



NEWSLETTER

Winter/Spring 2014

SuperPro increases Supaloy range

SuperPro kicks off 2014 by launching a series of brand new products in its Supaloy range.

What is Supaloy?

Supaloy is the brand name given to SuperPro's innovative and exclusive range of aluminium suspension hardware. Designed as an upgrade to the standard manufacturer-fitted items, they provide a stronger, more durable and far lighter option that reduces un-sprung weight - a real plus when it comes to handling and reducing body roll. Added to this, the Supaloy components' bright and well-engineered finish enhances the appearance of the suspension system.

Because Supaloy products are pre-fitted with SuperPro polyurethane bushes, it means that installation is a straightforward like-for-like replacement process. It also means that drivers can be assured of great performance, as they reap the benefits the bushes provide: more precise steering, enhanced feel through corners and increased longevity of components with no degradation in ride, comfort or road noise. And, with SuperPro's lifetime guarantee (see separate story), customers can be confident that once fitted, the bushes will deliver long-lasting and consistent performance.

Just released

Adding to its existing Supaloy components for the Mk5 and Mk6 VW Golf - that also fit Audi, Seat and Skoda derivatives built on the same platform - SuperPro has just launched a set of Supaloy front arms to fit the BMW 1 and 3 Series, covering E81, E82, E87, E88, E90, E91 and E92 models. The introduction of these new components has been driven by customer feedback that has highlighted issues regarding the lack of camber and caster adjustment with the standard BMW arms and comes shortly after the announcement that a full range of SuperPro bushes is now available for these cars.

The Supaloy kit, part no. ALOY0005K, includes the front lower control and radius arms, each pre-fitted with SuperPro bushes. The control arm is adjustable

after it's been fitted to the car and allows up to one-degree of camber change. Likewise, the radius arm can be adjusted in situ, with the ability to increase or decrease caster angle by up to 0.8 degrees. A spanner to adjust these settings is included in the kit.

For further information visit: www.superpro.eu.com



Industry news

SuperPro partners Eibach for new Porsche anti-roll bar programme

Respected German suspension manufacturer Eibach has just launched a new range of performance anti-roll bars to fit the Porsche 986 Boxster, 996 Carrera 2 and 997 Turbo models, with options for the 964, 993, 987, 996 Turbo and 997 Carrera 2 also in development. The bars utilise Eibach's 'hollow-tube' technology, which means they are lighter than any others currently available on the aftermarket.

Having designed a range of anti-roll bars that offer a step up in terms of driving experience, Eibach chose SuperPro as its preferred supplier of bushes, due to the products' high quality of manufacturer and outstanding performance characteristics. SuperPro has designed the bushes to fit perfectly into the original mounting brackets and, working together with the upgraded anti-roll bars, this combination of top-level components provides drivers with a more precise feel without compromising Porsche's renowned combination of ride comfort and GT handling credentials.



Product news

It's official. SuperPro now offers a lifetime guarantee

When SuperPro first introduced its products in 1983, they carried a warranty of three-years or 36,000-miles. Since then history has proved that because of the bushes' design, their manufacture and the quality of materials used, their durability and longevity has been proved time and time again.

In-built design features such as self lubrication, double-helix grooves, voiding and knurling - coupled with SuperPro's unique blend of superior polyurethane material - have all played a part in ensuring the bushes deliver an outstanding and consistent performance throughout their lifespan. Consequently, the company has the utmost confidence that its products will go the distance, even when used in tough and demanding conditions, including most forms of motorsport.

Taking these attributes into account, during 2013 SuperPro rolled out its industry-leading warranty package that includes a lifetime guarantee against faulty materials, manufacture and design. This even includes bushes that are used for motorsport (excluding off road racing).

The warranty is limited to the replacement of the originally supplied SuperPro component and does not cover any consequential losses or costs. It does not cover products that are used for a purpose or application for which they are not intended. Full terms and conditions can be found at: www.superpro.eu.com



www.superpro.eu.com



Product news

Update for BMW Mini R55, R56 & R57

Recently released is a set of bushes for the second generation Mini Cooper and Cooper S (including Works and D models) Clubman, Hardtop and Convertible (designations R55, R56 and R57), produced from 2007, 2008 and 2009 respectively. This latest addition to SuperPro's ever-increasing range includes bushes for the front control arms, rear lateral and trailing arms, sway bars and steering rack mountings.

The bushes for the front control arms are available in three configurations: standard, as per the manufacturer's specification; single caster offset that provides around one degree of change and double caster offset which gives two degrees of adjustment. These variations in the angle of the bush compensate for changes in ride height in order to maintain the correct suspension geometry.

To ensure the positive location of the bushes in all three configurations, SuperPro has produced a steel-shelled press-fit component. This eliminates any unwanted rotation of the bush, which in-turn will significantly increase its already long service life.

The rear lateral arm bushes are also designed to compensate for differing ride heights, with an option of adjustment for camber and toe alignment. They too are constructed with a steel shell that is designed to provide support and a positive location for the bush.

Component

Front

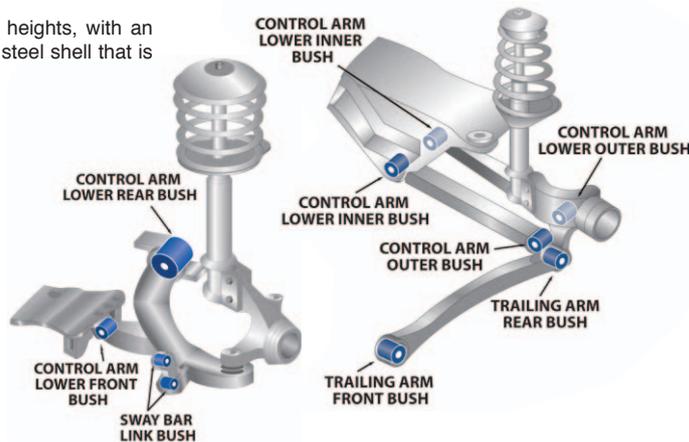
- Control arm lower rear - standard replacement
- Control arm lower rear - single caster offset
- Control arm lower rear - double caster offset
- Steering rack & pinion mount
- Sway bar mount to chassis

Rear

- Lateral arm lower, inner & outer
- Lateral arm lower, inner & outer - camber & toe adjustable
- Lateral arm upper, inner & outer
- Lateral arm upper, inner & outer - camber & toe adjustable
- Trailing arm, front
- Sway bar mount to chassis

Part no.

- SPF2548K
- SPF2549K
- SPF2550K
- SPF2427K
- SPF2276-24K
- SPF2423K
- SPF2554K
- SPF2423K
- SPF2554K
- SPF2428K
- SPF2277-17K



Motorsport update

SuperPro selected for Isuzu D-Max motorsport campaign

Isuzu has entered a D-Max pick-up in this year's British Cross Country Championship. Driven by experienced off-roader Jason Sharpe, the vehicle will be run in near-production specification and fitted with a set of SuperPro bushes - the team confident the kit of off-the-shelf suspension parts will be able to adequately cope with the demands of a season's competition.

If circumstances permit, the Isuzu pick-up will also be seen on selected rounds of the BTRDA Rally Championship - which includes a class for 4x4 off road vehicles - plus an additional cross country event in Germany.

A similar vehicle has already been used for off road rallies in Australia (photo), with much success. The UK version of the racing pick up is to be launched in January and, following a pre-season test, is scheduled to enter its first event in March.



Success with SuperPro

Kiel Preistman

Endorsing the claim that SuperPro bushes are suitable for a wide range of cars performing a wide range of activities, the SuperPro office recently received a report from Drag racer Kiel Preistman, who achieved considerable success in 2013 with his turbo-charged 1600cc Honda Civic.



Drag racing is a sport of extremes. To do well, not only have a car's components got to work in harmony, they also have to do it on demand and at full stretch, during one intense burst of energy. It requires a sublime combination of power and control, with the emphasis on grip and traction, to deliver the ultimate acceleration from a standing start.

After winning three of the season's six rounds, Preistman claimed the British FWD Drag Series title and recorded the fourth fastest time of any front-wheel-drive car in the UK, setting a personal best of 9.50secs (152mph). Added to this, he holds the world record for a car fitted with a 62mm turbo, together with the European record for the quickest 1.6 litre car over a quarter-mile.

Preistman is now in the process of upgrading his car by fitting a 1.8-litre engine and dog-engagement gearbox. But whatever modifications he makes, he intends to retain his SuperPro bushes.

Gavin Renshaw

2013 saw Gavin Renshaw secure a third Time Attack title in a row and we are proud to report that his now familiar NR Autosports prepared, 750hp, black Mitsubishi Evo IX has been fitted with the same set of SuperPro bushes, including the innovative Duroball vertical pivoting joints on the front arms, for his last two championship winning seasons.

Having won the MLR Sprint Series title in 2009, Renshaw turned his attentions to Time Attack in 2011, initially driving a Lateral Performance Subaru Impreza. He then switched to the Mitsubishi for 2012.

After a season-long battle in 2013 with his main rival Gareth Lloyd (driving a SuperPro equipped Evo VI), Renshaw's two FTDs at Cadwell Park and Oulton Park, together with his two second places at Silverstone and in the final round at Brands Hatch, underlined his outright pace.

His speed, coupled with his ability to consistently score points over the six-round season, was the key to Renshaw's championship success - together with his SuperPro bushes of course!



2013 saw SuperPro continue its involvement with motorsport by supporting a range of championships for a range of different cars - each series chosen to help highlight the performance attributes of its products and underline the corporate strap-line: 'developed for the road...proven on the track'. The following reports describe how the season ended up.

Racing

SuperPro VAG Trophy

2013 was the culmination of four years work for SuperPro as the title sponsor of the championship for cars based on a pre-2006 VW Golf platform, a year after it began in 2009. Comprising 12-rounds at six race weekends, the grids were larger than ever and the range of cars more diverse, which combined to produce close and entertaining racing.

During the season the championship visited Donington Park, Cadwell Park, Snetterton, Spa - the classic Belgium track hosting the VAG Trophy's very first trip overseas - Brands Hatch and then Snetterton for the second time for the season finale. Fittingly, the final race of the season produced the closest ever finish in the championship's history, with VW Scirocco driver Arron Mason crossing the line just 0.093secs ahead of Josh Caygill in his VW Golf Mk5 GTI.

Having scored eight class wins and, with points awarded for performance in class rather than overall position, James Dowding (photo) emerged from the final event of the season to claim three titles: SuperPro VAG Trophy Champion; Class B Champion and Mk4 TDI/GTI Challenge Champion. Dowding's treble-top was made even more impressive by virtue of his car being all-but standard and the running costs for the season - other than fuel and entry fees - amounted only to a set of brake pads and six tyres!

Class A Champion and finishing second overall was Josh Caygill, who had taken outright victory three times during the year, whilst Mike Smith finished third in the end of year standings who, like Dowding, took advantage of his class performances driving a Mk4 TDI/GTI Challenge-specification VW Golf Mk4.



Mk2 Golf GTI Championship

Promoted by the same team as the SuperPro VAG Trophy, the Mk2 Golf GTI Championship followed exactly the same calendar in 2013, visiting six different circuits, each hosting two races. Whilst SuperPro supported the 12-round season for eight and 16-valve (Class 1 and 2) Golf Mk2s, brand agency Touch of Mojo provided the title sponsorship.

The last meeting of 2013 at Snetterton saw Harry Valkhard record his fourth victory of the season in race one, ensuring him the Class 2 title and runner's-up spot in the final standings, whilst newcomer Jason Tingle won race two. However, it was Class 1 driver Andrew Aldridge (photo) that underlined his position as Champion when he signed off his season by winning Class 1 for the eighth time, his performance also making him a runaway winner in the category for eight-valve cars.

Following an incident-packed two races at Snetterton, 2012 Champion and five-times a winner this year Jamie Martin did enough to claim third place in the overall standings, while other notable performances in 2013 came from Tom Witts, who collected the award for the Best Newcomer in Class 1 and Alex Nuttall who did likewise in Class 2.

The VAG Trophy and Mk2 Golf GTI Championships will both continue in 2014, albeit without support from SuperPro (see separate story).



Civic Cup

The one-make race series for Honda Civics - all fitted with SuperPro bushes - followed a seven-meeting calendar, with two rounds held at each venue. Richard Hockley scored another two wins during the season finale at Brands Hatch, bringing his tally of victories up to seven out of 14 races, a score that put the title well out of reach for any of the other competitors. Second in the end of season standings was Tim Evans, with Luke Sedzikowski third and Nick Chadburn fourth.

Regulations for the 2014 series are now available, with SuperPro providing parts and support for the third season in succession.

Time Attack

2013 saw SuperPro as a sponsor of the ever-popular Time Attack Championship for the fourth year running, with a season-long battle between Gavin Renshaw in his Evo IX and Gareth Lloyd (photo) in his Evo VI finally decided in the seventh and final round at Brands Hatch. Lloyd did all he could to take the title and even broke the Time Attack lap record at the circuit. However, second fastest on the day provided Renshaw with enough points to take his second Time Attack Pro-Class title in succession (see separate story).

Outside of the top category for the powerful 4WD highly modified cars, the competition in the other classes was also fierce. The 2013 class champions are as follows:

Pro:	Gavin Renshaw (Mitsubishi Evo IX)
Pro 2WD:	Simon Deaton (Porsche 964)
Club Pro 2WD:	Mike Cantelo (Vauxhall VX220)
Club Pro:	Marc Kemp (Mitsubishi Evo VI)
Club Challenge 4WD:	Lee Bullen (Subaru Impreza)
Club Challenge (non-turbo):	Neil Holden (Honda Civic Type R)
Club Challenge FWD:	Marc Donnelly (Ford Escort)
Club Challenge RWD:	Ronnie Amis (Ford Sierra Cosworth)

As many of the cars taking part are road-going examples, it emphasizes that SuperPro bushes are ideal for vehicles used for day-to-day driving as well as competition. As such, SuperPro plans to continue its association with Time Attack in 2014.



British Drift Championship



With the top category called the Super Pro Class it's hardly surprising that SuperPro chooses to support this increasingly popular championship that, in 2013, boasted 117 registered drivers and 36 teams. Added to this, the spectacular sport of drifting

highlights the need for control and precision at speed, a scenario where fitting SuperPro bushes can make all the difference.

After five rounds at five different venues, it was Michael Marshall (photo) who finally lifted the crown for the Super Pro Class, with Jay Green claiming the Pro Class title and Matt Samuel ending the season as the top Semi Pro.

SuperPro plans to continue its support of the BDC in 2014.

Sprinting

MLR Sprint Series

To further highlight the value of fitting SuperPro bushes to cars that are used on both road and track, SuperPro sponsored Class A - the category for standard cars - in the 2013 Mitsubishi Lancer Register Sprint Series.



At the end of a nail biting seven-round season, the overall winner was Logan Black (Evo VII), who - driving his Evo VII - recorded two FTDs during the year: one at Blyton in May and the other at Kames in July.

After a season-long battle with Anthony Lidster (Evo VI), Black also clinched the Class D spoils at the final round at Teesside in October. Paul Allin (Evo V) secured the Class C title, whilst Ben Casement (Evo VIII) won Class B and Ian Fleming (Evo II - photo) claimed the SuperPro Class A award.

Superpro has agreed to continue its support for the MLR Sprint Series in 2014.

Toyota Sprint Series

With the use of road-based cars also prevalent in the Toyota Sprint Series, SuperPro elected to continue its support for the six-round 2013 season. Halfway through the year it was Barry Mason who headed the drivers' standings in his Celica GT4, but in the final round at Snetterton it was 2012 Champion Iain Gard who snatched the title.

However, on the day Gard was second and it was Adrian Smith driving his Fensport (SuperPro stockists) GT86 who recorded FTD, beating the two-times champion by just 0.03 seconds - the smallest winning margin ever recorded in the series' six-year history.



Feature story

When the going gets tough, SuperPro gets going

After receiving news that mining company Miller Argent was having suspension bush issues with its fleet of Land Rover Defenders, our territory manager Robert Hayward went to see if SuperPro could help. And here's what happened...

Miller Argent is a joint venture between two major construction and development companies: Miller Group and Argent (Property Development) Services LLP, the two businesses forming a partnership to reclaim and restore around 106 hectares of derelict and potentially hazardous land at Flos-y-fran, east of Merthyr Tydfil.

The project – an initiative between local councils and the Welsh Development Agency - started in 2007. Initially, the work involved the site being cleared of discarded waste and, as a former mining area, the pits and shafts of the old mines were stabilised and made safe.

Since then, some of the reclaimed land has been developed for housing, light industrial and recreational use, whilst other areas have been returned their natural state. However, to make best use of the area's resources, Miller Argent has opened up part of the site as an opencast coal mine – and this is where SuperPro comes in...

At the beginning of 2013 Miller Argent purchased ten 2008 Land Rover Defenders. These are used by the extraction team supervisors to keep in close contact with the huge Caterpillar trucks that transport up to 100-tonnes of coal per load across the site. Consequently, the Land Rovers have to deal with rough and punishing terrain on a daily basis and rarely see a smooth stretch of tarmac.

On speaking to the Site Operations Manager Gerwyn Morgan and senior members of the workshop staff, Robert was told that the vehicles' standard OE rubber suspension bushes were lasting no more than four months. Added to this, when they tried other brands of polyurethane bushes, these too had lasted no longer.



Therefore, while the Miller Argent team felt the Land Rovers were the right tools for the job, they now needed to find bushes that could withstand the demands of the tasks they are asked to perform. So, having heard about the attributes of SuperPro bushes, they were eager to try a set and see what they could do. To prove that they could provide the solution to the problem, Robert handed over SuperPro kit part no. KIT0043DK. All of the bushes contained in the kit were fitted to one of the ten Defenders during the first week of March and, from the word go, the Miller Argent mechanics were impressed, as they found the SuperPro parts could be installed as a like-for-like replacement, with no modifications required.

After using the newly equipped Land Rover as normal, with no apparent change in suspension performance, it wasn't until the end of October when carrying out routine maintenance that the SuperPro bushes were first checked. On inspection it was found there were no signs of significant wear, which meant that after seven months the bushes had not been adversely affected by the treatment to which they were being subjected.

Impressed with the outcome, Miller Argent were confident that SuperPro could provide the answer and subsequently ordered further bush kits to commence an ongoing replacement programme with the remaining nine Land Rovers. To assess the performance of the SuperPro bushes more accurately, Robert will be visiting Miller Argent's workshops again in March, when the initial set of bushes will be measured to see exactly how they have withstood the relentless punishment after a year of constant use at the Flos-y-fran mine.



SuperPro praised by VAG Trophy organisers

After four seasons of association with the VAG Trophy – the championship for cars based on a pre-2006 VW Golf platform - SuperPro has decided not renew its option to continue as title sponsor in 2014. The company feels it has done all it can with the series and subsequently, is now looking to take its marketing in a different direction, although the championship will continue with a new organising team at the helm.

After making the decision regarding the redirection of the company's promotional activities, SuperPro's General Manager Richard Fearn said:

"We were able to help develop the VAG Trophy and, at the same time, increase our presence in the national motorsport arena. We feel we have done all we can with the championship and now want to refocus our marketing efforts. We really enjoyed our association over the four years and would like to thank the competitors for their support. We wish them and the new organisers every success for the future."

During the four years, SuperPro worked closely with the outgoing VAG Trophy Championship coordinator John Hillon, who was complementary of the company's support:

"SuperPro provided great support as headline sponsors over four seasons. The help with funding, PR, the prize fund and on-event presence genuinely assisted us to take some important steps forward. I would like to personally thank Richard and his team for their valuable contribution towards developing the VAG Trophy into one of the best championships of its kind in the UK".



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