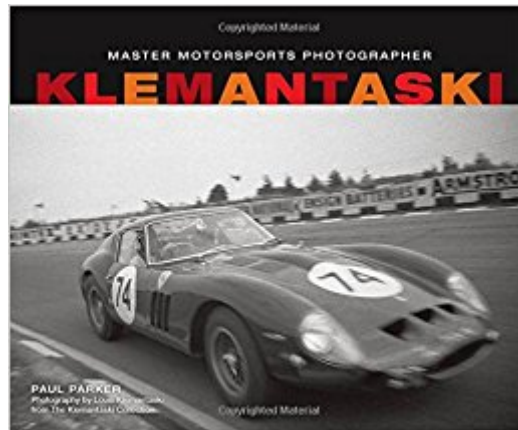




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Klemantaski: Master Motorsports Photographer



Synopsis

See the golden age of racing through hundreds of famed motorsports photographer Louis Klemantaski's greatest images, including many that have never been previously published. The next best thing to attending a race in person is the opportunity to relive it through high-quality photography. Most images merely document the event--rare are those photographs that capture the event. These are the photos that fans turn to again and again. Louis Klemantaski inserted himself into the action - whether that meant standing just off-course in a corner, roaming the paddock and infield, or riding shotgun in a Mille Miglia race car. In the process, he captured some of the most iconic images in motorsports, preserving these exciting events for all time. Louis Klemantaski is one of history's greatest motorsports photographers. The immediacy and excitement his images evoke are unsurpassed. He worked during what is often considered racing's golden era, that period immediately just prior to WWII through the early 1970s when the sport was still the province of passion and daring, before huge budgets and massive sponsorship forever changed its tenor. Klemantaski's subjects spanned road racing, Grand Prix, and F1 competition. Klemantaski: Master Motorsports Photographer is the only book in print devoted to the photographer's full body of work. Hundreds of the best Klemantaski images have been collected to provide the only opportunity to own and enjoy his key work in a single volume. No racing or photography fan will want to miss this book!

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Customer Reviews

Klemantaski: Master Motorsports Photographer

BARC Easter Meeting

Brooklands April 1938 Reid Railton's (1895-1977) stunning Land Speed Record car with temporarily exposed wheel tops made its public debut outside the Thomson & Taylor showroom at Brooklands. Known as the Railton Special, it was powered by two old in-line Napier Lion W12 aircraft engines donated by sportswoman, oil millionairess, and tattooed Marion Carstairs, a close friend of Malcolm Campbell, and sourced from her speedboat Estelle V. The Special broke the World Land Speed Record twice before the war leaving it at 369.70 mph as set by John Cobb at Bonneville, Utah, on August 23, 1939.

JCC Brooklands May 6, 1939 One of Klemantaski's most iconic images, and a fine example of his ability to capture the spirit of racing. This is Norman Wilson (1911-1942) in ERA R4A which was using a 57.56 x 69.8 mm 1,088 cc engine built for the 1,100 cc class. He finished 8th here. R4A was the first ERA "customer car" bought by Pat Fairfield in 1935 and raced by him in South Africa during 1937. Wilson campaigned the car with reasonable success in Ireland, England, and Switzerland during 1938 but only contested 5 races in 1939. He was a flight lieutenant (air gunner) in the Royal Air Force Volunteer Reserve and was killed when Lancaster R5539 crashed near Malmesbury during diving trials on April 18, 1942.

Campbell Trophy Brooklands August 7, 1939 Robert Arbuthnot, born into a Scottish banking dynasty and educated at Eton and Cambridge, was typical of the wealthy amateur British racing driver of the period. He looks a trifle alarmed here as he manhandles his recently purchased ex-Reusch Alfa Romeo 8C35 (50013) around the Campbell circuit at Brooklands. He proved very fast in the race and was in 4th place at one point before spinning and having to restart at the back of the field. Arbuthnot (1914 -1946) raced very little before the outbreak of World War II, after which he bought one of the 1939 Le Mans Lagonda V12s which he unsuccessfully attempted to qualify at Indianapolis in 1946. He owned High Speed Motors in partnership with A. V. Wallington at Watford near north London. Ironically, having survived the war, he was killed when an oncoming Buick went out of control and hit his Peugeot head on.

Boatswain's June 26, 1948 The Boatswain's hillclimb was renowned for its specials dating back to the 1930s, and one of its adherents was Ian Hopper, who competed here in such cars during 1947-1954. Hopper's creations were backed by his family garage business and the Hopper Special was their first postwar car. Its chassis came from a prewar Riley Kestrel fitted with a Triumph Dolomite engine and a windscreen resembling that later used for the Jaguar XK120 FHC

Blandford Road Race August 27, 1949 Major Peter Braid's Cooper 500 somersaulted onto the roof of one of the camp buildings during the 500cc race at Blandford. This

was a Godsend to the national press and soon this and similar pictures were appearing everywhere. Braid was thrown out of the car but reportedly suffered no injuries. Sussex International Trophy Goodwood June 2, 1952 Arguably Louis Klemantaski's most famous photograph. That's Mike Hawthorn in the Cooper Bristol who is apparently aimed straight at Klem as he sweeps through Fordwater. The car is being balanced on the throttle and Hawthorn with a suitably determined expression is on his way to winning the race. Note the exposed sump of the very tall Bristol engine. In Challenge Me The Race Hawthorn remarked that he could not understand how he had not run down Klem. Mille Miglia May 1 and 2, 1954 Famous Klem shot of Renzo Castagneto in his trademark bowler hat, which he had worn each year after flagging off the competitors in the first Mille Miglia in 1927. Reg Parnell in the Aston Martin DB3S/2 is perched on the Brescia starting ramp, preparing for the start. Castagneto was the secretary of the Brescia Automobile Club, and together with Giovanni Canestrini, Count Aymo Maggi, and Franco Mazzotti they created the legendary 1,000-mile road race as a counter to the Le Mans 24 Hours. Le Mans June 11 and 12, 1957 Aston Martin entered three team cars at Le Mans plus Jean Kerguen's Alfa Romeo "customer" Alfa Romeo DB3S. Two of them were the DBR1/300s for Tony Brooks/Noel Cunningham-Reid (DBR1/2) and Roy Salvadori/Les Leston (DBR1/1). This is Les Leston (1920-2012) rounding Mulsanne corner with Klemantaski's shadow making a guest appearance on film. The car retired after 112 laps with a fractured oil pipe.

"...a handsome volume of 272 pages and 350 stunning photographs." - Examiner.com "Klemantaski: Master Motorsports Photographer by Paul Parker has got to be one of the most gorgeous books I have seen in a long time. This book is great for racing fans- especially historic racing fans as well as photographers - BadGroove.com" "...a handsome volume of 272 pages and 350 stunning photographs - Examiner.com" "This will become one of the most important motorsports history volumes released this year, guaranteed. There's not a single dud in the collection. It's priceless - Hemmings Motor News" "For more than 20 years, Louis Klemantaski photographed some of the most famous of European racers competing at the highest levels of motorsports and as a result of his work came to know the race teams, their families, and others associated with European motorsport intimately. Paul Parker's recently released book, Klemantaski: Master Motorsports Photographer, presents a fair amount of those decades' worth of racing photos, but it also shows the humor and conviction and tragedy behind the sport, all thanks to Klemantaski's deep passion and involvement in it - Hemmings Motor News Blog" "Through the 272-pages, it is evident that Klemantaski did more

than simply spectate he was a fixture. At Grand Prix events, Le Mans and the Mille Miglia, amongst others, from the mid 1930s onward till his retirement, his eye never left him. Klemantaski captured all the moments in racing - the seemingly ordinary moments, through the ones that are truly visceral during the era of racing giants. No racing or photography fan will want to miss this book -

Petrolicious.com"Klemantaski: Master Motorsports Photographer is a real masterpiece, capturing the essence of magnificent, if long lost, venues, the range of fascinating drivers from around the world that made motorsport history, and the evolution of intriguing race cars - Prancing Horse, Ferrari Club of North America"...the most important aspect of this book is that it shows scenes and settings that thee and me will never see for real. The Mille Miglia pictures alone are worth the \$75.00 for this large, 272-page hardback - Racer.com / Sports Car Club of America"Klemantaski Master Motorsports Photographer, like a genuine archive, is filled with documentation of a man's life's work and is aimed squarely at those who appreciate it. And unquestionably, that's where it delivers -

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Paul Parker is a UK-based author specializing in historic motor racing and motorsport photography. He has published books with Haynes, Karl Ludvigsen, and Palawan Press. Paul also works regularly with top UK magazines including Octane, Classic and Sports Car, Autosport, and Motorsport. The Klemantaski Collection consists of over 500,000 motor racing and related automotive photographs and is one of the largest and most varied libraries of its kind anywhere in the world. It includes all of the racing images taken by famed motorsports photographer Louis Klemantaski during his long and active career from 1936-1974. There are some 60,000 Klemantaski images in the Collection. More information about the collection is available at <http://www.klemcoll.com/>.

Klemantaski says it all. He is the gold standard by which all others in the motorsports photography world are judged in my book. If you are a fan of the golden era of sports car and grand prix races of the fifties and early sixties, this is an absolute must have book in any fans library.

Great addition to my collection. Seller's customer service was outstanding!

Klemantaski is one of the best

Very pleased.

Motorsport photography by someone who had a great eye - often made possible because there was little concern for safety and before track liability mandates.

Delightful photo book with excellent captions. Worth the money. Large and heavy.

Beautiful photos by a master photographer!

Magnificent work, great Klementaski shots particularly of Jenks hitting on an actress, at a more than reasonable price.

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