#### HISTORICS

## 'Other' Austin F1 race blooms

A grid of 30 1966-83 Formula 1 cars from the Historic Grand Prix group proved a popular support to the revival of the United States GP at the Circuit of the Americas in November.

The 10-lap HGP event was won by former Formula Atlantic star Dan Marvin aboard Phil and Kathy Reilly's 1974 Brabham BT44 (below left).

Marvin qualified fourth, took the lead on lap four, and pulled away to win from poleman David Martinez in Rudi Junco's



1980 Arrows A3. Third went to Charles Nearburg's 1980 Williams FW07B with two-time Indy 500 winner Arie Luyendyk finishing sixth in a 1979 McLaren M29.



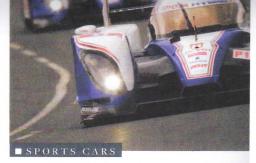
#### HISTORICS

# Classic event to tour Iberia

Spain and Portugal get a new classic race and rally tour with the announcement of Targa Iberia in late October and early November.

The brainchild of Spanish motor sport promoter Jesus Pozo, Targa Iberia will be run for GT, sports cars and touring cars from up to 1986 and the tour will capitalise on growing interest in historic motor sport in the region.

"This will be something new for competitors," said Pozo. Four race tracks are on the schedule, with a regularity rally running alongside.



## Full Toyota squad for WI

Toyota is planning for a two-car assault in this year's F Endurance Championship.

The budget for two 2013-spec Toyota TS030 Hybri in the full eight-race WEC is understood not to have be off, but Toyota Motorsport GmbH is working toward a pair of cars. To that effect, it has re-signed all six of from this year's programme.

A fall-back option should the funds not be available cars for the full season would be for TMG to run two Le Mans 24 Hours and the two rounds beforehand at S and Spa. Toyota fielded two TS030s on the hybrid car Le Mans in June. It subsequently fielded one entremaining five races of the WEC.

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Alonso.

rd, Hove, Sussex

#### and spots

macher is leaving the sport just as as a bully, as evidenced by his on-track incidents and the plied by those manoeuvres – he ik the rules did not apply to him, ing Button into the pit lane exit in believe officials ignored it. I hope Emerson Fittipaldi put up a fight im, but I fear not. A Brazilian lichael on the eve of his final GP d be political suicide. It was a lost hand out a one-race suspension, tave been a perfect footnote to an et.

been willing to buy Michael's, so he could watch the race from (if such things exist).

eville, California

#### rsus talent

an since the days of Hawthorn m I alone in voicing my concern actical stance during the United 'rix?

teams and drivers alike, have sunsporting, ungentlemanly and port into disrepute. It pained me "Oute not have sat easily in my memory, in fact

all the fantastic drives he has made in every GP this year would have been erased by that.

I am not a stick in the mud, longing for days gone by, but I do wish the owners and directors of the teams, and F1's chiefs for that matter, would not treat us as idiots, without heart or passion for the sport we love. The attraction has already started to melt away at some of the venues – you only have to see the empty seats and bare bankings. Soon the die-hards will question spending hard-earned money to view a sport that can be won not by

the best driver in a good car, but by those with no heart at all, just bags of trickery.

Tim Latham, Airewas, Burton upon Trent, Staffs

## Less is more

Sir

Being a lifelong fan of F1 I feel compelled to put my view across concerning the length of the current F1 season. A wonderful season it has certainly been. Whatever arguments are presented about DRS and KERS etc, it has certainly improved the show and introduced an

#### LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ or e-mail: editorial@motorsportmagazine.co.uk (Please include your full name and postal area) JULIN EUWAIAS, IVIAIGENINEAA, BERKSNIFE



## The right crowd

Sir,

While the US Grand Prix in Austin was the best I've been to in a while – such a great circuit – I was really impressed by the crowd. We had a great field for the historic F1 race, the last event on Saturday afternoon, and from my picture I hope you can get a sense of all the people that stayed for the race. This was taken on the banking by Turn 19. Hopefully this will remain on the US GP schedule and maybe the paddock can be brought closer, so we can see the cars as we did at Indianapolis in 2000.

If Christopher Hilton was still with us I'd tell him for the next edition of *Grand Prix Battlegrounds* that Austin is a great circuit with excellent sight lines and plenty of rest rooms; it just needed more food stalls. And the queues to buy T-shirts etc were more than an hour long... David Corbishley, Skillman, New Jersey, USA

