



## WINNING WITH VOLVO

- ETC report from Team Eggenberger

This year's European Touring Championship (ETC) season brought the big breakthrough for the Volvo 240 Turbo. The smooth, fast Volvo 240 Turbos have to date this year forged their way to no fewer than five first placings in nine competitions. An impressive series of victories on the European racetracks.

Two different teams chose the Volvo 240 Turbo for this, the most prestigious race series in Europe after Formula 1. They are Magnum Racing, with team manager Mats Magnusson in Sweden, and Volvo Dealer Team Europe with team manager Rudi Eggenberger in Switzerland.

Volvo Team Magnum have to date this year secured one victory, in Brno, Czechoslovakia, and a second place at Anderstorp in Sweden.

Team Eggenberger, with two Volvos, has an even more impressive record. Four firsts and three second places, and among the four best in five competitions. A series of victories to knock most competitors cold.

### A small, closely-knit team.

Eggenberger, who has himself been a racing driver, has a rare ability to find winning constellations. He is not only a skilled technician, but also a leader who can win the confidence of his teammates. For Eggenberger, the key to success is efficiency - a small, but closely-knit team. In this sort of racing a large team and a big budget is no guarantee of success.

Team Eggenberger has its headquarters in Lyss, just outside Bern, and close by Volvo's head office in Switzerland. This is where the winning strategies are drawn up.

Rudi Eggenberger and his drivers are an International team.

Sigfrid Müller, from Hagen in West Germany, is the youngest in the team, but far from the most inexperienced in championship driving. He was already a member of Eggenberger's winning team in 1980, and since then he has taken part in a whole series of international competitions.

The Italian Gianfranco Brancatelli won two victories in the ETC last season. He has previously driven Formula 3, and won the Italian championships. Brancatelli had not the least hesitation in following Eggenberger to the Volvo team.

Thomas Lindström, from Norrköping in Sweden has been driving Volvos in competitions for over 10 years. In 1983 he won the Nordic Championships for standard specification cars in his well-known black Volvo 240 Turbo. His international breakthrough came in Monza, when he took on the ETC and showed that he could hold the competition at a distance.

Pierre Dieudonné from Belgium has by far the longest list of qualifications of all the drivers in the team. With 10 victories in ETC behind him - the latest one for Jaguar - he was the first to see the potential of the Volvo 240 Turbo. After a test drive on winter roads he decided to go straight over to Eggenberger's Volvo Team.

Pierre Dieudonné, who is also a motoring journalist, sums up his experience with Volvo Turbo in ETC here.

About one year ago the rumour started to circulate that Ruedi Eggenberger, the trimming expert from Switzerland, was prepared to concentrate his activities on Volvo cars. This news made some observers rather surprised, quite sceptical in fact, but motoring is a very demanding sport, and changes are sometimes called for. After eight years of success with sporty Bavarian cars, Eggenberger felt quite simply that it was time for a new challenge: the obvious possibilities of the 240 Turbo Sedan had captured his interest and convinced him that Volvo was the way for him in the future.

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### Volvo drivers lead European Championship

Eggenberger showed keen judgement when he made this move, and it was not long before the successes came. After only a few trial competitions to find the new constellations, the Volvo Team Eggenberger set off on an impressive series of top placings where his two cars shone with both speed and reliability.

After 9 of the 14 races listed in the 1985 European Touring Car Championship (ETC), Team Eggenberger had already chalked up 4 great victories in this prestigious European Championship for standard specification vehicles.

The leading drivers in the Eggenberger team - Thomas Lindström from Sweden and Gianfranco Brancatelli from Italy, who drive together - are now well ahead in the tables.

In 18 starts, the 240 Turbo from Team Eggenberger has reached the chequered flag on 12 occasions, every time among the overall top four, and no less than ten times among the top three! Both of Eggenberger's Volvos have also driven successfully through the gruelling Spa 24-hour race in the Belgian Ardennes, and ended as overall third and fourth. This was an impressive display of endurance, and resulted in Volvo being awarded the valuable "Challenge des Marques". This is an extremely important trophy since it is awarded to the manufacturer whose car has shown the highest standards of reliability throughout the 24-hour race.

The best results to date from the Volvo teams taking part in ETC are as follows:

Vall elunga (Italy):

2. Volvo Team Eggenberger (Brancatelli-Lindström)

Donington (England):

4. Volvo Team Eggenberger (Brancatelli- Lindström)
- 5 Volvo Team Magnum (Grandberg- Olofsson)

Anderstorp (Sweden):

1. Volvo Team Eggenberger (Brancatelli- Lindström)
- 2 Volvo Team Magnum (Grandberg- Olofsson)

Brno (Czechoslovakia):

1. Volvo Team Magnum (Grandberg- Olofsson)
2. Volvo Team Eggenberger (Brancatelli- Lindström)

Zettweg (Austria):

1. Volvo Team Eggenberger (Brancatelli- Lindström)
2. Volvo Team Eggenberger (Müller-Dieudonné)

Salzburgring (Austria)

1. • Volvo Team Eggenberger (Brancatelli-Lindström)
4. Volvo Team Eggenberger (Müller-Dieudonné)

Nürburgring (Germany):

- i. Volvo Team Eggenberger (Brancatelli- Lindström)
3. Volvo Team Eggenberger (Müller-Dieudonné)

Spa 24 Hours (Belgium):

3. Volvo Team Eggenberger (Lindström-Brancatelli-Muller)
4. Volvo Team Eggenberger (Dieudonné-Rossi-Theys)

N.B.: - With the exception of Spa 24 Hours, all ETC races are run over a minimum distance of 500 km. or a time of 3.5 hours.

- Volvo 240  
Turbos have now won 5 races in a row. Other victories have been won by Rover Vitesse 3.5 litre (3 wins) and BMW 635 Coupé (1 win).

Summary of ETC to date: 5 victories for Volvo.

Race 1 - Monza (Italy, March 31):

False start.

In Italy everything went wrong for Volvo from the start: all three cars retired with engine damage. This came as a shock, since the cars had been tremendously reliable the previous year and throughout the continuous winter tests carried out as part of the technical development programme in Gothenburg. It was later discovered that the problems had been caused because the fuel supplied had not been up to the quality required for turbos.

Race 2 - Vallelunga (Italy, April 21):

An excellent second in spite of tyre troubles.

In spite of slight teething problems still marring the Volvo drivers' successes a little, the Swedish cars would have won their first victory of the year if a faulty tyre had not forced Brancatelli-Lindström's car into the pits ahead of time - when they were in the lead. Volvo soon returned, however, to finish with a convincing second place, outdistanced by only 37 seconds after 3.5 hours of driving.

### Race 3 - Donington (England, May 5).

#### Bad luck again.

Just as in Vallelunga, Brancatelli was soon showing the other cars the way round Donington Park. This time the rain came to the rescue of the British cars: their soft, composite tyres were ideal in drizzle, and they soon caught up with the leading Volvo. The Swedish cars had once again proved both their speed and their reliability, but they were still having bad luck. But victory was in the offing.

### Race 4 - Anderstorp (Sweden, May 12):

#### Volvo on home ground

One week later all the troubles were over. Indisputably the fastest on the track, Volvo led from start to finish, before a home crowd. Brancatelli—Lindström started from the best position and were not seen again by any of the competition, in spite of an unexpected and dramatic stop in the pits to change a punctured *tyre* during the final stages of the race. This convincing display was backed up by Magnum Volvo with the Swedes Grandberg and Olofsson, who drove a powerful race to a great second place.

### Race 5 -Brno(Czechoslovakia, June 9):

#### Magnum's day in Eastern Europe.

The Swedish Magnum Team were in a class of their own in the traditional Brno Grand Prix in Czechoslovakia. Volvo Turbo was able to demonstrate its high-speed capability, efficient braking and excellent road-holding for the benefit of the unusually large crowd lining the 1 1 km. racetrack. Grandberg and Olofsson started from the best position, in front of Lindström and Brancatelli. The two Volvos changed places once or twice during their drive to victory, but they reached the chequered flag after 3.5 hours hard driving in the same order as they started.

### Race 6 - Zeltweg (Austria, June 16):

#### Volvo Eggenberger 1-2

Only one week later it was Eggenberger's turn again when his two cars, backed by Volvo Dealers Team Europe, took first and second place. Lindström and Brancatelli won the day, having led the race from flag to flag after yet another start from the best position. This time their drive to victory was backed by their team-mates Sigi Müller Junior from West Germany and Pierre Dieudonné from Belgium in second place. After five competitions, bad luck had turned to success for the second of Eggenberger's cars. Since that day in Austria Eggenberger's Volvos have kept their place among the top four. On the Österreichring in Zeltweg, Lindström and Brancatelli took the lead in the European Championships.

### Race 8 - Nürburgring (Germany, July 7):

#### First and third.

The Nürburgring is perhaps not quite the same since the new track was made, but the "Grosser Preis der Tourenwagen" is still a very demanding race. Among all the other mechanical tortures the car is subjected to, the brakes are given a hard time along the up-and-down, winding and highly technical route, built on historic ground among the Eifel hills. The German crowd watched both Eggenberger cars lead the field. The pattern of the race was familiar: 240 Turbo set the pace and the pursuing British trio eventually lost contact and disappeared in the distance. The Eggenberger team looked ready to repeat their triumph on the Österreichring when the competition management was forced to bring in the field. A competitor's car had smashed its sump on a kerb, and spread large quantities of oil all over the track. There was never any real threat to Lindström-Brancatelli's lead, but the 240 Turbo driven by Dieudonné-Müller lost every chance of competing for second place when they were forced to make a short stop for refuelling.

Race 9 - Spa 24 Hours (Belgium. July 27-28):

Manufacturers Prize for Volvo

Before this sort of marathon race, team tactics are the biggest question - to find the balance between playing the hare and making sure of completing the race. With championship points at stake and after both Eggenberger cars had set the fastest time in the first qualifying heats, they were wise enough to prepare thoroughly for the long race. Experience had taught them that they had speed on their side, but this time the story of the race was different. Soon after start it became clear that the two Garvarian cars had acquired extra power never before had they been so fast. But the Volvo drivers kept their self-control and steered through the night at their own pace: a 24-hour race is always a matter of reliability and discipline. The Eggenberger drivers were wise enough to secure third and fourth places, to be sure of gaining valuable championship points and of winning the extremely important Manufacturers Prize for Volvo, a prize awarded to the make of car showing the highest reliability throughout the whole of the 24-hour race.

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