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The original rally Quattro debuted in 1980, and was based on the road car, but with a highly tuned 300bhp engine. In 1981, Audi Quattro works driver Michele Mouton became the first woman to win a World Championship rally. The Quattro took the Manufacturers' Championship in 1982 and 1984, and the Drivers' Championship in 1983 and 1984 with Hannu Mikkola and Stig Blomqvist respectively. Audi implemented a continuous development programme for the Quattro, and the A1 and A2 were produced to meet the Group B regulations introduced in 1983, while the fearsome Sport Quattro S1 was introduced in 1984.

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The ultimate development – the S1 E2 – was introduced at the end of 1985, producing over 500bhp, and winning the 1985 San Remo rally in the hands of Walter Röhrl and the famous Pikes Peak hillclimb with Michele Mouton. The Audi Quattro Rally Car Manual looks at the design, evolution, anatomy and operation of the Quattro.

Young children can create a busy airport scene with the images in this entertaining activity book. Features 30 full-color peel-and-apply stickers depicting passengers, flight crew, luggage handlers, a fuel truck, supersonic and conventional aircraft, and more that can be applied to a background scene of a runway, hangars, and a control tower. Full-color. 4 plates.

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Have you ever struggled to dislodge a nostril-bound Cheerio while navigating the interstate at 70 miles an hour? Discovered exactly how many renditions of “Row, Row, Row Your Boat” it takes for you to pull the car to the side of the road and weep? Or experienced just what happens when your miniature traveling companion pulls the “manual override” lever on the emergency exit door of a plane? You’re not alone. We all have memories of a hideous yet hilarious family trip. Now you can read about some that make your trip look like a vacation with the Waltons. Edited by Sarah Franklin, *How to Fit a Car Seat on a Camel* is an anthology of outrageous stories about the inherent misadventures that revolve around traveling with kids. Whether the trip is with newborn triplets or with moody teens, a road trip to the beach or a European vacation, each story will

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resonate with parents who hit the road or the tarmac with kids in tow.

Webster's Dictionary lists the term showman as "a notably spectacular, dramatic, or effective performer." In the art of drag racing, Hubert Platt checked all boxes. Known as the "Georgia Shaker," Platt cut his motoring teeth on the long straightaways and twisty back roads of South Carolina while bootlegging moonshine. After a run-in with the law in 1958, Platt transferred his driving skills from illegal activity to sanctioned drag racing and began one of the most dominant runs in drag racing history until his retirement in 1977. After stints in 1957, 1938, and 1962 Chevrolets, Platt's next ride was a Z11 Impala, which carried his first "Georgia Shaker" moniker. Once Chevrolet pulled out of sanctioned racing, Platt found a new home with Ford for

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1964 and remained there until he hung up his helmet. Some of the cars he campaigned became icons in their own right. His factory-backed and personal machines included a 1963 Z11 Impala, 1964 Thunderbolt, 1965 Falcon, 1966 Mustang Funny Car, 1967 Fairlane 427, 1968-1/2 Cobra Jet, 1969 CJ Mustang, 1970 427 SOHC Mustang, and 1970 Boss 429 Maverick. A 1986 NHRA Hall of Fame member, Platt's lasting legacy on the sport can't be denied. Whether he was launching his Falcon with the door open, conducting a Ford Drag Team seminar, or posting low E.T. at the 1967 US Nationals in his Fairlane, Platt's imprint on drag racing was all-encompassing. His son and biggest fan, Allen Platt, shares his dad's iconic career in, Hubert Platt: Fast Fords of the "Georgia Shaker"!



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