then, with heavy on-track traffic, he could not better his time so moved down into seventh position on the grid. Brabham's Nelson Piquet was the pole-sitter, and he needed the victory to not let McLaren's Alain Prost and Niki Lauda distance themselves in the overall standings.



***Podium progress:** Senna (left) is sandwiched between the Ferraris of Michele Alboreto (front) and René Arnoux (rear)*

HARD-FOUGHT PODIUM

Held on July 22, 1984, the British Grand Prix had three leaders: Piquet, who was in the lead until the race was stopped on lap 11, after an accident with Jonathan Palmer's RAM; Alain Prost, who attacked the Brazilian on the restart, got past him, and took the lead; and finally Niki Lauda. The Austrian, who had overtaken Piquet on lap 28, inherited the lead when Prost retired ten laps later, and remained in first place until the checkered flag. Renault's Derek Warwick came in second.

On Friday, Johnny Cecotto, Ayrton Senna's Toleman teammate, had a serious crash and broke both his legs

More exciting was the race for the final place on the podium, which involved Senna, Ferrari's René Arnoux, and Lotus' Elio de Angelis. The Italian snatched the Frenchman's position easily, but when the Brazilian then attacked, Arnoux gave him a hard time, and Ayrton was outraged. "It was unbelievable, seeing him letting de Angelis pass and then hampering me like that. He did everything he could, and even seemed



Foto Família ©ASE

It was the second time Senna stood on the podium in his Formula 1 career, but the first time the Brazilian could actually celebrate the achievement

STARTING GRID – QUALIFYING TIMES

1st Nelson Piquet 1:10.869 Brabham-BMW	2nd Alain Prost 1:11.076 McLaren-TAG
3rd Niki Lauda 1:11.344 McLaren-TAG	4th Elio de Angelis 1:11.573 Lotus-Renault
5th Keke Rosberg 1:11.603 Williams-Honda	6th Derek Warwick 1:11.703 Renault
7th Ayrton Senna 1:11.890 Toleman-Hart	8th Nigel Mansell 1:12.435 Lotus-Renault
9th Michele Alboreto 1:13.122 Ferrari	10th Patrick Tambay 1:13.138 Renault
11th Manfred Winkelhock 1:13.374 ATS-BMW	12th Thierry Boutsen 1:13.528 Arrows-BMW
13th René Arnoux 1:13.934 Ferrari	14th Teo Fabi 1:14.040 Brabham-BMW
15th Marc Surer 1:14.336 Arrows-BMW	16th Jacques Laffite 1:14.568 Williams-Honda
17th Riccardo Patrese 1:14.568 Alfa Romeo	18th Eddie Cheever 1:14.609 Alfa Romeo
19th Andrea de Cesaris 1:15.112 Ligier-Renault	20th François Hesnault 1:15.837 Ligier-Renault
21st Piercarlo Ghinzani 1:16.466 Osella-Alfa Romeo	22nd Huub Rothengatter 1:16.759 Spirit-Hart
23rd Jonathan Palmer 1:17.265 RAM-Hart	24th Philippe Alliot 1:17.517 RAM-Hart
25th Stefan Johansson 1:17.777 Tyrrell-Ford	26th Stefan Bellof 1:17.893 Tyrrell-Ford
27th Jo Gartner 1:18.121 Osella-Alfa Romeo	

he was willing to crash, just not to let me overtake him. In the end he even glanced off my car, but I got past him," Ayrton told *O Globo*'s correspondent Janos Lengyel.

With the support of the British crowd, and getting the most out of his Toleman, Senna chased down Elio de Angelis and overtook him with only five laps to go. "Then there was something else. His car was more powerful and I had to wait for the exact moment to make the final move, at the exit of the pit straight. That's when I saw Piquet losing positions and I moved up into third." Piquet finished seventh.

EXTREME JOY

With the win, not only did Niki Lauda close the gap to Prost in the Drivers' Championship – from 34.5 to 33 points – but he also broke the all-time record for points in Formula 1, surpassing Jackie Stewart. "Winning at Brands Hatch is always an important feat," said the jubilant Austrian. "There isn't a driver who doesn't get thrilled before this huge audience, who appreciates good racing. And this win brings me close to being in with a shout of winning the title once again."

Senna was arguably the happiest driver on the podium, as he was standing there for the second time in Formula 1, and he sprayed Lauda and Warwick with champagne. People could see a lighthearted Ayrton, very different from the one who received the runner-up trophy at the Monaco Grand Prix, as he himself confessed to *Folha de S.Paulo*: "It was the first time I had a podium party. At that one in Monaco, I was more uptight than pleased."

FORMULA FORD 1600

A driving spectacle on British soil

In his debut in single-seaters, Ayrton Senna lives up to expectations and wins the two main British titles in the category in 1981

"He's on his way, he's coming." At least since 1979, Ralph Firman, the bigwig at Van Diemen – one of the leading European formula teams – had been listening to Chico Serra talk about Ayrton Senna, the promising new Brazilian phenomenon. Senna was expected to rule the tracks in Europe.

It took him almost two years, but in 1981, Ayrton Senna finally came to the Snetterton plant to take over the steering wheel of a Van Diemen, for the Formula Ford 1600 – a category that was the gateway to the European motor-racing circuit. Like almost all the other racers, Senna had paid for his place in the team, in this case £10,000, funded by his father, Milton da Silva. Before he knew it, Ayrton would be standing out from the pack, just as Chico Serra had anticipated.

The Brazilian would race in two championships taking place at the same time that season in Formula Ford 1600 – the Townsend-Thoresen and the Royal Automobile Club (RAC). In his first race, on March 1, 1981, and still with his previous season's car, Senna crossed the finish line fifth. His performance caught the attention of the British version of *Autosport* magazine, which noted: "The Brazilian star of the 100 cc kart made an outstanding debut in the FF 1600 at Brands Hatch. We will certainly hear a lot of this young man."

SENNA, THE MAN

In the second race, now with a new car, Senna made his first podium: third place at Thruxton. And in the following race, on March 15, 1981, at Brands Hatch, Ayrton recorded his first win – 9.4 seconds ahead of the runner-up, Mexican Alfonso Toledano.

The smooth way he drove the car and led it to the checkered flag amazed his rivals. Years later, in an interview to journalist Christopher Hilton, English driver Steve Lincoln recalled the reaction he had after the race. "I was confident of a great season... and then this guy popped up!" Considered one of the favorites before the



Foto Família ©ASE

"We have practiced at Snetterton at least twice a week. And in each practice session, I drive about 120 laps. For me, victories will be the outcome of this dedication"

Ayrton Senna

Ayrton won 12 out of his 20 races in England, following a sequence of nine podiums in a row



Foto Família ©ASE

***Always together:** with his friend and fellow driver Chico Serra (right), Ayrton Senna prepares for another race in England*

races began, Brit Dave Coyle assumed that Senna would have no trouble winning that year. "He knew how good he was. And he had good equipment. It's not very common to find someone with that gift who can use it to the full. But that's what Senna did."

Indeed, Senna would conquer both championships, winning the RAC at Snetterton on August 9 and the Townsend-Thoresen on August 31, at Thruxton. The 21-year-old Brazilian won 12 out of the 20 races he participated in England.

"I think that what has come to me is the result of a lot of hard work. As I am responsible for the project development of Van Diemen, the manufacturer of my car, I am active in the garage or on the track every day, in the morning and in the afternoon," Ayrton stated to *Folha de S.Paulo* on August 17, 1981. "We have had the practice session at Snetterton at least twice a week. And in each practice session I do about 120 laps. I have an incredible grip on the car, which is also excellent. The wins are the result of that dedication."

UNEXPECTED SABBATICAL

The success of the European season naturally brought speculation about what was going to happen to the Brazilian driver's future in 1982 – the expectation was for him to move to Formula Ford 2000, the next category up.

However, Ayrton surprised everyone when he announced his plans for the following year: working in the family office in São Paulo. Frustrated after his attempts to secure sponsorship for 1982, the champion quit and returned to Brazil to help his father in the business, as agreed. But fortunately, this sabbatical period would not last long.

COCKPIT BULKHEAD AND STEERING COLUMN ASSEMBLY

PARTS

























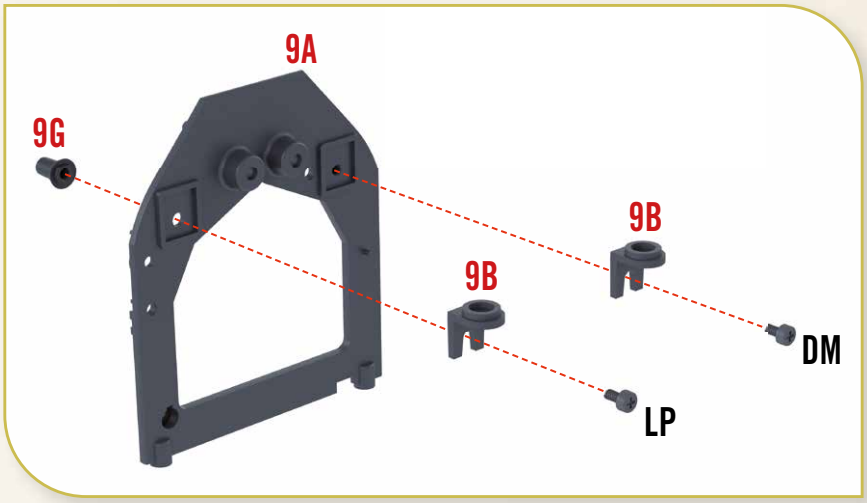
- **9A** Cockpit front bulkhead 1
- **9B** Cockpit front bulkhead bracket, 2 pcs
- **9C** Steering column clamp
- **9D** Steering column
- **9E** Anti-roll bar adjustment link
- **9F** Cable connector
- **9G** Cockpit front bulkhead 2
- **9H** Manometer gauge 1
- **9I** Manometer gauge 2
- **9J** Manometers mount
- **9K** Anti-roll bar adjustment cable, 2 pcs
- **BM** Screws 1.7 x 4 mm, 3 pcs*
- **CM** Screws 1.5 x 3 mm, 3 pcs*
- **DM** Screws 2 x 4 mm, 4 pcs*
- **DP** Screws 1.7 x 4 mm, 3 pcs*
- **LP** Screws 2.3 x 5 x 6 mm, 2 pcs*

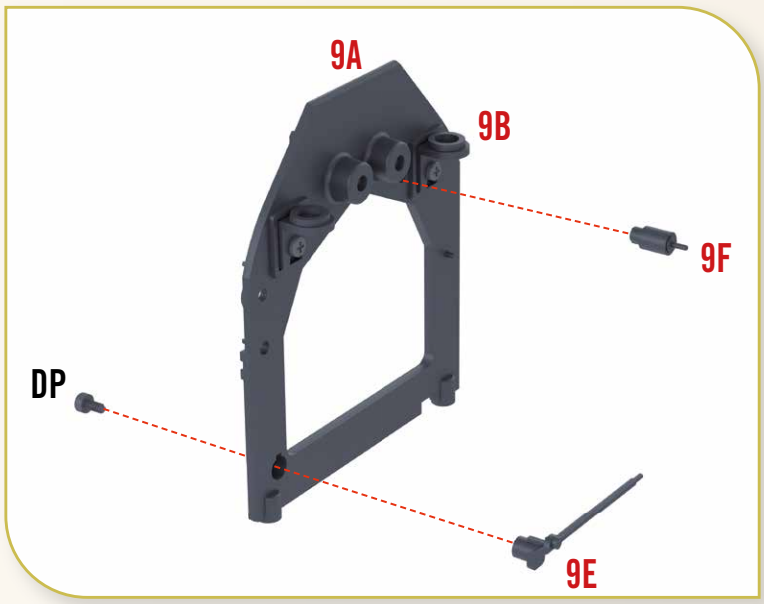
* Including spares

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.

STEP 9-1

Place the two cockpit front bulkhead brackets **9B** in the rectangular areas of the cockpit front bulkhead 1 **9A**. Note that only one of the holes is open – this is the one you should use to attach the cockpit front bulkhead 2 **9G**, through the opposite side of the cockpit front bulkhead 1 **9A**. Use an **LP** screw to secure it. Attach the other cockpit front bulkhead bracket **9B** with a **DM** screw.





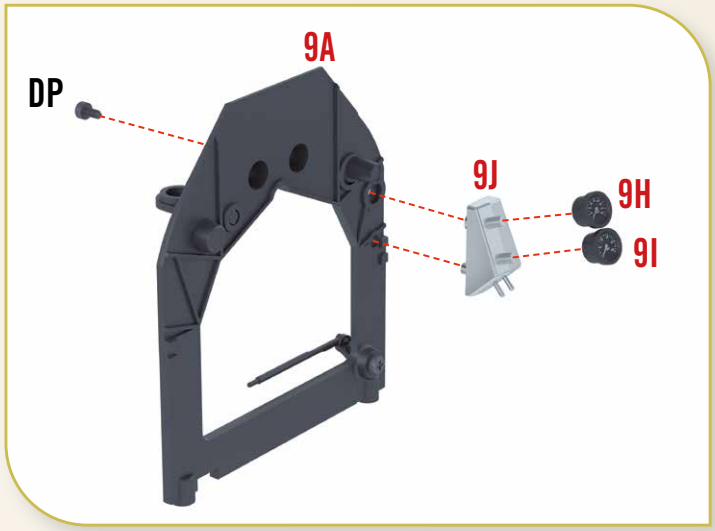
BEFORE STARTING
Make the necessary checks to identify each of the parts. Read all the steps beforehand to get an idea of what to do during assembly.

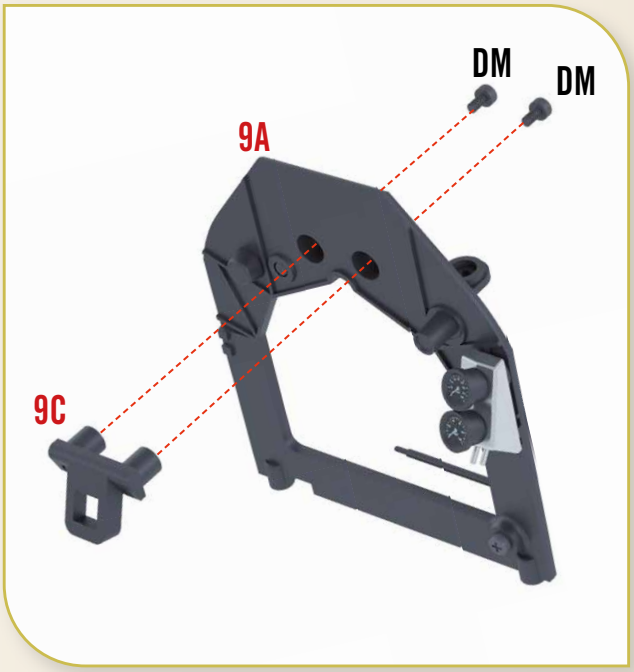
STEP 9-2

On the cockpit front bulkhead 1 **9A**, insert the longer part of the cable connector **9F** into the hole next to the right-hand cockpit front bulkhead bracket **9B**. At the bottom of the cockpit front bulkhead 1 **9A**, secure the anti-roll bar adjustment link **9E** with a **DP** screw.

STEP 9-3

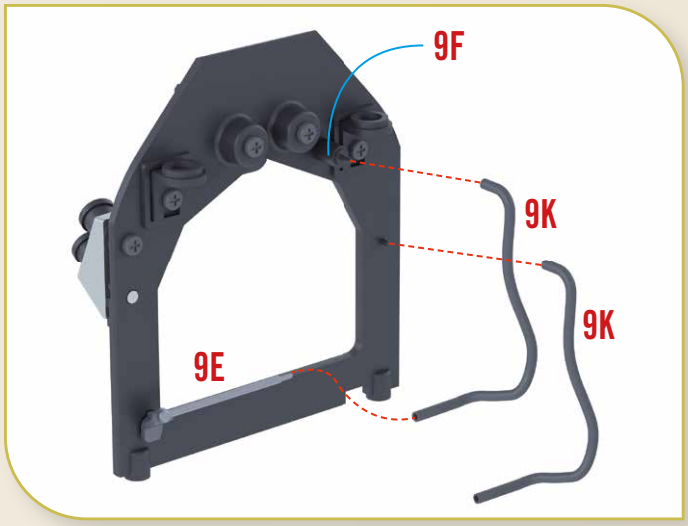
From the other side of the cockpit front bulkhead 1 **9A**, attach the manometers mount **9J** with the small pins at the bottom. Secure the part with a **DP** screw. The **9J** part will serve as a mount for two gauges: the manometer gauge 1 **9H** should be inserted in the upper pin; the manometer gauge 2 **9I** should be inserted in the lower one.





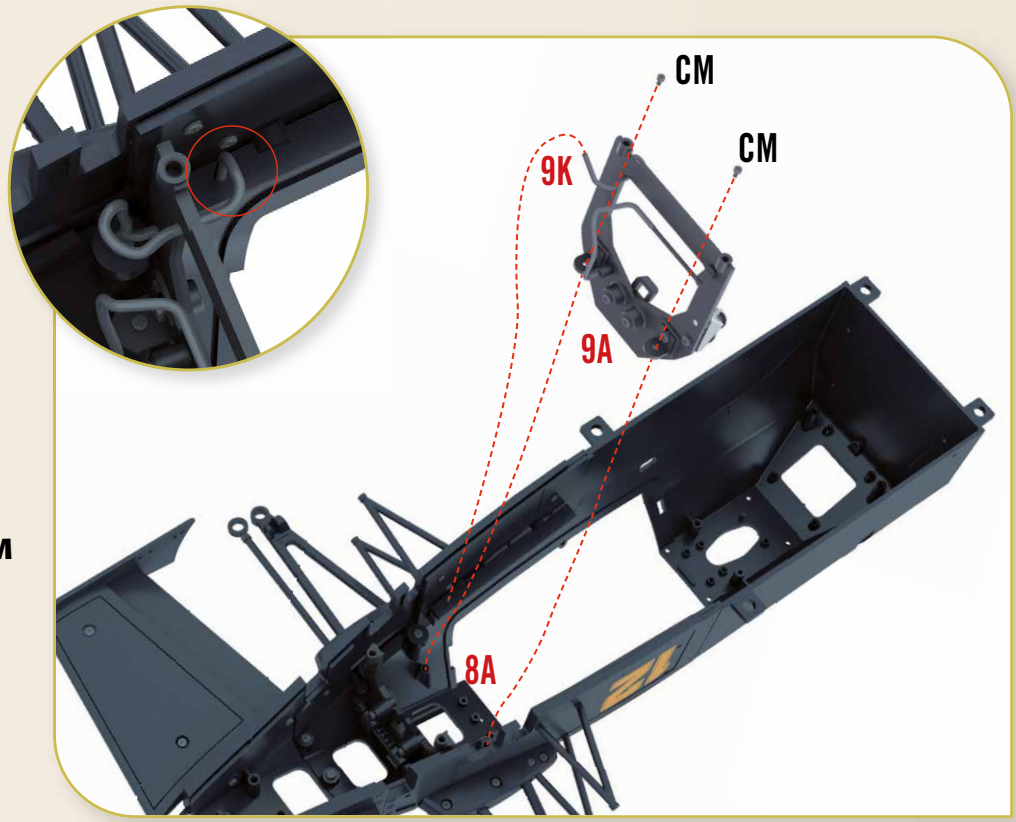
STEP 9-4

On the same side as the gauges on the cockpit front bulkhead 1 **9A**, position the steering column clamp **9C**. Secure it with two **DM** screws.



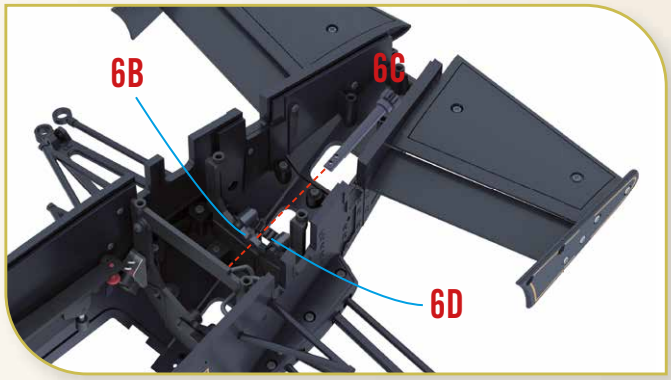
STEP 9-5

Take one of the anti-roll bar adjustment cables **9K** and attach one end to the anti-roll bar adjustment link **9E**; attach the other end to the pin on the cable connector **9F**. Then attach one end of the other anti-roll bar adjustment cable **9K** to the pin on the side of the cockpit front bulkhead 1 **9A**. For now, the other end will remain loose.



STEP 9-6

Place the cockpit front bulkhead 1 **9A** over the pins with the hole on the inside monocoque chassis top section **8A**. Attach the assembled sets with two **CM** screws. Connect the loose part of the second anti-roll bar adjustment cable **9K** to the small pin on the inside of the monocoque chassis top section **8A**, as shown in the detail image.

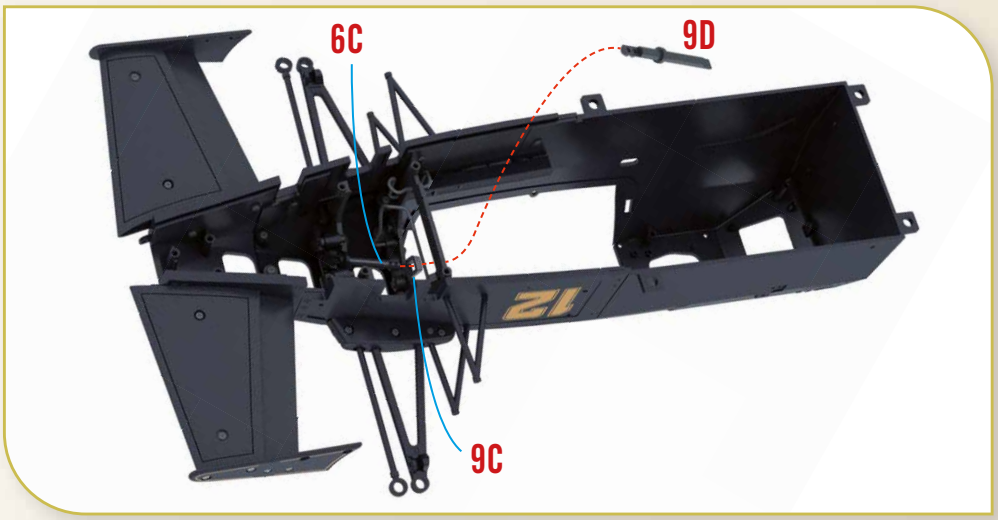


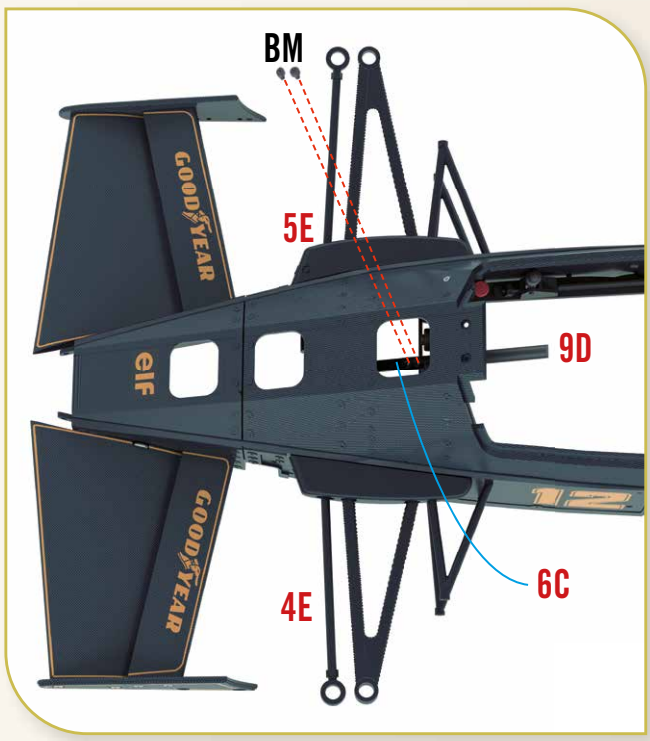
STEP 9-7

For this step, you will need the steering pinion shaft **6C**, assembled in issue 6. Pass the steering pinion shaft **6C** through the opening of the steering rack mounting clamp **6B**, so that the flat part of this same end is down. The steering column **9D** will fit into the steering rack **6D**, sitting directly in the middle.

STEP 9-8

Insert the perforated end of the steering column **9D**, with the flat side up, through the steering column clamp **9C**. Then insert it into the steering pinion shaft **6C**.





STEP 9-9

Turn the assembled nose section over and locate the junction between the steering column **9D** and the steering pinion shaft **6C**. Use two **BM** screws to join these parts together. Finally, make sure that as you turn the steering column **9D**, the front left steering tie rod **4E** and the front right steering tie rod **5E** move horizontally.

FINAL ASSEMBLY

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




Ayrton Senna
Turbo
12
OLYMPUS
CAMERAS
GOODYEAR
EAGLE

