



BACKGROUND ON THE EUROPEAN TOURING CAR CHAMPIONSHIP (ETC)

The ETC was introduced in 1963 and has been dominated the whole time by makes like Jaguar and BMW. But last season Volvo suddenly appeared on the scene and joined the fight for the top places. Having come close to victory on many occasions Volvo took first place at the Zolder track in Belgium last autumn with a turbocharged 240.

The ETC races, which are approved by FISA, are open to series-manufactured cars which comply with Group A standards. In order to get a Group A homologation at least 5,000 models of the car in question must have been produced over a period of 12 months. The car must be a fourseater and the minimum weight is related to engine displacement. The engine displacement of turbocharged cars is also adjusted by multiplying it by a factor of 1.4. A Volvo 240 Turbo with an actual displacement of 2.1 litres thus has an adjusted displacement of 3.0 litres. This means that the minimum permissible weight for the Volvo is 1035 kg. By way of comparison a 5.3 litre Jaguar cannot weigh less than 1400 kg.

All the ETC qualifying rounds last for 3.5 hours or 500 km. The only exception is the 24-hour race at Spa. The points are split between the driver and the manufacturer and are based on engine displacement. The driver and manufacturer can only count the points from a certain number of races. If a car participates in all 14 of the races planned for 1985, the points from the best 10 can be counted.