

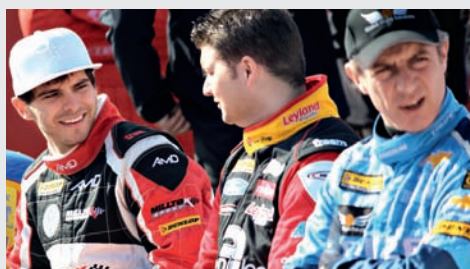
B T C C

season preview

2011

- New season
- New rules
- New drivers

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

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Kevin Turner
BTCC correspondent



A new class, new drivers, and new teams. The British Touring Car Championship has proved pretty adept at reinventing itself over the years, often with current series director Alan Gow involved, and 2011 marks the start of another era.

The Next Generation Touring Cars, which will race alongside the current Super 2000 machines this year, are designed to make the BTCC more affordable. They're also meatier to look at, giving the series a bit of the visual muscle it's been lacking in recent seasons.

There's a real mix in the series this year. We've got established stars continuing with top teams, such as Jason Plato and Matt Neal, category stalwarts getting a chance in more up-to-date cars, including Paul O'Neill in Plato's 2010 Chevy, and champions from elsewhere - Frank Wrathall and Dave Newsham - stepping up.

There's also the combination of engines, with the TOCA unit hopefully proving more reliable than it did in its inaugural campaign, and a host of new NGTC-spec engines to join it.

It's hard to see anyone stopping double champion Plato, and the crack RML-run Chevy squad, from taking the title with the updated Cruze. But the BTCC thrives on unpredictability and more than 20 drivers will line up at Brands Hatch this weekend hoping to knock one of the championship's all-time most successful racers off his perch.



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NGTC is here

The New Generation Touring Cars represent the BTCC's future. So what's the difference from the old breed of Super 2000? *JAMIE O'LEARY* explains

It's been a decade since the end of Super Touring heralded the last major set of technical rule changes in the British Touring Car Championship. Now 2011 is the setting for another, as cars built to Next Generation Touring Car regulations take to the track in anger for the first time.

Devised by BTCC organiser TOCA in a bid to limit season budgets to under £200,000 per car, including the build cost (a top Super 2000 drive cost twice that last year), NGTC has been 18 months in the making, and is seen by series

chief Alan Gow as the future of tin-top racing.

The concept revolves around teams choosing their own chassis and fitting GPR Motorsport-built front and rear subframes, to which a host of spec parts are then bolted on.

A host of top motorsport engineering firms, including Xtrac (gearboxes), Cosworth (electronics) and AP (brakes), have been contracted to supply the spec parts, with front and rear-wheel-drive powertrains permitted.

Engines must be two-litre turbocharged petrol units limited to 7000rpm and 300bhp. Teams have the option to either use an engine from the

family of the make it represents, or the Swindon Racing Engines-prepared TOCA control unit, which can be bought outright or leased for under £25,000 per season.

Already five teams - representing Toyota, Audi and Proton - have committed to running full NGTC machines this year, while seven more, including the works Honda squad and Arena Ford, have fitted engines conforming to the NGTC formula into S2000 cars.

S2000 cars will still be allowed to compete on a level playing field with the NGTC machines until the end of 2012, after which weight penalties will be applied in a bid to phase the cars out.

Even older cars built to BTC rules, such as the Honda Integra-R and Vauxhall Astra Coupe, are also eligible to race, but only if they are fielded by the teams that ran them last year, and with added weight on board. Just one such car - the Honda of Lea Wood - is entered this year.

The concept seems a positive step, with a host of new teams signing up, while the thriving Scandinavian Touring Car Championship is already following suit and will move to NGTC next year. The world (well, northern Europe anyway) is watching. **W**



Beyond the control Dunlops lie a host of other spec parts, bolted onto standard front and rear subframes in a bid to keep costs down. A designated spares supply will be made available at all races.



Engines now conform to a two-litre turbocharged petrol formula and can come from anywhere in the family of the marque the competing car represents. Smaller engines can be bored out to two litres.





Plato's theory of form

After waiting nine years for his second BTCC title, Jason Plato is ready to make it three in 2011. KEVIN TURNER caught up with him to talk about his new Chevrolet and the challenges ahead

Has finally taking your second title in 2010 taken the pressure off coming into this season?

If you'd asked me that at the end of last year, I'd possibly have said so, but the sexy bit is actually in the moment. The bit that turned me on was sitting on the grid at Brands last October with the pressure on. At the end of that race I knew I'd done the job, not just for me but for all the team.

That's in the history books now and the new challenge is ahead of us, so it doesn't make a lot of difference. In terms of expectation it's just the same as ever: I'm expected to perform and I like that pressure.

How strong are things looking for this season?

I'm feeling good. We've got the car that won the World Touring Car Championship last year and we're moving it on from there. There's quite a big difference on set-up to what they run in world tourers. The Yokohamas in the WTCC and the Dunlops here are very different, and the aero map is different too. They run a flat floor - we're not allowed that - and we can get a little more out of the front splitter with the BTCC regs. Aerodynamically the balance of the car is very different.

The nature of the circuits is different too. They have big straights and we don't. We had to re-engineer the car. We started again, but from a good base, and this year we're armed with those lessons, so we can build on that and apply it to the new technology in the car.

So how different is the Cruze you have now compared to the car you won last year's title in?

The suspension and damping (see right) is very different, and the engine is slightly different, as are some of the finer aero details. But when I plugged myself into the car it felt like a comfy ship. We've got continuity of key staff and you can't measure that, but it's really important. It makes the RML machine work really efficiently and fluidly. There's an inner confidence about what we've got.



With engineer Cromack

Who do you expect will be your main rivals?

Team Dynamics have a new car and engine, with not as much running as they need. They'll probably have some reliability problems and tyre issues, but you can't discount them. They've got good people and two very good drivers. Then you've got the two Arena Fords, Motorbase and the trusty old BMWs run by Dick Bennetts [WSR], and people like Tech-Speed with Paul O'Neill. He's a handy driver and in recent years he's not had the equipment, but now he's got my old chassis. I believe they have access to my data from last year, which will be a tremendous help. I'd be a mug to discount anybody. The fun is fighting for it and having to dig deep.

The NGTC regulations are bringing new teams into the championship and are the future of the category. What do you think of the concept?

There is uncertainty at the moment - WTCC has gone down a different avenue, but Alan Gow [series director] has proven over the years that if there's one man you want to have shaping the future of a championship, he's your man. Anything that can drive down the entry point for a good, professional privateer outfit - not for everybody, because this should be the premier championship - is a good thing.

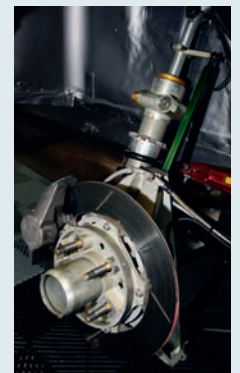
We also want faster and bigger cars. I don't think the Civic, the Leon, the Golf are really what it should be - they're not big enough.

To have some common parts is a good thing. But if you make it all standard components top engineers would lose interest, so you need a nice mix and this is the right way to go. ☘

Dampers: the key to a quick BTCC racer

Of all the elements that make a competitive modern touring car, damper technology is perhaps the most overlooked.

Along with the engine, tyres and aero, all of which get talked about with some regularity, the



way a car rides all the kerbs at British circuits has a major bearing on how competitive a BTCC challenger is.

"They're crucial and it's a black art that's very difficult to get right," confirms Jason Plato. "It's almost impossible to have a car that accepts high-speed inputs from kerbs and has control in fast and slow corners. However, the engineers and designers from companies such as Ohlins have kits that can do all of that. We have infinite adjustment."

It's also one of the areas where the driver can have a real input, something Plato enjoys. "It's something we work on throughout a weekend," he says. "I get fully involved, though I leave it to my engineer Mark Cromack, because his forehead is substantially larger than mine!"

"I enjoy the real detail about the car, and the limited testing time you have now means you have to steer it in a direction."

Here are the tin-top tearaways

The numbers are up in the BTCC this year, and there's a host of different car concepts. But what are their chances? *JAMIE O'LEARY* looks ahead



Chevrolet Chevrolet Cruze



The RML-run squad took Jason Plato to last year's title and is back for more, boosted by the use of a pair of 2010 ex-WTCC Cruzes. Plato and team-mate Alex MacDowall have had just two days of testing each, but don't expect this to leave them off the pace - the S2000-engined car looked

monstrously fast at Brands Hatch recently. Plato deserves his title-favourite status, and is likely to break Andy Rouse's BTCC wins record early on. MacDowall usually came off worst in wheel-to-wheel dices last year and needs to add some steel to his driving if he is to become a winner himself.

1

Jason Plato

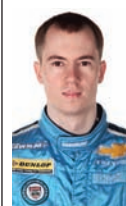
Age: **43**
BTCC debut: **1997**
Starts: **330**
Wins: **60**
Poles: **29**
Fastest laps: **56**
Titles: **2 (2001, '10)**
2010: **BTCC champion**



20

Alex MacDowall

Age: **20**
BTCC debut: **2010**
Starts: **30**
Wins: **0**
Poles: **2**
Fastest laps: **1**
2010: **11th in BTCC**





Arena Motorsport Ford Focus

The most intriguing team on the grid, once again. But with LPG engines discarded, the reason this time is Arena's all-new, Ford-backed 'Global' Focus, which the team has built to an S2000 base-spec and will form the basis of the Blue Oval's tin-top activities worldwide. With a lighter, Mountune-prepared

Ford NGTC engine under the bonnet, the car should handle better than the 2010 machine. That should allow Tom Chilton to feature near the front. It will be tougher for Andy Neate, who moves over from WSR's BMW and, with all his Fiesta experience, should feel more at home with front-wheel drive.

5

Tom Chilton

Age: 26
BTCC debut: 2002
Starts: 238
Wins: 10
Poles: 9
Fastest laps: 10
2010: 5th in BTCC



44

Andy Neate

Age: 36
BTCC debut: 2005
Starts: 33
Wins: 0
Poles: 0
Fastest laps: 0
2010: 18th in BTCC



Honda Honda Civic

HONDA

One of only two works teams in the field, Honda Racing's line-up of Matt Neal and Gordon Shedden proved to be the BTCC's strongest last year as the Dynamics-run team claimed the teams' and manufacturers' crowns. Neal is the most experienced man in the field and rediscovered the winning touch in 2010, while

team-mate Shedden ran him close and will fancy his chances of being Scotland's first title winner since John Cleland in 1995. Unlike Chevy, Honda will use turbocharged NGTC powerplants this year, with long-time engine partner Neil Brown Engineering doing the prep work. How quickly the team adapts is crucial.

2

Matt Neal

Age: 44
BTCC debut: 1991
Starts: 436
Wins: 36
Poles: 10
Fastest laps: 34
Titles: 2 (2005, '06)
2010: 2nd in BTCC



52

Gordon Shedden

Age: 32
BTCC debut: 2006
Starts: 135
Wins: 15
Poles: 7
Fastest laps: 21
2010: 3rd in BTCC



Motorbase Performance Ford Focus ST



David Bartrum's squad has broken into the top four in the past two years and just missed out on the independent titles last year. But Motorbase faces a tough challenge this time as it switches from its tried (or should that be tired?) BMWs to the Ford Focuses used by Arena in 2010. As it does for Arena, Mountune

prepares the NGTC engines for what could be a three-car line-up later in the year. Former series runner-up Mat Jackson stays on and will win races if the team can give him a car capable of doing so. Things look tougher for rookie Liam Griffin, although the Carrera Cup graduate is glad to be back with front-wheel drive.

7 **Mat Jackson**
Age: **29**
BTCC debut: **2007**
Starts: **112**
Wins: **12**
Poles: **2**
Fastest laps: **9**
2010: **7th in BTCC**



66 **Liam Griffin**
Age: **37**
BTCC debut: **2011**
Starts: **0**
Wins: **0**
Poles: **0**
Fastest laps: **0**
2010: **19th in Porsche Carrera Cup GB**



Eurotech Racing Vauxhall Vectra



Now in its second year with TOCA-engined Vauxhall Vectras, Mike Jordan's squad is aiming for the indie title. Son Andrew is capable of doing it

after scoring two wins last year, albeit from reversed grids. Team-mate Jeff Smith has just three starts under his belt from Knockhill in 2010.



77 **Andrew Jordan**
Age: **21**
BTCC debut: **2008**
Starts: **90**
Wins: **2**
Poles: **1**
Fastest laps: **1**
2010: **10th in BTCC**



55 **Jeff Smith**
Age: **45**
BTCC debut: **2010**
Starts: **3**
Wins: **0**
Poles: **0**
Fastest laps: **0**
2010: **8th in Renault Clio Cup**

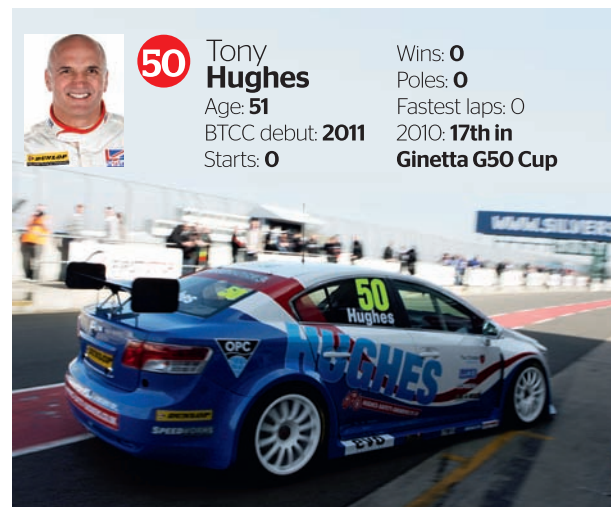


Speedworks Motorsport Toyota Avensis



The first team to announce a programme with an NGTC car, Speedworks enters the BTCC with an impressive resumé in GTs and one-make racing.

Driver Hughes was midfield at best in Ginetta G50s, and will do well to get away from the back of the grid, even in the second half of the year.



50 **Tony Hughes**
Age: **51**
BTCC debut: **2011**
Starts: **0**
Wins: **0**
Poles: **0**
Fastest laps: **0**
2010: **17th in Ginetta G50 Cup**





WSR BMW 320si



It's less than two years since Dick Bennetts's team ran Colin Turkington to the drivers' title, but a lot has changed since then - not least the slowing of the BMW 320si by TOCA, despite it never having been the class of the field. Rob Collard's failure to win a race in 2010 was down to bad luck (Matt Neal anyone?), not

judgement. If anyone can ring the neck of the Bimmer to the top step of the podium, it's him. His new team-mate Nick Foster was a race-winner in the BMW CSL Cup last year and has GT experience too, but has a lot to learn in the BTCC and will undoubtedly take time to bed himself in.

8 Rob Collard



Age: **42**
BTCC debut: **2003**
Starts: **203**
Wins: **4**
Poles: **0**
Fastest laps: **8**
2010: **8th in BTCC**

18 Nick Foster



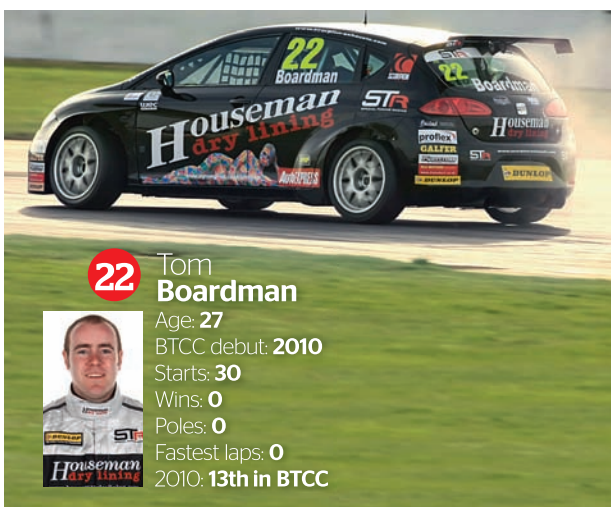
Age: **45**
BTCC debut: **2011**
Starts: **0**
Wins: **0**
Poles: **0**
Fastest laps: **0**
2010: **4th in BMW CSL Cup**

Special Tuning Racing SEAT Leon



Two rounds with the TOCA engine yielded little success last year, hence a switch to VAG NGTC units prepared by Lehmann Engines. So far, the

talented Tom Boardman is the only confirmed driver, but Ben Winrow, Mark Hazell and Martin Depper have all tested and could appear this year.



22 Tom Boardman



Age: **27**
BTCC debut: **2010**
Starts: **30**
Wins: **0**
Poles: **0**
Fastest laps: **0**
2010: **13th in BTCC**

Dynojet Toyota Avensis



Like rival Ginetta squad Speedworks, Dynojet makes its BTCC debut this year with an NGTC Avensis powered by an X-C-Tech-R-prepared Toyota

engine. Frank Wrathall Jr, son of an ex-European Sidecar champ, is a driver of immense potential, as he proved by winning the Ginetta G50 Cup.



11 Frank Wrathall



Age: **24**
BTCC debut: **2011**
Starts: **0**
Wins: **0**
Poles: **0**
Fastest laps: **0**
2010: **Ginetta G50 champion**

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Tech-Speed Motorsport Chevrolet Cruze



While some bigger teams struggled in 2010, Marvin Humphries's Tech-Speed operation thrived with its pair of ageing Honda Integra-Rs and came close to its first BTCC victory on a couple of occasions courtesy of its prize asset, Paul O'Neill. A switch to the Cruzes with which Jason Plato scooped

last year's crown should enable O'Neill to break an eight-year winless run of his own, while team-mate John George should also be on course for his best season to date. If George continues his recent improvements, he could end up in the top 10 on a number of occasions in this car.

29

Paul O'Neill

Age: **31**
BTCC debut: **2002**
Starts: **132**
Wins: **2**
Poles: **0**
Fastest laps: **3**
2010: **9th in BTCC**



28

John George

Age: **50**
BTCC debut: **2004**
Starts: **133**
Wins: **0**
Poles: **0**
Fastest laps: **0**
2010: **20th in BTCC**



AmD Milltek Racing Volkswagen Golf



Shaun Hollamby's AmD squad has big plans, hence the signing of 2010 title contender Tom Onslow-Cole. The Golf handled well last year and

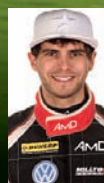
now has a powerful VAG NGTC unit prepared by Lehmann Engines. If T O-C has a car worthy of his talent, he could just sneak a podium.



99

Tom Onslow-Cole

Age: **23**
BTCC debut: **2007**
Starts: **102**
Wins: **7**
Poles: **4**
Fastest laps: **7**
2010: **4th in BTCC**



Geoff Steel Racing BMW 320si



This BMW squad returns for the first time since 2007, and has a pair of ex-Motorbase cars that both won races in 2010. Runaway Renault Clio

Cup champion Dave Newsham is the only confirmed driver for now, but new team manager Martyn Bell is trying to change that.



17

Dave Newsham

Age: **44**
BTCC debut: **2011**
Starts: **0**
Wins: **0**
Poles: **0**
Fastest laps: **0**
2010: **Renault Clio Cup champion**





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Triple 8 Engineering Vauxhall Vectra



The multiple championship-winning team endured a tough 2010, its dip in form coming after potential sponsor UniQ spectacularly disappeared off the face of the earth once Fabrizio Giovanardi had delivered a double win at Thruxton. His replacement James Nash was usually very quick in qualifying,

but inconsistent in the races. Should he rectify this, he could be a race winner. Tony Gilham steps up from the Porsche Carrera Cup to join him and should benefit from a team switch from Sodemo S2000 engines to the TOCA powerplant - complete with an expected 15bhp improvement.

14 James Nash
Age: 25
BTCC debut: 2009
Starts: 42
Wins: 0
Poles: 0
Fastest laps: 1
2010: 12th in BTCC



34 Tony Gilham
Age: 31
BTCC debut: 2011
Starts: 0
Wins: 0
Poles: 0
Fastest laps: 0
2010: 9th in Porsche Carrera Cup GB



Rob Austin Racing Audi A4

Rob Austin has spent the past few years running Ginettas and Historic F1 cars with great success, but now he's taking the plunge into the BTCC with a pair of NGTC-spec Audi A4s. David Pinkney had a

luckless 2010 in his own Vectra, but should thrive in a rear-wheel-drive machine, with VAG engines courtesy of Ric Wood's engine shop. No driver has been signed for the team's second entry.

12 David Pinkney
Age: 53
BTCC debut: 1989
Starts: 138
Wins: 0
Poles: 0
Fastest laps: 1
2010: 15th BTCC



Team ES Racing Chevrolet Lacetti

An unknown team with an unknown driver, but team owner/driver Chris James has tin-top experience from the Mini Challenge and now graduates to the BTCC with his own Team ES Racing

squad. The Chevrolet Lacetti will give him a good opportunity to gain experience, while engine support from works Chevy team RML will be a great help as well for his rookie season.

78 Chris James
Age: 32
BTCC debut: 2011
Starts: 0
Wins: 0
Poles: 0
Fastest laps: 0
2010: 12th in Mini Challenge



OTHERS: Team Wood Racing will continue to run its BTC-spec Honda Integra for Lea Wood, but will not appear until Oulton Park in June. Welch Automotive, meanwhile, is building a full NGTC-spec Proton Gen-2, powered by the TOCA engine, which experienced one-make racer Dan Welch is set to debut at Snetterton in August.

Less bang for your buck

It's two decades since two-litre cars took over at the front of the BTCC.

KEVIN TURNER looks back at the story of the 1991 season

Twenty years ago, the British Touring Car Championship embarked upon a new era. Whereas in 2011 we'll see the NGTC cars join the series for the first time, in 1991 it was a different flood of two-litre machines that set the BTCC on a new path.

Two-litre cars were not new to the category – they had run alongside the Class A Group A cars (mainly Ford Sierra Cosworths) in 1990 – but this was the first time they took centre stage.

The loss of the fire-breathing RS500s that had dominated the front of the field was not popular, but four-time champion Andy Rouse, who helped formulate the new rules, says it had to happen.

"One of the reasons we changed was that we got good coverage with the BBC," he says. "While there were lots of RS500s it was a good show, but they were about to run out of homologation. It was a case of reinvent the BTCC to keep it going.

"I looked through all the cars that could be used and two-litres were the way to go, because most manufacturers had a two-litre car in their



1991 TOP FOUR

- 1 **Hoy** 155pts 3 wins
 - 2 Cleland 132pts 3 wins
 - 3 **Rouse** 115pts 3 wins
 - 4 Soper 96pts 3 wins
- Tim Sugden and Tim Harvey also took wins

range. All of them now had the same chance of winning, so it all made sense."

There was another compelling reason to simplify the regulations and move away from the traditional multi-class structure. John Cleland, the 1989 champion in a Class C Vauxhall Astra who would go on to be a star of the new formula, remembers: "Very seldom had the championship been won by the driver who won the most races and spectators didn't understand it. In 1989 I never truly felt I'd won the BTCC. To go to a one-class structure meant the guy who won the races won the championship, and that's absolutely right."

Nevertheless, the new cars took some getting used to. Tim Harvey, who made the switch from RS500 to BMW M3, wasn't initially impressed.

"It was disappointing," he recalls. "All racing drivers want the fastest, most spectacular cars. The M3s initially felt gutless, but what they lacked in power they made up for in handling and agility. You quickly worked out what you needed to do."

Thanks to experience of the M3 in Japan, the man who got on the pace the quickest was the late Will Hoy. He stepped into the Vic Lee-run BMW and took the first two victories of the new era, the first of which – the Silverstone opener – was the first BTCC race win for anything other than an RS500 since August 1987.

Works BMW driver Steve Soper, completing only a part-campaign thanks to DTM commitments, took round three at Donington Park before Vauxhall got off the mark at Thruxton with a one-two for Cleland and Jeff Allam.

Up to that point the Cavaliers had been quick, but tyre wear had hurt their race pace. As a tyre war raged between Dunlop and Yokohama the problem would return, but at Thruxton Vauxhall's Dunlops held together for Cleland to take the first of his 17 overall BTCC wins.

"I was still pretty much an unknown," he says. "I love Thruxton and to see the chequered flag for the first time was really important. It justified Vauxhall getting involved and continuing."



Harvey won 1991 finale



be aerodynamically efficient and quicker on the straights – meant the advantage swung back and forth depending on the circuits and conditions.

“It made it quite interesting because you didn’t get the same winner all the time and the racing was hard,” says Rouse.

Cleland won Oulton Park’s next round, but a stirring drive to second by a flu-ridden Hoy kept the BMW man in the fight. He and Rouse added victories at the Brands double-header so, despite another Cleland win at Donington, Hoy headed to the penultimate round at Thruxton with the chance of securing the crown a race early.

But a storming start by Cleland – a surprising feature of the season for an FWD car against the RWD BMWs – got him the lead. “We worked really hard to get the right engine mapping to get off the line,” he recalls. “I spent years developing starts and the tyres helped enormously.”

Then Soper – ever the BMW man – forced Cleland wide at Campbell, allowing Hoy into the lead. Soper then overtook the title favourite and all looked set until Hoy clashed with Soper’s team-mate, Jonathan Palmer. A rattled Hoy retired after more contact with Cleland.

It all came good at the Silverstone finale. While Harvey headed to his first two-litre victory, thus cementing a relationship with VLM that would lead to the 1992 crown, Hoy did enough with fifth.

Even though he was edged onto the grass by Hoy’s team-mate Ray Bellm – not the last time he would fall foul of BMW aggression – Cleland concedes the right man won. “Will had a nice touch with the BMW – it was the perfect combination,” he says. “He deserved to win it.”

Hoy, Cleland and Harvey would be joined by stars such as Alain Menu, Joachim Winkelhock, Gabriele Tarquini, and Laurent Aiello as more and more manufacturers created a boom time for the BTCC during the 1990s. It will be interesting to see whether we ever look back at 2011 as the beginning of another golden age. ☞

Cleland (fifth) mixes it with the BMW horde



Rouse won with Toyota Carina

“The cars were very equal. The BMW was probably kinder to its tyres. Our Dunlops dropped off, whereas Will was on Yokohamas, which were renowned for staying together. It was a real battle that year and we were trying so many different tyre developments.

“Vauxhall had only run the Cavalier for a year, but the BMW had a racing pedigree. We were still learning.”

Cleland won the next race at Silverstone, but only after crashing in a rainstorm. “I was leading,

went straight on and hit the barrier [at Brooklands], he recalls. “I was on the radio before I was out of the car saying it was too dangerous. I realised I had to get the race stopped, so I’d still win the race on countback!”

It worked. Almost. Ex-champion Frank Sytner, who started on rain tyres in his M3, took the lead when Cleland crashed and lost out on countback. But then organisers decreed the race would not count for points, so Cleland gained nothing.

Tim Sugden and Soper added to BMW’s tally at Brands and Silverstone, with Hoy all the while picking up points, before another new now-common element was introduced at Donington: the multi-race format.

Rouse won both legs to give Toyota its first BTCC wins. It meant three of the six marques represented had already taken victories, something that hadn’t happened since 1987.

The relative strengths of the cars – the BMWs had better traction and were stronger on the brakes, while the front-wheel drives tended to

Flashback...

1981 season :: Tom Onslow-Cole is aiming to be the first driver to win in a Volkswagen since John Morris took two class victories in his Golf GTI in 1981



BTCC: essential TV viewing



The BTCC will have roughly 139 hours - that's just over five-and-a-half days - of live TV coverage on ITV this year.

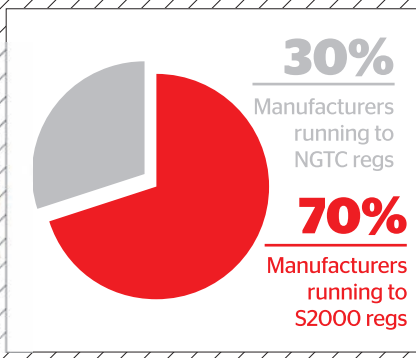
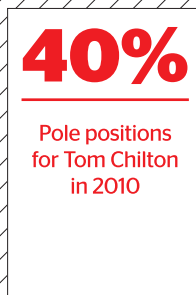
At least seven hours of live coverage will be broadcast from each event in high-definition for the first time on ITV4 HD and simultaneously on ITV4 and

the ITV Sport website.

Additional, hour-long highlights packages from each round will be broadcast on ITV4 and ITV1 in the week following each event, taking the championship's total TV time to 153 hours during the year. Qualifying for each round will also be shown live on the ITV Sport site.



ALL PICS: LAT



BTCC calendar

1 Brands Hatch (Indy) Apr 3



2 Donington Park Apr 17



3 Thruxton May 1



4 Oulton Park Jun 5



5 Croft Jun 19



6 Snetterton Aug 7



7 Knockhill Sep 4



8 Rockingham Sep 18



9 Brands Hatch (GP) Oct 2



10 Silverstone Oct 16



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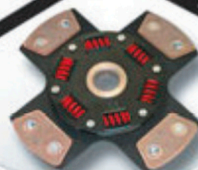
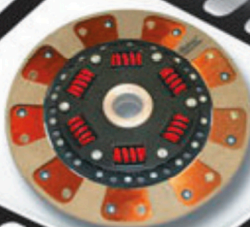
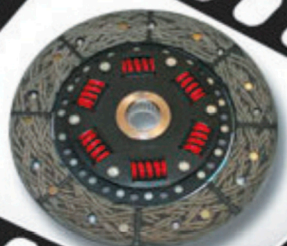
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