

DECEMBER 2013 | www.motorex.com

Racing Report



WORLD CHAMPIONSHIP TITLES FOR MOTOREX ON AND OFF THE ROAD

MOTOCROSS ► 3

Antonio Cairoli:
The record hunter

MOTO GP ► 12

Moto2 World Championship
title for Pol Espargaró

BIKE ► 18

Two World Cup titles



Why do you think our partners swear by us?

Dear readers,

I have just returned from Valencia and the last race in the 2013 season. It was also one of the most exciting. Two titles still had to be decided, and things hung in the balance until the last lap. Such is the fascination of motorbike racing: top-quality competition that lasts all year, over 17 races, and titles are decided on the final curve, in the last minute of the last race. It's almost as good as a Hollywood screenplay.

At Valencia, we were anxious about the outcome in the Moto3 class. Ahead of the race, there were three contenders for the title, each of whom needed to win. And when all was said and done, we and our partner came third. But in such situations, we stand by our partners and look ahead to the coming season.

«7 world champion titles, 9 national champion titles, 2 runners-up titles and 7 third places. 38 podium positions in the final rankings!»

2013 proved to be another successful season for us. In the Moto 2 category of the MotoGP World Championship, Pol Espargaro and the Tuenti HP 40 team brought Motorex its best-ever road racing title. Tony Cairoli won his seventh motocross world champion title in the MX1 class, while Jeffrey Herlings took his second motocross MX2 title in succession. The world championship score sheet is rounded off by four enduro titles in the E1, E3, Youth und SuperEnduro classes.

On the other side of the world, Ken Roczen brought home his first supercross SX title in the Lites class, and in the US motocross scene, we underscored our dominance in supercross and motocross with two second places and two third places.

Toward the end of the year, we extended our partnerships with several teams by additional years. These included an extended cooperation agreement with KTM, which now includes sports cars in the form of the KTM X-Bow and Motorsport Factory Service. This confidence in Motorex products and the positive feedback on our trust-based partnerships provide new and additional impetus as we look ahead to the coming exciting seasons in motor sport.

I hope you will find our racing report a pleasant way to bridge the gap until the new season starts.

Yours sincerely,

A handwritten signature in black ink, which appears to be 'Ronald Kabella'.

Ronald Kabella
Director Powersports



Photos: © KTM Images / S. Tagliani / R. Archer



Fifth MX1 World Championship in a row
for Antonio Cairoli:

THE RECORD HUNTER

The 2013 MX1 World Championship can be summed up in one sentence: 25 motocross riders line up for the start, and in the end Antonio Cairoli wins. The Italian from the Red Bull KTM factory team defended his world championship title once again. Since 2009, the premier class champion has always been called Tony Cairoli. This was his fifth world championship title in a row and the seventh in his career.

Although Cairoli is only 28 years old, he has long been one of the greatest motocross riders ever, and there is no end in sight for his string of successes astride his KTM 350 SX-F.

The only time he was not at the head of the world championship table in 2013 was right at the start of the season, on the floodlit track in Qatar. But the KTM star took the lead with the first of his nine Grand Prix

victories, never gave it back, and celebrated his successful title defense in the UK three races before the end of the season. Cairoli has won 63 Grand Prix races in his career so far, advancing this year to second place in the all-time winners' list. Only Stefan Everts has won more Grand Prix races in motocross history than the Sicilian.

At the end of the season, Cairoli also led Team Italia to the podium with wins in two races in the Motocross of Nations.

And his hunger is far from satisfied. At the first Grand Prix of the year, Cairoli prematurely extended his contract with KTM through to the end of 2016!



Photos: ©KTM Images / S. Tadioli

MX1

Ken de Dycker: The giant feels the thrill of victory

Ken de Dycker is the steady rock on the Red Bull KTM factory team. The taciturn Belgian is the perfect complement to his world champion teammate Antonio Cairoli. The hulking motocross habitué had his best season ever in 2013, ending up in third place in the MX1 World Championship behind Cairoli and Clément Desalle with an impressive 605 points.

On the way there, he scored victories in two races and stood on the Grand Prix podium six times. For five of those times, de Dycker held second place! The 29-year-old also became Belgian champion and crowned his season in Teutschenthal with a victory for the Belgian team in the Motocross of Nations. The reliable Belgian will continue to ride alongside KTM star Cairoli in 2014.





MX2

Jeffrey Herlings defends his MX2 crown Redefining dominance

There was only one question to be answered during the 2013 MX2 World Championship season: who would come in second behind Jeffrey Herlings? The Dutchman delivered an unparalleled series of victories, capturing his second MX2 World Championship title at the tender age of 19. There was never any doubt that the prodigy of the Red Bull KTM Factory Racing team would retain his title. Herlings won 15 of the 17 Grand Prix competitions and 28 out of 34 races! At the very start of the season in Qatar the teenager declared, „I want to win every race this season.“ At the time, such utter dominance seemed impossible, but Herlings won some of his races from far behind after taking a tumble or from a bad starting position after blundering in a few qualifying runs.

In the entire season, the world champion failed to win only one MX2 race in which he competed. This was in Sweden. He experienced another „defeat“ in Brazil, where he failed to clinch the top MX2 spot in the multiclass Super Final. The Grand Prix wins in Sweden and Brazil did go to Herlings, who triumphed in every one

of the 15 Grand Prix competitions in which he competed. A shoulder injury kept him out of the races in Belgium and the UK, but by then his world championship title was already in the bag. With 14 wins, the KTM 250 SX-F rider has also set a new record for successive Grand Prix triumphs. Herlings will remain world MX2 champion for another year, with no real challenger in view.

France's Jordi Tixier is runner-up in the 2013 Motocross MX2 World Championship. Jose A. Burton of the KTM Silver Action Team takes third in the MX2 World Championship.





MX1

Kawasaki star Gautier Paulin: Victory in the lion's den

Gautier Paulin, another MOTOREX rider, worked his way up to become serial world champion Antonio Cairoli's biggest challenger in the MX1 world championship season. In the course of the spring, the Kawasaki Racing Team's clever Frenchman increasingly became one with his Kawasaki KX 450 F and rose to challenge his rival. Paulin celebrated his greatest triumph of the season at the Italian Grand Prix, winning a sensational duel with Cairoli in Maggiora. And the Frenchman snatched victory on Cairoli's own home turf. The 23-year-old chalked up a further two Grand Prix wins in Bulgaria and Portugal. Only a serious tumble at the German Grand Prix kept the Kawasaki star from ending the season in fifth place in the world championship, when concussion forced Paulin to take a break. But next year will find Paulin on the attack in the front ranks.

MIX » KTM Sarholz Racing rider Dennis Ulrich triumphed in the ADAC MX Masters and now holds the title of International German Motocross Champion. » Kilian Auberson triumphed in the Swiss MX 2 Championships to capture the 2013 championship title. » Philippe Dupasquier won the Swiss Supermoto Prestige Class Championship for the fifth time, defending his title as Swiss Supermoto Champion. »

EMX2

Valentin Guillod is European champion

Young Swiss racer Valentin Guillod won the last EMX250 final in Lierop and with it the EMX250 title. Guillod was the best Swiss competitor at the Motocross of Nations in Teutschenthal. He took a strong eighth place in the MX1 standings.





AMA Supercross & Motocross



ROCZEN TAKES TITLE, STEWART VICTORIOUS



2013 was the year of a great duel on the American 250cc motocross scene: Ken Roczen vs. Eli Tomac. The German sensation grabbed his first title in the United States in spring 2013, when he became Supercross Lites champion. Not until the finale in Las Vegas did the Red Bull KTM Factory Racing team's star manage to wrest victory in the duel with Tomac. After scoring an MX2 World Championship title in 2011, Roczen moved to the United States. The SX title was a further milestone in his still-young career. The next would follow in the summer's outdoor season. But Tomac had scored successes of his own in the meantime, leaving the 19-year-old from Thuringia to console himself with the runner-up place.

His teammate on the KTM 450 SX-F, Ryan Dungey, was also unequal to the unchained Ryan Villopoto in the premier class and was unable to defend his title from the previous year.

James Stewart was the only one to elbow his way into the battle of the two Ryans. The Suzuki-Yoshimura rider trounced Villopoto and Dungey in Spring Creek, his first win in an outdoor daily classification in over a year. After suffering a late-season injury, Stewart left the championship early to take 5th place in the AMA Motocross and begin preparing for the Supercross season. With success too: he beat the assembled US elite at the Monster Energy Cup in Las Vegas!



Photo: © Jake Klingensmith

KTM rider Ryan Dungey not only took 2nd place in the AMA Motocross Championship in the 450 class, he also grabbed 3rd place in the AMA Supercross Championship. His teammate Marvin Musquin captured 2nd place in the AMA Supercross Championship and 3rd place in the Motocross Championship in the 250 class.



10 YEARS COOPERATION WITH KTM – SUCCESS UNITES

KTM is unwavering in pursuing its corporate philosophy “Ready to Race” around the world, continually adding innovative products to its portfolio. The company’s strategy has been a clear winner. Whether in racing or vehicle manufacturing, being among the best demands top performance every time. And that was the perfect starting point for a technology partnership with the lubrication pros at MOTOREX. The two companies have collaborated closely for over ten years, leaving an orange and green trail of successes behind them.

Based in Mattighofen, Austria, KTM Sportmotorcycle AG produces and develops race-ready off-road and street motorcycles. KTM products are currently distributed worldwide via 25 distributors and two joint ventures in Dubai and New Zealand to some 1,200 independent dealers. Since 1995 the HUSABERG motorcycle brand has also been part of KTM.

A DYNAMIC START

When the relationship was first formed in 2002, no one yet suspected how far it would reach. The first step was to analyse the KTM factory team’s lubrication needs and compile lubrication plans. Soon thereafter, following some testing, the first riders were taking MOTOREX to the starting line of the world championships! Over time, the relationship proved so fruitful that more and more areas of mutually beneficial collaboration between the companies emerged. Today the companies work together in the following four areas:

- Development
- Racing
- OEM/factory filling
- Export markets

*“Only one can become world champion –
MOTOREX always has the best and
fastest solution in the field of lubricants!”*

Pit Beirer, Head of Motorsports KTM



The direct collaboration between the two companies' research and development departments is especially fruitful.

RACING AS TEST LAB

What better environment for testing an engine and chassis to the extreme than a racetrack or off-road racecourse? What better test lab for pre-market development? And what better way for engineers to show off what they can do? KTM, MOTOREX and their entire workforces are driven by passion, fascination and the will to keep getting better.

MOTOREX motor sport lubricants are specifically designed for the gruelling racing environment. It goes without saying that dependability and squeezing out every last drop of performance are key. Besides the factory teams, private teams on KTM bikes are also keen to benefit from the development collaboration. That's why various special oils bearing the unmistakable orange KTM racing label were developed. KTM's motor racing department was involved in creating such racing fluids as the thoroughbred KTM RACING 4T SAE 10W/60 engine oil and state-of-the-art KTM RACING PRO 4T 5W/30, among others.

120 WORLD CHAMPIONSHIP TITLES

During the past ten years of collaboration with MOTOREX, KTM and HUSABERG have brought home an astonishing 120 world championship trophies in a wide range of categories – over half of all the world championships this fervent racing brand has ever won. Not to mention countless victories in national series. This string of successes is testimony to the key role that racing has long played for the KTM and MOTOREX brands. Motor sports offer the ideal environment for testing

and improving the latest advances in materials and technology under the toughest conditions. That's why KTM's corporate philosophy is "Ready to Race". Insights gained in racing flow directly into mass production.

"For years KTM and MOTOREX have been among the coolest labels on the US off-road motorcycle scene."

Jon Eric Bursleson, KTM USA

WORLD TRAVELLING COMPANIONS

Today KTM is represented on every continent and in 65 countries around the globe. MOTOREX's accomplishments in liquid form are along for the ride. From the very beginning, the collaboration with KTM has been highly visible on racing motorbikes and in targeted marketing activities. More recently countries that MOTOREX does not yet serve have been supplied with the appropriate MOTOREX lubricants and care products through the KTM distribution network. This has piqued the interest of quality-conscious motorcycle fans, and motivated MOTOREX importers are emerging in new countries all the time.

It would seem that the secret of both companies' success is their basic philosophy of always striving for better and better solutions. It is no accident that KTM last year sold more motorcycles than ever before. There is no shortage of ideas and innovations, and the second decade of collaboration is already off to a promising start!

• www.ktm.com



There's no halfway in racing: MOTOREX products are tested relentlessly.



The enduro scene

A raft of titles and victories for KTM and Husaberg

From Spain to Greece, Argentina, Romania and Finland, KTM was everywhere during the 2013 Enduro World Championship and was successful on every type of terrain. In particular, enduro world champions Antoine Meo and Christophe Nambotin showed their pedigree on the way to their titles. Both Frenchmen from the KTM factory team got their world championship crowns early. Meo won the E1 championship ahead of living enduro legend Juha Salminen, while Nambotin made a big splash in the E3 class.

Nambotin was missing at the top season highlight, but still the French riders were the benchmark: Meo led the French team to victory in the International Six Days Enduro in Sardinia, with another KTM factory

rider on the six-man team in the person of Johnny Aubert. KTM scored triumphs in other categories at the ISDE as well, with Aubert, Meo and Ivan Cervantes taking first place in the manufacturers' table and Meo winning the E3 competition.

Graham Jarvis on a Husaberg was this year's dominant figure in the extreme enduro scene. The Briton won most of the major extreme enduro events, including a first win in the legendary Erzbergrodeo in Austria following several years of busts, bad luck and breakdowns. Jarvis's only defeat took place at the Red Bull Sea to Sky in Turkey, where up-and-coming KTM rider Jonny Walker took the prize.

E1: Serial victories for Antoine Meo



Antoine Meo can look back on a strong season. The Frenchman was the strongest rider across all classes in the enduro world championship, winning 12 out of 14 daily classifications. His performance secured the 29-year-old his third championship title and his second in the E1 class. Up until the title was in the bag, the champion depended on his KTM 250 EXC-F 2013. For fun, he entered the finale in France on a 125cc two-stroke KTM — and still grabbed another daily win.

Meo again switched bikes at the International Six Days Enduro in Sardinia, where he briefly substituted for the injured Christophe Nambotin in the E3 class. But Meo won the E3 competition and the title with Team France!

E3: The defending champion Christophe Nambotin



KTM enduro factory rider Christophe Nambotin successfully defended his title in the E3 world championship. The Frenchman won no fewer than 11 out of 14 daily races in 2013, holding Estonia's Aigar Leok in second place. Nambotin relied on a two-stroke KTM 300 EXC motorcycle to accomplish his series of wins.

Unfortunately the E3 champion missed the crowning point of his season, suffering an injury just before the International Six Days Enduro that left him to cheer the French team to victory in Sardinia as a spectator.



MIX » Taddy Blazusiak of the Red Bull KTM OffRoad Racing Team takes the top spot in the Super Enduro Class World Championship and second in the US in the AMA EnduroCross Series. » Jamie McCanney's win on his Husaberg makes him Enduro Youth Class World Champion. » Pierre Alexandre Renet is runner-up in the Enduro2 class. » Sweden's Joakim Ljunggren takes 3rd place finish on his Husaberg in the Enduro3 class.



Photo: © Roger Lohrer

WORLD TITLIST

POL

ESPARGARÓ

MOTO2 WORLD CHAMPIONSHIP

Last year's championship runner-up Pol Espargaró entered the 2013 Moto2 World Championship season as the leading favorite. But Britain's Scott Redding proved a tough competitor for the Spanish contender. Still, as Espargaró moved ever more into the zone on a new generation of tires, Redding's time ran out. With six Grand Prix victories, a second-place finish and three third places, Kalex rider Espargaró clinched his first world championship title. When Redding sustained a late-season injury, the 22-year-old was able to take the crown even before the last race in Japan.

Now the Catalan champ, who lives right next to the racecourse in Barcelona, advances to the MotoGP World Championship. His successor on the Tuenti HP 40 Moto2 team will be the new Moto3 world champion Maverick Viñales.



Photo: © Team Pons

Moto2 World Championship

Tom Lüthi: comeback of the year

Never in his world championship career has Tom Lüthi experienced a year as full of changes as 2013. The season started with a shock for the Swiss rider, who suffered a serious injury through no fault of his own on a test run in Valencia. Complications from a broken arm initially cast a question mark over his entire career. But Lüthi made an impressive recovery and fought his way back onto the racetrack. By the third race of the season he was back in the world championship points table.

The 27-year-old continued to struggle with pains and limited movement in his right arm in subsequent races. Nevertheless, in June Lüthi surprised observers with an early return to the podium. After the summer break, he again became one of the steadiest riders in the hotly contested Moto2 class. Five further ascents to the

podium followed Barcelona, including a second-place finish in Australia. In spite of his severe injury, Lüthi captured sixth place in the world championship rankings. Interwetten team boss Daniel M. Epp even had this to say: „I’ve never seen Tom so strong since we started working together in 2002.“

Lüthi will continue to ride a Suter motorbike during the coming season. After his strong showing in the second half of the season, his goal is clear: „I want to be one of the top three in the world championship in 2014.“

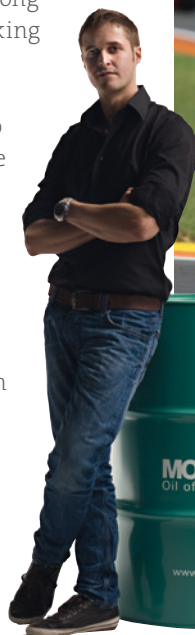


Photo © Roger Lohrer

Moto3

A thriller in the Moto3 World Championship Luis Salom takes seven wins

The Moto3 World Championship proved an ideal playground for three KTM factory riders from Spain in its second year of existence. Luis Salom from Aki Ajo’s Red Bull KTM team was tapped last winter as successor to world champion Sandro Cortese. The 22-year-old easily met the expectations placed upon him. For a long time, Salom led the championship table thanks to seven season wins. But a faultless fall by Salom in the next-to-last race in Valencia set the stage for a big finale. A mere five points separated Salom from his KTM teammates Maverick Viñales and Alex Rins! In this thriller, Salom fell and Viñales beat Rins on the final bend to become world champion. In 2014, Salom and Viñales will tour as teammates in the Moto2 World Championship.



Photo © KTM Images / Gold and Glory

MIX » Esteve Rabat of the HP Tuenti Pons Racing Team takes 3rd in the Moto2 class.



Photo: © Roger Lohrer

Superbike World Championship

Leon Camier shows he has the heart of a fighter



The Crescent Suzuki team experienced a year of highs and lows in the Superbike World Championship. Britain's Leon Camier delivered a few highlights such as his fourth-place finish in Portimão and third place on his home turf in Silverstone. But the 2009 British Superbike champion also met heavy setbacks like breaking his right foot in seven places in Istanbul. Down but not out, the 27-year-old proved his fighting spirit by returning for the season finale in Jerez, capturing two clean top-ten rankings.

His teammate Jules Cluzel has also had a tough year, but the Frenchman managed to claw his way one spot ahead of Camier to a tenth overall place in the world championship. Cluzel took second place in Silverstone to mark his first appearance on the SBK podium.

Next year will see extensive changes in the Crescent Suzuki lineup. Team manager Paul Denning is counting on Eugene Laverty of Northern Ireland to carry the team back into the lead for a world championship.

Endurance World Championship

Team Bolliger – Kings of the night

The Endurance World Championship without Bolliger Team Switzerland and its manager Hanspeter „Hämpu“ Bolliger is as unthinkable as Paris without the Eiffel Tower. For years the Kawasaki amateur team has held its own in long-distance races against the manufacturers' professionals. This year the legendary starting number 8 reached sixth place overall in the world championship rankings. Since the Endurance calendar consisted of only four events (including two 24-hour races), the Bolliger team also took part in the eight-hour race in Suzuka, Japan, where the Japanese factory teams traditionally spare no effort in the fight for the podium. At its „home“ race in Oschersleben, Germany, the Swiss team just missed the podium by coming in fourth. Due to injuries and conflicting schedules, a total of eight riders competed this season: Horst Saiger, Roman Stamm, Marc Wildisen, José Manuel Luis Rita, Gaston Garcia, Daniel Sutter, David Morillon and Julien Enjolras.



IDM Superbike

Michael Ranseder is runner-up again on a Honda

Since leaving what was then the 125cc world championship in 2009, Michael Ranseder has always competed in the International German Championship (IDM). But whether the Austrian competed in the IDM Super-sport or the IDM Superbike premier class, the result was always the same. Ranseder was runner-up four years in a row, behind a different opponent each time!

For the 2013 season, the 27-year-old moved to the Holz-hauer Honda Racing Promotion team to enter the title race on a Honda CBR1000RR. This year Markus Reiterberger proved to be Ranseder's toughest opponent. The Austrian made it into the top three seven times, winning the first race on the Schleizer Dreieck track. At the finale at the Lausitzring, the Honda rider managed to overtake Damian Cudlin, who had switched to the MotoGP World Championship, to become runner-up for the fourth time in a row. His next title attempt will take place in 2014.



Photo © www.michi-ranseder.at

US-Superbike, Yoshimura Suzuki

Martin Cardenas takes his chance



After taking the American SportBike title with Geico Suzuki, Martin Cardenas advanced to the US Superbike Championship. It came as a bit of a surprise when Cardenas was chosen to replace Blake Young on the Yoshimura Suzuki Factory Racing team, but the 31-year-old Colombian soon proved his mettle. Cardenas had a chance of the title up to the final race of the season, but his first washout of the year – and in the finale too! – left him in third place in the standings at the close.

However, Cardenas had appeared on the podium eleven times in 14 races, usually next to future champion Josh Herrin and dethroned champ Josh Hayes. The Suzuki factory rider's season highlights were two victories, at Daytona and at the Miller Motorsport Park.

Photo © www.suzuki-racing.com



24h-LeMans Serie

Natacha Gachnang: 5th in the 24 Hours of Le Mans

Natacha Gachnang is the cousin of racing driver Sébastien Buemi. Her grandfather, Georges Gachnang, was also a racing driver, designing racing and sports cars under the Cegga brand name during the 1960s.

Natacha Gachnang started her driving career at the age of five in a go-kart. Her father gave her and her cousin Sébastien Buemi training on a track marked out by pegs at her grandfather's garage in Aigle. She took part in her first go-kart race at the age of nine. She made her debut in Germany in 2003 in Formula BMW/ADAC racing and competed in the German Formula 3 world championship three years later. In 2007 she achieved two podium places in Formula Mazda in the United States.

2008 saw her return to Europe to compete in the Spanish Formula 3 championship. She won the Spanish trophy and came third in the championship.

Natacha spent the 2009 season trying out the Radical European Masters and Formula Le Mans series with great passion.

26-year-old Gachnang took part in her first Le Mans in 2010, attracting attention with Cyndie Alleman and Rahel Frey as one of the Swiss female trio competing in a Matech Ford GT.

In 2013 Gachnang drove for the Morand Racing team in the LMP2 category, and achieved a final position of fifth together with her team in the Le Mans 24-hour race. The Morand Racing Team achieved the very good eleventh place in the overall ranking.

If Benoit Morand and Joe Genoud of the Swiss Morand Racing team have their way, Natacha Gachnang and ex Formula 1 driver Christian Klien can look forward to secure employment in 2014. The team bosses would like to have the two drivers under contract again for the 2014 season. "We'd like to keep this year's drivers and add a third for the 24 Hours of Le Mans," is the team's comment. Klien and Gachnang drove the Morand team's Morgan Judd in the final two ELMS race at the Hungaroring, where they finished fifth, and Le Castellet, where they finished second. Klien took over from Frenchman Franck Mailleux for the last two races of the season.

European Touring Car Club

Successful season finale for Rikli Motorsport

Two fourth places for Peter Rikli and Andrina Gugger's victory in the Ladies' Trophy left Rikli Motorsport feeling placated at the end of the European Touring Car Championship season. The Swiss-based Honda team collected a total of 14 points in the Czech Republic.

Peter Rikli #2 Peter Rikli was highly satisfied with his practice results at the start of the weekend. „We've found a good timed practice set-up," he said prior to the qualifying rounds. Rikli came fourth in the final ranking with 40 points. „Looking back at the season, with all its highs and lows, I think we can say our team has managed to draw attention to itself.“

Andrina Gugger #10 The woman driver from Zurich had set her eyes on a particular championship title on this final weekend. In the Ladies' Trophy, Andrina Gugger, who was out to get points in the Super2000 class in her Honda Civic FD, was just slightly ahead of Ulrike Krafft, competing in the Super1600 class. Although the two were not direct competitors, each obviously had an eye on the other's position. The young Honda driver laid the foundation for success by getting off to a good start in the first race. She fought her way up to fifth place and secured her position by building up a large lead over her pursuers during the final laps. She crossed the finishing line in fifth position behind her team colleague, making sure of her trophy even before the final race. Which was just as well, because things

didn't go as expected. A mistake at the start left the 22-year-old far behind. Her race to catch up took her through the Super1600 cars back to the Super 2000s. She drove her way up to eighth place, overtaking Igor Skuz and his BMW on the last lap. All the same, she didn't make it to the end. In the final ranking for the FIA ETCC Ladies' Trophy, Andrina Gugger came first with 70 points, ahead of Ulrike Krafft (63 points) and Ksenia Niks (17 points).



Formula Renault 3.5 Series

Nico Müller: Championship fifth



The World Series by Renault championship ended with the ninth race weekend in Barcelona. Thun-based Formula Renault driver Nico Müller (21) experienced highs and lows on the Circuit de Catalunya during the season finale in Montmelo. On Saturday he was involved in a spectacular crash shortly after the start and only managed to finish 12th. Things went better on Sunday though, when Müller came fourth and just missed a place on the podium. The International Draco Racing driver finished the season fifth in the final driver's table, with 149 points. His Draco team came third in the constructors' table.

Nico Müller would like to thank everyone who supported him in any way during his second WSR FR 3.5 season. In particular, he would like to thank his team and the engineers from International Draco Racing for a season of great sport and all his sponsors and patrons for their generous financial support. Without them it would be impossible to compete in motor sport at this level and be competitive. I'm confident of being among the starters in 2014 too, even if it's not yet clear where and in what series or what car.“



MIX

» Swiss perform well in Germany: Manuel Amweg of Team Amweg won the Remus Renault 2.0 Championship Cup, while Swiss drivers took second, third and fourth place in the Remus Formula 3 Championship Cup. 2nd place: Thomas Amweg (Jo Zeller Racing Team), 3rd place: Marcel Tobler (Jo Zeller Racing Team), 4th place: Philippe Chuard (Team Chuard). » Sébastien Buemi takes 2nd place in the 24 Hours of Le Mans race. » Fredy Barth started the 2013 FIA WTCC in a new BMW 320 TC belonging to Emil Frey Racing, but had to put in a lot of groundwork and was often unlucky in races. He finished the season 17th in the overall ranking.

Unior Tools Racing Team

Tanja Žakelj of the Unior Tools team takes the World Cup and European Championship title

Žakelj began the 2013 season with several podium finishes and victories in XC C1 races in Austria and Italy. She finished the world championship in an outstanding fifth place.

She overcame Maja Wloszczowska to win the second World Cup race in Nové Město, Czech Republic, her best result so far and Slovenia's first win in the XC World Cup. The victory put her at the head of the XC women's elite, and she has never surrendered the white jersey since. In Berne she added the European Championship title to her collection. Tanja's next big goal is a medal in Rio in 2016 and another in the next MTB World Championships.



BMC Mountainbike Racing Team

European Championship titles for Julien Absalon and World Cup team victory

The BMC Racing Team is looking back on a successful season. Frenchman Julien Absalon won the XC European Championships in Berne in June, while the BMC Racing Team took the team title at the World Cup finale in Norway thanks to Ralph Näf, Moritz Milatz and Martin Fanger.



Multivan Merida Biking Team

One bronze medal and two top 10 places

Three members of the MULTIVAN MERIDA BIKING TEAM took part in the Mountain Bike World Championships in Pietermaritzburg, South Africa. José Hermida took bronze in the men's cross-country race, while Ondrej Cink and Gunn-Rita Dahle Flesjå both came eighth.

In the finale of the cross country World Cup in Hafjell, Norway, the MULTIVAN MERIDA BIKING TEAM achieved another two top 10 places. Gunn-Rita Dahle Flesjå took fifth place on home ground, while Ondrej Cink achieved eighth place in the men's race, a result which put him fifth in the World Cup table.



Photo: © Team Multivan Merida

Road Team

Team Lampre Merida

January 1, 2013 marked the beginning of not just a new year for Taiwan's second biggest cycle manufacturer, but an entirely new era. Already celebrating its tenth season as the main sponsor of the MULTIVAN MERIDA BIKING TEAM, MERIDA made its debut in road racing through its involvement with the Lampre Merida team in the UCI WorldTour. With a reputation as an innovative top brand with high-end products, MERIDA is already very successfully established in mountain biking. Now Lampre Merida has enabled it to set its sights on the Champions League of the road racing world. It was no coincidence that it opted for Lampre as its choice of best partner. With its impressive 20 years of experience, the WorldTour team gives MERIDA the history and identity it lacks in road racing. In return, MERIDA provides the technical expertise to give Lampre the motivation and impetus it needs to win another top place in the WorldTour.

Lampre Merida ended the season in 14th place in the team rankings. It achieved 65 podium positions in 2013: 17 first places, 26 seconds and 22 thirds.



Team Raleigh

110 podium places

The 2013 season was a resounding success for Team Raleigh, with 110 podium places in the UK and Europe.

The Team Raleigh riders notched up a total of 604,000 km during the 2013 season. This involved eating 4,000 energy bars, filling 2,000 water bottles and changing 200 tires, 65 saddles, 45 bikes ...and 142 MOTOREX Chain Lubes.



Downhill

Marcus Klausmann is German champion for the 15th time

The German Men's and Women's Champion titles in downhill mountain biking were awarded for the 21st time. The race was held for a sixth time in the Black Forest spa town of Bad Wildbad on what is probably Germany's most difficult trail. German downhill legend Marcus Klausmann once again showed everyone how it's done, taking home the German championship title for the 15th time. Congratulations!





MOTOREX RACING LAB

The MOTOREX Racing Lab is responsible for the development and provision of all fluid requirements of the major racing teams that MOTOREX supports. Over recent years the MOTOREX Racing Lab has established itself as one of the most respected centres of expertise when it comes to special developments for racing teams.

These special Racing Line formulations in attractive premium packaging, combined with our passion for racing sport, create a completely new dimension for "High performance racing products".



BUCHER AG LANGENTHAL
MOTOREX Lubrication Technology
Bern-Zürich-Strasse 31
P.O. Box
4901 Langenthal, Switzerland
Phone +41 (0)62 919 75 75
Fax +41 (0)62 919 75 95
www.motorex.com