

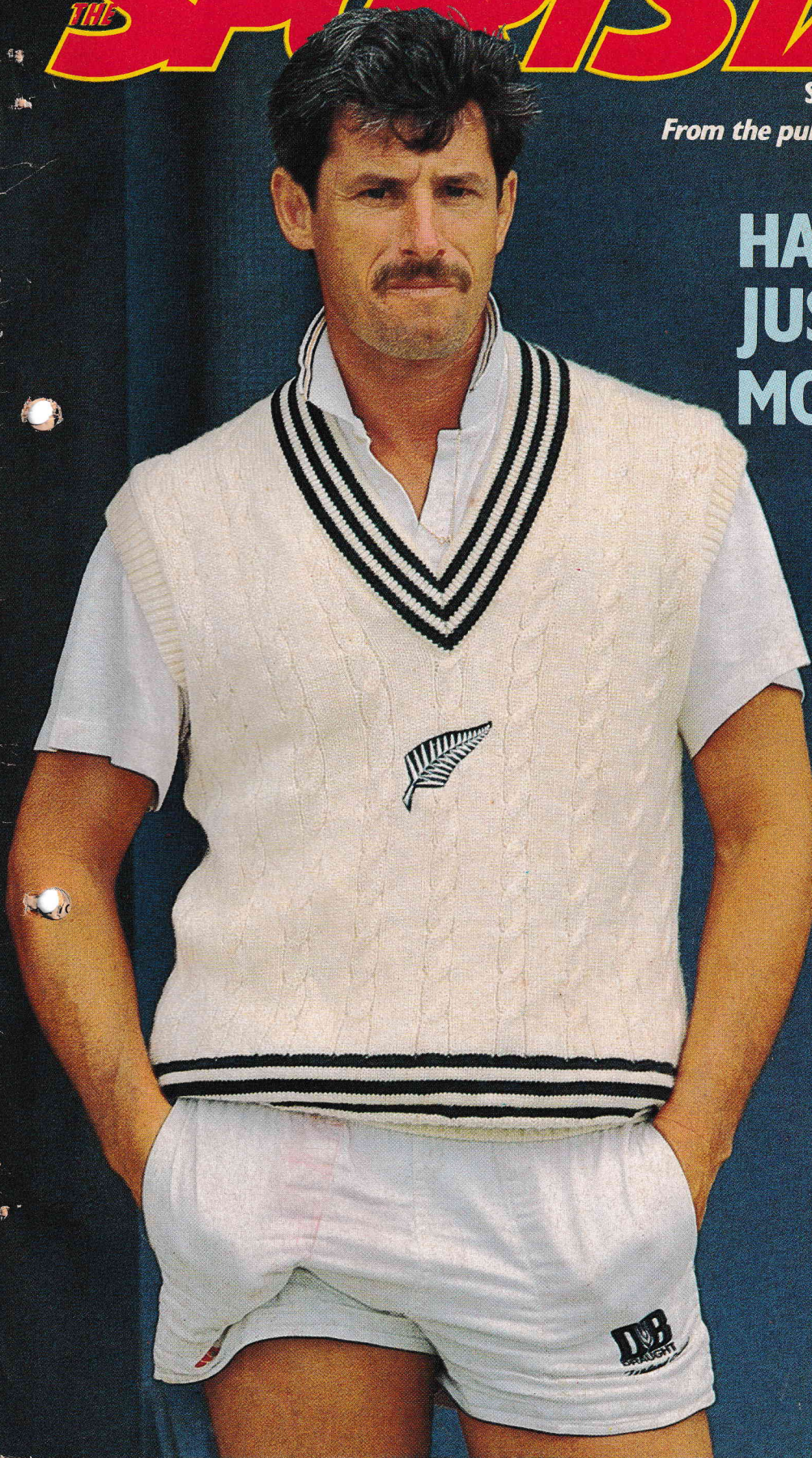
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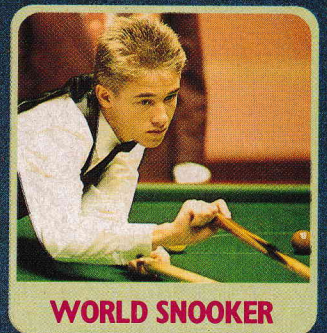
# THE SPORTSTAR

Saturday, May 26, 1990

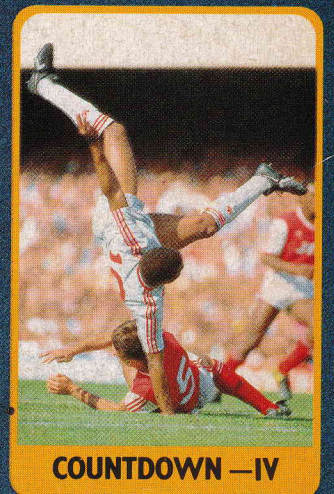
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## HADLEE: JUST ONE MORE TIME



WORLD SNOOKER



COUNTDOWN - IV

## KENYAN RALLY

# Rain makes it tougher

THE Malboro Safari Rally, considered to be the toughest in the world, was a wet one this year as Kenya received good rain during this time.

Once again this year like in the past the Safari (4107 kms of which 2672 kms were competitive) proved to be the stage for another round of the battle between the European car and component manufacturers and their Japanese rivals. The best rally teams and the best drivers competed to give it a star-spangled status. Italy's reigning World champions Miki Biasion and Tiziano Siviero, winners of the Safari and World championship both in 1988 and 1989 were considered to be the favourites.

The Toyota team which made history with three consecutive victories from 1984 to 1986 had something special this year as it marked the debut of Toyota Celica, Turbo 4WD's and the safari debut for drivers Mikael Ericsson and Carlos Sainz. Of course their main driver was the experienced Swede Bjorn Waldegard who was World champion in '79 and the only overseas driver to have won the Safari thrice.

Before the event he said "This is the first time that we are using the Celica in





Bjorn Waldegard of Sweden, thrice winner in Safari, with his navigator Gal Gallagher. "This is the first time that we are using the Toyota Celica (left below) in this event and the car is fantastic over the rough," said Waldegard. Kankkunen and Piironen (above) took the second place. The Finns covered a lot of ground, after their early set-backs.

this event and we have been testing non-stop since I finished the Paris-Dakar in January. The car is fantastic over the rough and so much better than the Supra. I think it is a potential winner and I intend to beat Shekar Mehta's record of five wins.

Team Subaru's new car, the Legacy made its World rally championship debut at the Safari. The team entered a total of four group A cars and one group N car. The group A cars were driven by the winner of the maximum world championship rallies

Then of course there was the Himalayan Rally winner Kenjiro Shinozuka in his Mitsubishi Galent which was making its first appearance in the Safari. When asked why only one car was entered for this event by Mitsubishi, Shinozuka said that this rally would be a learning one for them and next year they would enter in full force.

Daihatsu Ryce Motors team entered four cars — Daihatsu Charade, which is so small that it is affectionately known as the "Dudu" (small insect) was one among them.

**The Super Special Stage:** This stage was held at the Nairobi Ngong racecourse a day before the rally. The length of the stage was 2.1 km. This stage was run in conditions that can only be described as slippery. The special stage started at 1-00 in heavy rain, with the track wet in most of the pla-

ces, and considerable amount of water standing in the rest. The first day belonged to the Subaru team. Markku Alen clocked the fastest time of 2.57 minutes on this stage. He was 14 seconds faster than Waldegard who clocked the second fastest time.

**Wet start:** The 58 starters lined up for the first leg (Nairobi to Nairobi) — distance of 1148 km — in pouring rain. The 21 km Mua Hills section saw all three works of Lancias lose one minute. The next section through the muddy Machakos cost everybody time with the leading Subaru (Markku Alen) and Waldegard (Toyota) losing seven minutes apiece. At Kitul, Alen Still held a slender 14 second lead from Waldegard with Kenya's Ian Duncan in his Subaru third and Swedens Safari debutant, Mikael Ericsson in fourth place. Both Waldegard and Alen were locked in battle for the lead.

Soon after setting the fastest time in the treacherous Taita hills Alen's Subaru overheated, blew a head gasket and dropped out with engine failure. This was the first of the Subarus to go. Another Subaru, Possum Bourne's car No 9 suffered a similar fate. The New Zealander who had held fifth position at one point had to retire a little after Alen did. The best placed Subaru, Duncan's fourth placed car No. 10 also blew its engine and had to retire. Waldegard now led and he was follow-

ed by Ericsson until he had a puncture and conceded second place to Biasion. With the rally taking a heavy toll the clerk of the course Peter Hughes had to extend lateness by three hours.

At the end of the leg, Waldegard led Biasion by eight minutes to set up a great battle between these two giants of rallying.

**The heat is on:** Only 25 cars started for the second leg (distance 625 km). The first leg had claimed 33 victims. The Safari was really living upto its reputation. Waldegard, the overnight leader, had his lead over second placed Biasion reduced to a mere 6 seconds at the Kiamachimbi service point. The Toyota received a new turbo intercooler pump at the service point as the old one was causing overheating problems.

The Subaru team reported that Mike Kirklands car was suffering from severe overheating problems in the slippery Karatina section. Service crews were sent into the section and they towed the car out of a mudhole in which it was stuck. The radiator was completely choked with mud and this was cleaned by water jets and Kirkland was motoring again. Meanwhile, Carlos Sainz complained of a intermittent clutch failure in his Toyota in the Karatina section and spent 14 minutes in service while the mechanics bled the brakes and changed the pads.

Worse was to come for them at TC 25 Gathuri. Carlos went off the road in this extremely slippery section and cannoned into a tree; the front and middle of the car was damaged. However, swift work by the Toyota team helicopter had him back on the road in less than an hour and amazingly, he had improved his overnight eighth position to seventh by the end of the day. The Karatina section also claimed Vic Preston Jr. He broke the steering rack on his right-hand drive Nissan, the service car that reached him had a steering rack for a left-hand drive Nissan!

The cars were so muddy that they were indistinguishable from more than a yard or two. A battle royale was developing at the head of the field as the wily 'old fox' Waldegard led the Lancias into Nairobi at the end of the second leg.

**Battle for supremacy:** Bjorn Waldegard extended his lead early on the first competitive section in the third leg (dist. 685 km). His Toyota Celica GT4 was the only car not to lose any points on the Suswa section while the Lancia of Miki Biasion dropped seven minutes to the leaders.

A total of 17 cars left Nairobi at 04.00 hrs. for Eldoret. Mike Kirkland did not take the start as he felt that there was no hope of the engine withstanding more wear and tear, after suf-

fering from the same severe overheating problems which had already put paid to the chances of sister cars of Alen, Bourne and Duncan on the first leg.

The Lancia team had planned to put pressure on the Toyotas but they suffered a serious setback caused by a mud hole in the south western slopes of the Mau Escarpment. Biasion's Lancia lost 1 hour 3 minutes and teammate Fiorio lost 58 minutes when they got stuck and bogged down. Even a Lancia mudcar got stuck in the rescue attempt. Waldegard was the quickest out of the mud and he gained a 40 minute advantage over Biasion. The only Lancia to get through the mud without heavy loss was Juha Kankkunen but a power steering

problem caused him to stop on the next section. He lost 1 hour 19 minutes because of a bearing failure. He dropped to fifth position and promptly started a furious drive to recover lost ground, ending the leg, 4 minutes behind the third placed Toyota of Mikael Ericsson.

Rudi Stohl, the courageous privateer, was in seventh position and his Audi 90 had an electrical fault which produced dramatic results. The Austrian drove into service at Kapkuruguwet hardly able to see through his windscreen. The cockpit was billowing with smoke from a fire in his boot caused by a short in the wiring of the fuel pumps. As Stohl and co-driver Kauffmann coughed and spluttered, trying to recover their breath, mechanics set to work. Due to this incident Stohl dropped to eighth position

At Eldoret only 24 minutes separated the second and fourth placed Lancias. Ericsson's Toyota in third place was sandwiched between the Lancias of Biasion and Kankkunen. Over two hours behind was the Group A Subaru

legacy of Jim Heather Hayes who had brake failure when he arrived in service at Eldoret. His car had a major service including replacement of the steering rack. Heather Hayes smiled and said "Doughty (Safari Rally General Manager) should be tied to dustbin lid and dragged around the Olunguruone section — it was so bad." Waldegard who took 40 minutes of intensive service outside Eldoret reducing his lead over Biasion to 39 minutes but giving him a virtually new car for the start of the fourth leg said, "The sector has been much easier than I expected, I feel good."

The Group N leader Patrick Njiru, the local hero, had been stuck by a series of problems in his Subaru. He fi-

Behind the front four, Toyota Celica GT 4 — car 67, was having a relatively trouble free run for a change. Carlos Sainz had been hauling in Jim Heather Hayes all day. When the Subaru Legacy developed electrical problems on the road to Kimili, Sainz eased past into fifth place but some two and a half hours behind teammate Mikael Ericsson.

Cheered on by huge crowds at every turn, Patrick Njiru in the Subaru legacy (Car 18) appeared to have recovered from the clutch problems that plagued him on the way up from Nairobi earlier in the day. Njiru, coaxed out of over enthusiasm by his navigator Dave Williamson was determined to be the first driver ever to complete a Safari Rally in a Group N car.

The competition among the top four continued right into Eldoret as Biasion took ten minutes out of Waldegard on the penultimate section. The Lancia 'twins,' Biasion and Kankkunen, arrived at Parc Ferme just before 3-30 in the morning, over two hours late. Biasion

**Himalayan rally winner Kenjiro Shinozuka, who made his debut in the Safari, giving a thorough check up to his Mitsubishi Galant. Patrick Njiru, the local hero, had problems one too many and had to be satisfied with the eighth place.**

held a 22 min 06 secs advantage over Kankkunen after the pair had attacked throughout the night sections, only to be thwarted by the fog and the experience of Waldegard. Waldegard, aiming to be the oldest driver ever to win a World Championship event, was 18 min 06 secs ahead of the field when he arrived back at Eldoret. For the third night running Waldegard and his co-driver Fred Gallagher topped the leader board.

**Waldegard all the way:** In the fifth leg (dist 657 km) Lancia's relentless challenge for first position put up by World champion Miki Biasion came to a sudden end at the Cherengani Hills, leaving Bjorn Waldegard in sight of victory. Biasion, who won the last two Safaris in succession, was first of all reported to have overheating problems in his Lancia Delta Integrale (Car 2). Then came engine failure with a broken con rod.

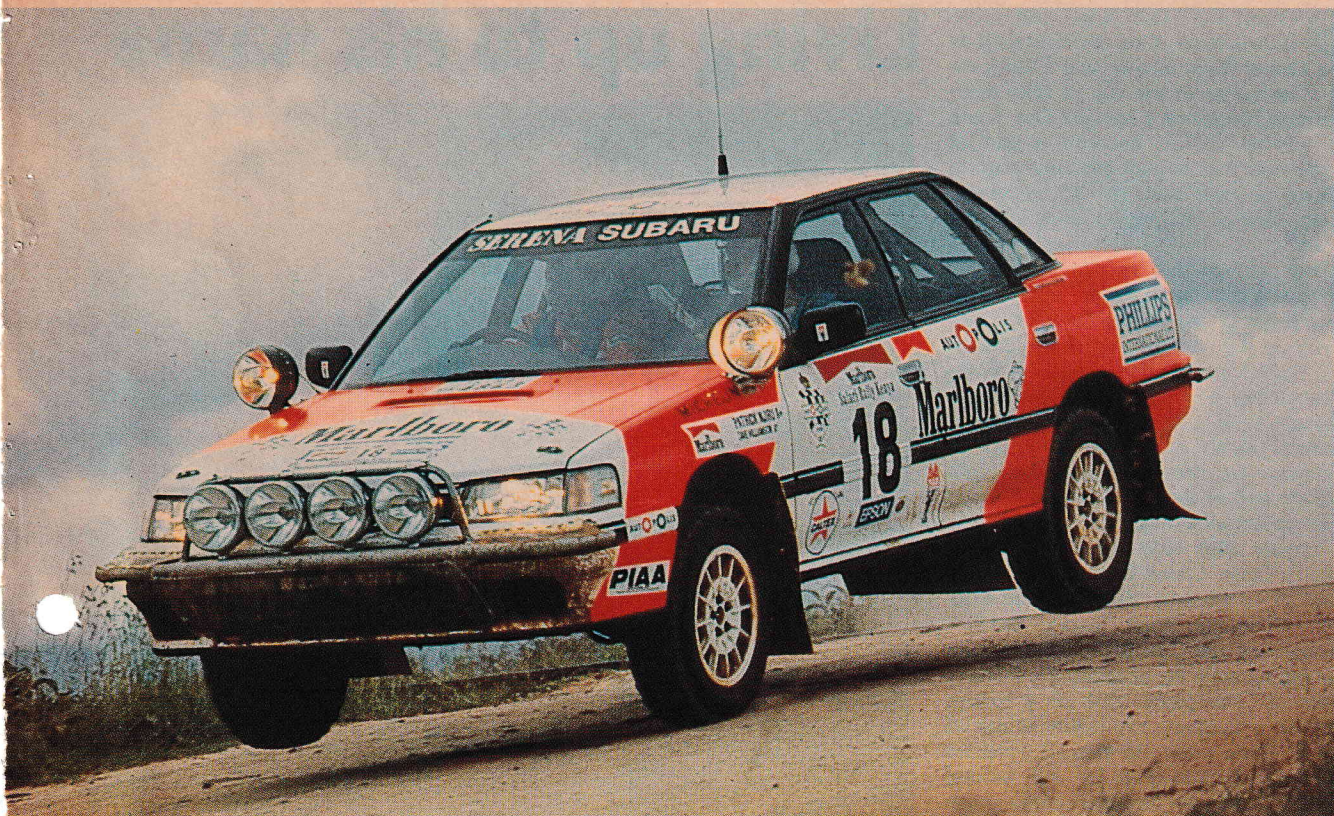
The challenge was left to Juha Kankkunen (Car 5) who took over Biasion's second position. The Finn who had earlier driven up the field with a hard charge because of early problems was over 40 minutes behind Waldegard's Toyota Celica GT4 at the end of the fifth sector in Nakuru. Behind Kankkunen were more Toyotas, although two hours separated him from third placed Mikael Ericsson (Car 6)



nally arrived for a long service session at Eldoret. His car was completely rebuilt and he lay in 9th position a mere 6 hours and 37 minutes behind Waldegard.

**Cat and mouse game:** Twelve cars left Eldoret for the fourth leg (689 kms). Bjorn Waldegard's 40 minute lead diminished to four minutes after a troublesome drive through the Cherengani Mountains and a dramatic battle for the lead developed in wet and slippery conditions. It was raining cats and dogs. Lancia, having suffered setbacks in the last sector, this time capitalised on the misfortune of Toyota. Waldegard's Celica GT4 (Car 3) first came to a standstill with a broken driveshaft.

The delay initially crushed Waldegard's 40-minute lead over Miki Biasion's (Lancia Delta Integrale (Car 5) down to six minutes at Kapenguria (TC 49). By the next control it was down to four minutes and as the cars slithered along the slopes of Mount Elgon, Waldegard was overtaken by Biasion whose short-lived lead rose to just under 2 minutes before Waldegard struck back.



In fourth place was the Spaniard Carlos Sainz (Car 67) who by his own admission had been finding the going tough. He arrived in Nakuru nearly four hours behind leader Waldegard for a gearbox change having been without reverse gear for the past 2 days.

**Last leg:** Waldegard, the leader maintained his 40 minute overnight advantage over second placed Juha Kankkunen as the cars left service at Seyabi (TC 77) for the final 350 km sector of the Safari.

All attention was now focussed on the finish at the Kenyatta Conference Center Nairobi. Bjorn Waldegard, the Swede, who loves the Safari comfortably made it to the finish in first place to claim his fourth victory in the Safari. Only Shekar Mehta with five wins is ahead of him now. Kankkunen finished a very creditable second after a very matured and steady drive. He said this was the most toughest rally he had ever participated in. He also said, "I am not disappointed at being runner-up as

the only hope I had of getting Waldegard was if he got into problems."

Ericsson and Sainz both had a good debut to finish in third and fourth places respectively. This also gave the Toyota team the team prize.

Well the 1990 Safari did live up to its reputation and only 10 cars managed to finish. One wonders, what will happen if the rallies get a lot more tougher. Soon after the event it started pouring again.

**Bob Rupari**

### 1990 Marlboro Safari rally, Kenya

(Classification by penalties)

Position	Section penalty	Cumul. penalty	Drivers	Make	Entrant
1.	03 00:00	08:39:11	B. Waldegard(S)/F Gallagher (GB)	Toyota Celica GT4	Toyota Team Kenya
2.	05 00:00	09:17:23	J. Kankkunen (SF)/J Piironen (SF)	Lancia Delta	Martini Lancia (I)
3.	06 00:00	11:26:58	M. Ericsson (S)/C Billstam (S)	Toyota Celica GT4	Toyota Team Kenya
4.	67 00:00	12:58:42	Carlos Sainz (E)/Luis Moya (E)	Toyota Celica GT4	Toyota team Kenya
5.	12 00:00	15:11:31	K. Shinozuka (J)/John Meadows (GB)	Mitsubishi Galant	Team Mitsubishi (J)
6.	17 00:00	15:12:40	Jim Heather Hayes/Anton Levitan	Subaru Leagacy	STI/Serena (J)
7.	14 00:00	17:49:58	Rudi Stohl (A)/R Kaufmann (A)	Audi 90 Quattro	R Stohl (A)
8.	18 00:00	18:04:51	Patrick Njiru/David Williamson	Subaru Legacy	Serena Hotels (EAK)
9.	62 00:00	28:54:51	Ashok Pattni/Bob Khan	Daihatsu Charade	Ryce Motors (EAK)
10.	31 00:00	30:49:30	Steve Anthony/Philip Valentine	Daihatsu Charade	Ryce Motors (EAK)