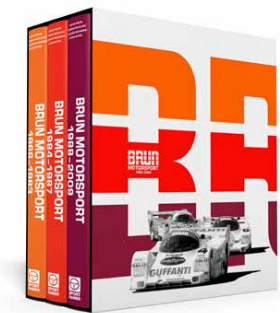


Swiss champions

964 pages, over 1200 pictures and illustrations, three hardcover volumes in a slipcase, total weight 8.5 kilos – it's fair to say that this is a monumental piece of work. Initiated by Sacha Brun, son of Walter 'Walti' Brun, it covers a career that started in hill climbs (European Champion in 1971) and touring cars with BMW, only to culminate in the founding of Brun's own Brun Motorsport outfit in 1983. Entering Porsche 956/962 customer cars – which the team owner also joyfully drove himself – the Swiss team went from tragedy (fatal accident of Bellof in 1985) to triumph (World Champion in the WSC in 1986, the only private team ever to do so).

Don't expect an entertaining read throughout, the main aim was to dig out pictures from every race Brun entered between 1966 and 2009. Eckhart Schimpf's intro text describes Brun, who turned 80 earlier this year, as someone "who with his pinstripe moustache and jet-black hair could have been a perfect fit for a pirate movie. But although a full-time entrepreneur, he was a real racer." "Unfortunately, he often believed outsiders more than his employees," his long-time companion and team manager Peter Reinisch is quoted. "And he was simply too good-natured for motorsport." Overall, a fitting testament to a remarkable career, heavy on pictures, printed on high-quality paper but we missed a full list of results and a bit more of a 'human touch' in the texts. (TI)

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THE book(s) on the Porsche 962

It's not one book, it's three. You need to keep that in mind. First of all, three books on just one car: the Porsche 962. And more specifically, the works 962s. Whilst author Serge Vanbockryck makes references to all types of 962s raced, the big focus lies on the cars that raced for the Porsche factory.

This begs the question: how does one fill 1400 pages on just this one car? By literally including all there is to know. You have heard the story of John Bishop refusing the 956 in IMSA because the driver's feet stuck out of the front axle line? Bishop's sketch work illustrating how he thought Porsche should rectify the problem is in the book.

Vanbockryck follows up on his previous '956, the definitive history' with more of the same on the 962: expertly researched, with plenty of eye-witness accounts and with attention to both glory (Le Mans) and drama (Bellof, Manfred Winkelhock, Jo Gartner). Vanbockryck's analysis of Joest's 1985 Le Mans win is an eye-opener.

Volume 1 explains how the 962 came about and talks us through the 1985–1988 seasons. Volume 2 looks at the 1989–1994 years, thus including the Dauer episode. Volume 3 looks at each works chassis in detail. Even at a whopping 850 GBP (and 1100 euros in Europe), we can only conclude it's worth every penny. Remember, it's three books. Magnificent books. (JoD)

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F1 drivers' helmets

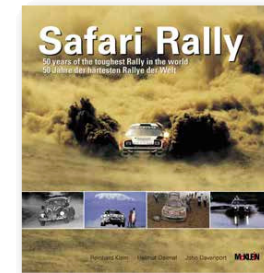
Formula Helmet starts with the toughest of questions: do you want the Alain Prost edition or the Ayrton Senna edition? Two different covers exist, one blue for Prost and one green for Senna. Already the book starts to seduce with the velvet back. Author Bruno Bayol is the force behind this English/French book recounting the stories of many famous helmets. With plenty of themes (father/son, arch-rivals, homages, etc), the book is half storytelling, half product info. It is filled with anecdotes, explaining how David Coulthard ended up driving with a Schumacher helmet in the 1996 Monaco Grand Prix. Companies like Bell, Arai and GPA get extensive coverage, strangely the iconic Simpson RX 1 helmet Villeneuve and de Angelis made famous, receives scant attention.

The section on the evolution of selected champions' helmets (Rindt, Lauda, Prost, Senna, Häkkinen, Schumacher ...) is beautifully illustrated. A book you never knew you'd need in your library. At 85 euros, it represents great value. Both editions have a print run of 1480 copies respectively. (JoD)

Redrunner.fr
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Out of Africa

It was 2003 when the original Safari Rally, as we used to know and love it, was deleted from the WRC calendar after its 50th running. In this opulent book from the same year, a trio of die-hard rally photographers and journalists looked back to a rally that started as the Coronation Safari (as a celebration of the coronation of Queen Elizabeth II), then from 1960–69 became the East African Safari and earned WRC status from 1973 onwards, now already dubbed simply Safari Rally.

You can feel through the gorgeous photography by Reinhard Klein how the authors have fallen in love with Africa. Some pictures have become classics; like the Toyota jumping high into the air, with a snow-capped Mount Kilimanjaro in the background, or another Toyota crossing a lake that shimmers in purple. There are many shots with cars in mud, dust or crossing roaring rivers filled by flash floods. They illustrate why the Safari was feared by teams and drivers alike. The book covers all 50 events and even offers a comprehensive statistics section. And the greatest thing: you don't have to search for this jewel at Amazon, eBay or your favourite second-hand bookstore. Instead, the book is still available for order at McKlein, still fully sealed, costing just 49 euros. When we went to press, they still had some 350 new copies in stock. (TI)

Rallywebshop.de
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