

JIM CLARK TO JACKIE STEWART

Motor Racing in the 1960s

Bryan Apps

It has been said that if you can remember anything about the sixties you weren't really there, but this entertaining book challenges that assertion on behalf of all those whose 'highs' came through motor racing. It is also said that a single picture is worth a thousand words and the author's superb illustrations and memories of motor races in the 1960s, bring that era vividly back to life.

Every Formula 1 World Championship event is included and, for good measure, the Monte Carlo Rally, the 24 Hours of Le Mans, and the Targa Florio, raced over the mountainous Sicilian roads. In addition to Jim Clark and Jackie Stewart, the book also features the achievements of Stirling Moss, Jack Brabham, Graham Hill, John Surtees and all the other famous drivers of the period. The cars of the 60s are given due prominence but it is always remembered that it was the drivers, with their incredible skill, courage and competitive spirit, who were the real heroes of the age.

A total of seven drivers won Formula 1 World Championships in the 1960s. Motorcycle Racing World Champion John Surtees gained his in a Ferrari in 1964, after exchanging two wheels for four; Graham Hill won his driving a B.R.M. in 1962 and a Lotus-Ford in 1968; Jack Brabham won his in a Cooper-Climax in 1960 and in a Brabham-Repco in 1966; the American Phil Hill won his with a Ferrari in 1961, and Denny Hulme gained his World Championship title with another Brabham-Repco in 1967.

The achievements of all these drivers and their cars, along with many others, are recorded in this book, each expertly depicted through the author's inimitable illustrations.

ABOUT THE AUTHOR

Bryan Apps, an Oxford graduate, has been an Anglican priest in the Diocese of Winchester for 50 years. When he was a young curate in Andover his 97hp Mobile Church attracted the interest of the international Press. His passion for motor racing was ignited at the age of twelve by a visit to Goodwood in 1949, and he corresponded with Raymond Mays, who was both the originator of the E.R.A., and the instigator of the B.R.M.

Bryan's paintings of racing cars and drivers from the earliest days of the sport are wonderful evocations of their period and they led to lasting friendships with Manfred von Brauchitsch, Ken Tyrrell, and many of the most famous racing drivers from before and after the Second World War.

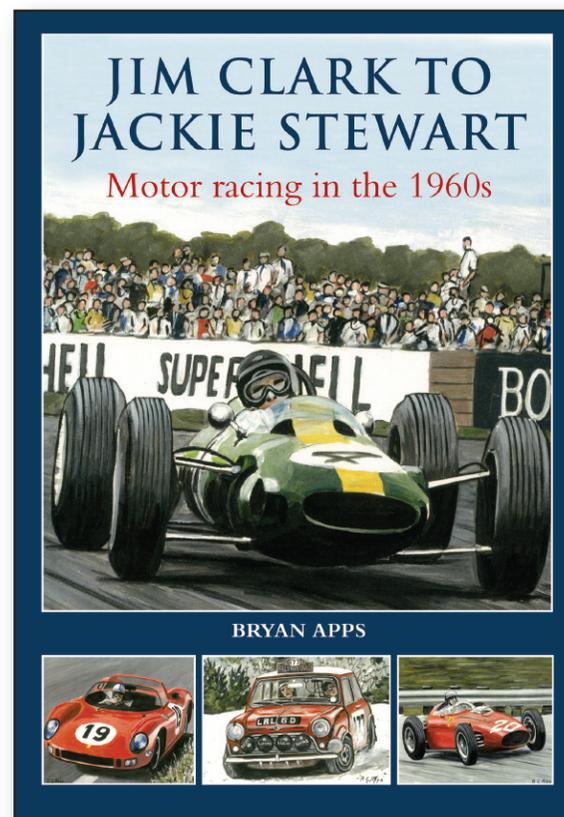
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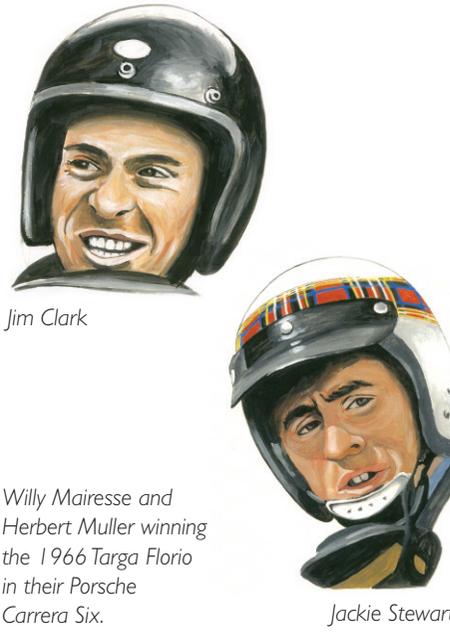
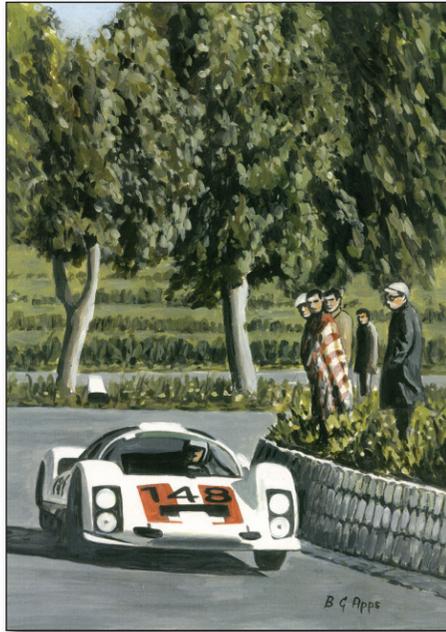


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JIM CLARK TO JACKIE STEWART MOTOR RACING IN THE 1960s



Jim Clark

Willy Mairesse and Herbert Muller winning the 1966 Targa Florio in their Porsche Carrera Six.

Jackie Stewart



Willy Mairesse winning the 1962 Targa Florio for Ferrari.

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JIM CLARK TO JACKIE STEWART: MOTOR RACING IN THE 1960s

Clark Digh's Scarab during its brief appearance in the Belgian Grand Prix.

Graham Hill's B.R.M. before its retirement from the tragic Belgian Grand Prix.

1960: THE END OF AN ERA

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Olivier Gendebien (Cooper-Climax) and Graham Hill (B.R.M.) occupied the second row while Jim Clark (Lions-Climax) was on the 4th row in 9th place.

On the first lap Brabham and Olivier Gendebien (Yeoman Credit Cooper-Climax) were at the head of a closely packed field while one lap later Lance Reventlow's Scarab disappointingly pulled out with a blown engine. Then Phil Hill moved up to second place behind Brabham, the two putting some distance between themselves and the following cars. Joakim Bonnier (B.R.M.) dropped back from third place and retired on lap 15 and the order became Brabham, Phil Hill and Gendebien. Then tragically on lap 19 Chris Brenton, who had been doing well with Willy Mairesse, moved off the circuit at speed and into a bank. He was thrown out and killed instantly. Five laps later Alan Stacey also in Cooper-Climax lost control of his car on the Malindi corner when he was hit by a bull. He too was killed after being thrown from his car. **The race was won by Brabham at 133.625 mph** from the Coopers of Bruce McLaren and Gendebien. Graham Hill retired on lap 36 with engine trouble. The fastest lap of this sad race was recorded jointly by Brabham, Phil Hill and Innes Ireland (Lions) at 136.010 mph. Jim Clark had been cruelly confounded with the extreme changes of Grand Prix racing early in his career. He finished in 5th place, two laps behind the winner.

French Grand Prix: July 3

Tony Brooks arrived at Reims with a new front engine/finnall which was lower than the earlier car, had a new 5 speed gearbox and a short rounded tail. He could achieve no better than 14th place with it in practice. At the front were Jack Brabham (Cooper-Climax) Phil Hill (Ferrari) and Graham Hill (B.R.M.). Of the twelve Lotus-driven Innes Ireland was 4th and Jim Clark 12th. Starting Moss was an absentee as he was recovering from his injuries at Spa.

Graham Hill was left at the start sorting out his gears and he was promptly eliminated by Maurice Trintignant's Cooper-Maserati, the two in consequence being eliminated from the race. Brabham probably led the race, but only just, from the Ferraris of Phil Hill and Wolfgang von Trips. The first two swapped the lead more than once while the Vivaldi retired without distinction on lap 8, Brooks having briefly joined on lap 4 to have the source of a vibration inspected. For the entire first half of the race the spectators were treated to a high speed chase in which the Cooper and the two Ferraris swapped the lead with some of them able to gain a clear advantage. Eventually Brabham managed to achieve a cushion of 5 seconds after establishing a new lap record at 135.057 mph. Soon after this the Ferraris of Phil Hill and von Trips were both forced to pull out of the race with transmission problems, although Hill was credited with having finished in 12th place. Olivier Gendebien (Cooper-Climax) and Bruce McLaren (Cooper-Climax) finished second and third to Brabham who won the race at an average speed of 131.801 mph. Jim Clark and Innes Ireland finished in 5th and 7th places.

British Grand Prix: July 16

With the Scarab back in Austria Lance Reventlow drove a superb Cooper of 1959 vintage while Jack Brabham and Bruce McLaren had 1960 cars. Tony Brooks, Olivier Gendebien and Henry Taylor drove Yeoman Credit Coopers while Roy Salvadori and Maurice Trintignant had the two DBRC4 Aston Martins, now fitted with Weber carburetors.

Once more Jack Brabham's Cooper-Climax was fastest in practice and the B.R.M. of Graham Hill and Joakim Bonnier were on either side of Bruce McLaren's Cooper-Climax, the three completing the front row of four cars. Jim Clark and John Searcy were both on the third row of the grid in 8th and 11th places, and the Aston Martins were back in 13th and 21st places.

Example of a double-page spread.



Jim Clark's Lotus-Ford leading Denny Hulme's Brabham-Repco and Dan Gurney's Eagle during the 1967 German Grand Prix.