

**Newsletter 05/2010**

## **Overview of racing series – Part 3**

The **Interserie** itself is one of the longest existing series in general. Established in 1970 by “Motor Sport Freizeit”, today known as “CMT”, in Stuttgart - the series was placed to be the counterpart of the American CanAm series. In detail, the series hosted group 4 Special-GT-Cars, large-volumed group 5 sportscars, prototypes of group 6 cars as well as group 7 racing cars.

The very first race at Hockenheimring in July 5th 1970 took place with very special guests: Vic Elford participated in a McLaren M12, both Richard Attwood and Joakim Bonnier drove a Lola T70, when Hans Herrmann, David Piper, Gijs van Lennep, Jürgen Neuhaus and Gerhard Larousse all were sitting in a straight-twelve-engined Porsche 917, which was built by Ferdinand Piech itself. Niki Lauda as well as Willi Kauhsen manoeuvred a V8 Porsche 908.

Then, in the 1980s group C race cars started in the series with world-class pilots like Emmerson Fittipaldi, Jochen Mass, Hans-Joachim Stuck, Klaus Ludwig and Bernd Schneider. The international popularity of the series grew enormously. The race in Most (Czech Republic) for example hosted about 150.000 spectators. Then changes of the rules finally forced the decision-makers of the series to a rethinking. Nine years ago the organizers constructed regulations specially tailored for Formula vehicles. From this moment on both Formula 3 and Formula Renault cars started in 70 kilometres sprint-races. The international championships advertised by Friedrich Dudichum and called “AvD Interserie Sprint Challenge” finally got his name, as AvD supports the Interserie since 2006.

Further information about the “Hockenheim Historic – In Memory of Jim Clark“ you can find on [www.hockenheim-historic.de](http://www.hockenheim-historic.de)