

■ 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.



■ SPORTS CARS

Full Toyota squad for WEC

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

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

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

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Alonso.
rd, Hove, Sussex

s 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
nk the rules did not apply to him,
ing Burton 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
Michael on the eve of his final GP
d be political suicide. It was a lost
hand out a one-race suspension,
have been a perfect footnote to an
er.
re been willing to buy Michael's
l, so he could watch the race from
s (if such things exist).
eville, California

rsus talent

an since the days of Hawthorn
m I alone in voicing my concern
tactical stance during the United
Prix?
ars, many ways of gaining an
teams and drivers alike, have
s unsporting, ungentlemanly and
port into disrepute. It pained me

would 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, Alrewas, 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

JOHN EDWARDS, MALDENHEAD, BERKSHIRE



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

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