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Introduced in 1970, the wedge-
shaped Lotus 72 competed for six

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Seasons, winning 20 World
Championship Grands Prix, two
Drivers' titles (for Jochen Rindt in
1970 and Emerson Fittipaldi in
1972) and three Constructors'
titles (in 1970, 1972 and 1973),
racing first in Lotus's evocative
red, white and gold livery, then

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Conceived by Colin Chapman, the Lotus 72 is one of the most successful Formula 1 cars ever made. This innovative car - with its wedge-shaped profile, side-mounted radiators and inboard front brakes - was driven during 1970 by Jochen Rindt, Formula 1's

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posthumous World Champion,
and also gave Emerson Fittipaldi
the World Champion's crown in
1972. Here, in this new Haynes
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on what it takes to restore,
maintain and race a Lotus 72, as
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and engineering of this legendary
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On what it takes to restore,
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Manuals

A new addition to our 'classic
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title will sit alongside Lotus 72, McLaren M23, Ford GT40 and Maserati 250F, covering Ferrari's iconic 1960s 250 GTO - currently one of the most desirable and valuable cars in the world

The McLaren M23 first appeared

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in 1973, and became McLaren's first World Championship winner when Emerson Fittipaldi took the title in 1974. As depicted in the new feature film Rush, James Hunt gloriously repeated the feat in 1976 after a mighty season-long battle with Niki Lauda. Here,

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in this new Haynes Manual, is
a unique perspective on what it
takes to restore, maintain and
race a McLaren M23, as well as an
insight into the design,
engineering and development of
this landmark Formula 1 car.

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The Lotus 98T was the 1986-season, JPS-liveried F1 car driven by Ayrton Senna and teammate Johnny Dumfries. Senna took eight podium positions, including two wins in the car, taking the fight to the superior McLarens and Williams. The 98T

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was one of the ultimate incarnations of an F1 car, powered by a Renault V6 turbo engine, which is conservatively estimated to have produced up to 1,300bhp at full boost. Senna was mighty to behold at the wheel of the 98T - he took pole position at

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eight of the season's 16 races, with victories in Spain and Detroit, famously crossing the line alongside Nigel Mansell in Spain, to win by 0.014s. This Manual, extensively illustrated with both period photographs and technical illustrations and photographs of a

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recently restored car, and provides a fascinating insight into the design, evolution, operation, maintenance and restoration of the Lotus 98T.

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The McLaren MP4/4 is the iconic Honda V6 turbo-powered F1 car

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built by McLaren for the 1988 grand prix season, driven by Ayrton Senna and Alain Prost. Remarkably, the car won all but one race during 1988, and took McLaren's then-new recruit Senna to his first Drivers' World Championship after a season-long

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battle with team-mate Prost.

McLaren achieved an astonishing 10 one-two finishes with the car, and suffered only two car-related retirements during the season.

The MP4/4 is still statistically the most dominant F1 car ever built.

Ironically, the fact that McLaren

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was already an enormously successful and well-resourced team prior to 1988 has led to the assumption that producing another winning car in the form of the MP4/4 was simply business as usual. The truth is rather different, with many challenges

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Along the way, mistakes to resolve and, as ever in motor racing, an element of luck, all playing a part in the MP4/4's extraordinary success. A wealth of previously unpublished archive material, including original technical drawings and team

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documentation, provides fascinating new insight into the design and build of the MP4/4. Produced with the full cooperation of McLaren, and unique access to a race-winning MP4/4 chassis, this manual tells for the first time the accurate story of the design,

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Insight from Alain Prost and test-
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This book, the first in Evro's new

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Formula 1 Greats series, covers one of the most revered Formula 1 cars ever made. Introduced in 1970, the wedge-shaped Lotus 72 competed for six seasons, winning 20 World Championship Grands Prix, two Drivers' titles (for Jochen Rindt in 1970 and

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Emerson Fittipaldi in 1972) and three Constructors' titles (in 1970, 1972 and 1973), racing first in Lotus's evocative red, white and gold livery, then the equally eye-catching black and gold of the John Player Special period.

Pete Lyons, Autosport's renowned

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Formula 1 reporter for part of the Lotus 72 era, explores the car's entire race-by-race career in his insightful commentary accompanying a magnificent array of more than 300 photos. The 1970 season: after troubled early development, the 72 finally

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took over from the long-serving
49, its four consecutive race wins
enough to secure the World
Championship for Jochen Rindt,
posthumously after his death
during practice for the Italian
Grand Prix. The 1971 season: with
promising youngster Emerson

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Fittipaldi elevated to team leader after Rindt's death, great things were expected of the 72's second season but it proved to be winless. The 1972 season in black and gold John Player livery, the 72 became far more competitive and Fittipaldi's four

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Grand Prix victories made him
World Champion. The 1973
season: Ronnie 'SuperSwede'
Peterson joined Fittipaldi to form
a dream team and together they
won seven races, but because
Lotus's spoils were divided
between the two drivers Jackie

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Stewart was able to come through to become World Champion. The 1974 season: still the 72 soldiered on, now as the fall-back car after its successor, the 76, failed to deliver; partnered by Jacky Ickx, Peterson won three Grands Prix. The 1975 season:

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well beyond its sell-by date, the 72 did a final season but by now it was far from effective, with Ickx's second place in the tragic Spanish Grand Prix its best result.

Manuals

Art of the Formula 1 Race Car brings a selection of these

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spectacular machines into the studio to expose not just the engineering brilliance of these cars, but also their inherent beauty.

Manuals

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banned at the end of 1982, the BT52 was very distinctive, with short, angular sidepods and a dart-shaped profile. During the 1983 season, the innovative Brabham team, with now F1 supremo Bernie Ecclestone at the helm, introduced the first high-

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pressure fuel rig seen in F1, to speed up refuelling stops, and used 'ovens' to pre-heat tyres prior to pitstops. This manual provides a fascinating insight into the design, evolution, operation and maintenance of the Brabham BT52.

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