



Press Information



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VOLVO 850 RACING RENEWS ASSAULT ON BTCC

The Volvo 850 Racing team is to take up the BTCC gauntlet again this year, with one aim firmly in mind - the podium. The team took to Britain's racing circuits during the 1994 season with the Estate version of the highly successful Volvo 850, breaking all publicity records with the interest that this choice attracted. The new aerodynamic and roof line regulations in place for next season, however, have made the saloon the more competitive version of the race car for 1995. The driver line-up, meanwhile, features former BTCC Champion Tim Harvey and, for his second year on the team, Swede Rickard Rydell.

Tim Harvey, like his team mate, first made a name for himself in karting, making the switch to Rover touring cars in 1986. Just a year later, three outright wins in a Vitesse ensured that he was the BTCC class winner. Tim also clinched the BRDC Sports Car Championship (1988/1989) and the British Touring Car Championship in 1992. In 1993 and 1994 he raced for the Renault BTCC team, achieving a maiden victory in each season. "I am very pleased to be working with the 850 Racing team for 1995," says Harvey. "I tested the Estate at the end of last year and was impressed with its handling. I've talked with the design engineers, and they *definitely* know what they're doing with the new car."

Rickard Rydell made his debut in touring cars with the Volvo 850 Racing team in 1994. The former Swedish kart champion (1984-1985) had raced successfully in F3 in his native country, the UK and Japan; he is now making a name for himself in the UK motoring press as the rising Scandinavian star of British Touring Cars. His best performances during his first season included qualifying third during only the fourth round at Snetterton and finishing in fifth place at Oulton Park. "My operation during October for a collapsed lung set me back at the end of last season and, to be honest, I was a little down," says the Swede, "but now I'm fighting fit and, with a promising new car, looking forward to next season."



VOLVO

Volvo 850 Racing team is now gearing up for the second year in the BTCC with high aims. "We are quite happy with the first season. We gained both confidence and technical experience", says Antlers Kull, Motorsport Manager at Volvo Car Corporation, "and with a refined car and Tim Harvey in the team we are aiming both for race wins and the title".

TWR is developing and running Volvo's racing activities over a three-year period. 1994, the first developmental year, has given the team plenty of feedback to design a winner for 1995. "The car is coming on well", says Roger Silman, team Director, "and we should have more pre-season testing than last year". He adds: "Rickard is fighting fit again and we are very pleased to have Tim Harvey on board, giving us one of the strongest driver line-ups. We are looking forward to this year".

For further information on the Volvo 850 Racing team, please contact Karen Roberts at TWR Racing, Broadstone Grange, Broadstone Hill, Nr Chipping Norton OX7 5QL (Tel: + 44 (0)1608 678763, Fax + 44 (0)1608 677698).

Press Information



TIM HARVEY

Born: UK
Age: 33
Status: Single

Tim Harvey brings to the Volvo 850 Racing team a wealth of experience of touring cars, with BTCC titles to his credit. He hails from a family with extensive experience in motor racing, with his parents, his cousin and his uncle all involved in some way.

Like his new team-mate, Tim's motorsport career began in karting, culminating with his winning the 100cc National title in 1981. He progressed up the racing ladder, moving to cars in 1983 in the Formula Ford 1600 series. He won 12 races during that year, continuing until an accident caused him to break both ankles, and also to end his single-seater career.

He continued to drive sportscars, winning the BRDC Sportscar Championship in 1988 with TIGA cars while also competing in the world Sportscar Championship with Spice Engineering. In 1989, Tim repeated as champion in the British Sportscar Championship in the Spice. He also competed in the 24 Hours of Le Mans with Spice Engineering in 1987-89.

Tim also broadened his career with saloon racing in 1987. Driving a Rover Vitesse in the British Touring Car Championship, Tim won the Class A championship in 1987. He switched to Ford Sierra Cosworth for the following season and a Ford RS 500 in 1989 and 1990, when he finished third in Class A.

In 1991, Tim joined the VLM BMW team, winning one race in his BMW M3 en route to finishing in eighth place in the series. In 1992, a remarkable run of six race wins in his BMW 318i ensured him the BTCC title.

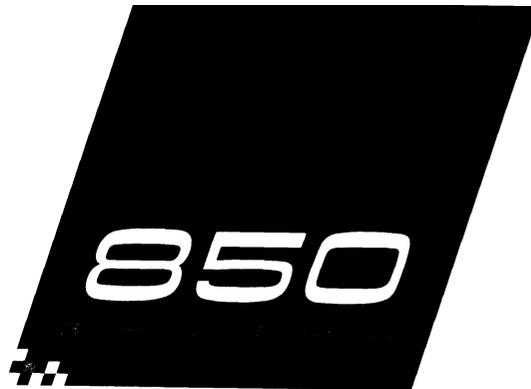


VOLVO

He joined Renault for the French manufacturer's debut in the 1993 BTCC season. Tim achieved a maiden victories in 1993 in a Renault 19. He closed the 1994 series with a late-season flourish in a Renault Laguna, with another victory and four top-four placings. He was recruited by BMW again for the 1994 Asia Pacific Touring Car Championship.

Tim is now set to drive a Volvo 850 saloon for the Volvo 850 Racing team in the 1995 British Touring Car Championship.

Press Information



RICKARD RYDELL

Born: Sweden
Age: 27
Status: Married with two daughters

This is Rickard Rydell's second year of touring car racing, having raced in the British Touring Car Championship during 1994 with the newly established Volvo 850 Racing team. He drove an Estate version of the successful Volvo 850 to achieve the first ever championship points in an estate car.

Like so many other drivers, Rickard began his motor racing career in karting. At the age of sixteen, he became the youngest Swede ever to win the International A 100cc class - an achievement he repeated the following year. In 1987, he debuted in Formula 3, finishing second in the Swedish F3 Championship. In 1988, he again finished second. He also gave a couple of brilliant performances in the Brands Hatch Super Grand Prix and the Macau Grand Prix towards the end of the season.

In 1989, Rickard signed a contract with Eddie Jordan Racing as the team's only Formula 3 driver in a Reynard 893. He won at Thruxton and finished in second place at Donington Park, finishing fourth overall. In 1990, Rickard took part in the British Formula 3000 series for the MS Team. Once again he began the season with a victory, this time at Brands Hatch, and finished fourth overall. In the same year, Rickard got his first taste of Group C 1 racing. After just ten laps of testing in the team's Porsche 962, Rickard came 12th in his first race, ensuring a contract for the whole of the Japanese C 1 series. Rickard drove just as quickly as his team-mate Johnny Herbert in all races, and his best result was a fourth place. He also took part in four F3 races for TOM'S in Japan in 1990.

Rickard continued driving for TOM'S in 1991 in the British F3 Championship. He won one race and finished sixth overall. Rickard also competed in the world Cup races in Macau and Fuji during the season.



VOLVO

In 1992, Rickard signed a contract with TOM'S Toyota for the whole of the F3 season in Japan. He won two races, came second in one and finished third overall. The high point of the season came in the FIA World Cup in Macau. Rickard came second in the first heat, took the lead on the first bend of the second and won Formula 3's most prestigious event. The following year, Rickard once again competed in F3 in Japan driving for Toyota and again he finished third overall.

The Volvo 850 Racing team provided Rickard with his debut in touring cars, and a finely-tuned 850 Estate ensured that he qualified best in third position on the grid at Snetterton, and a fifth place finish at Oulton Park. The Swede now anticipates a smooth changeover to a saloon version of the same car.

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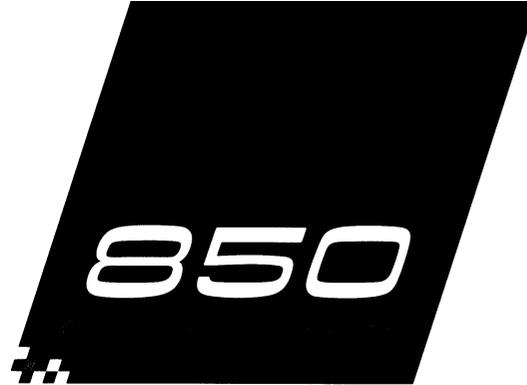
VOLVO 850 - SPECIFICATION

Chassis:	Four door shell stiffened by additional tubular steel roll cage.
Engine:	Highly tuned 2 litre unit:- Number of cylinders: 5 Valves per cylinder: 4 Displacement mm: 1,999 Stroke mm: 73.9 Bore mm: 83 Max. output KW/bhp/rpm 205+/280+/8500
Catalytic Converter:	Catalytic exhaust emission control and silencer fitted. First BTCC car to do so before mandatory in 1995.
Transmission:	Purpose built racing transmission. Six-speed sequential - push for low gears, pull for high gears. Interchangeable ratios.
Suspension:	McPherson struts at front. Coilspring over damper - Volvo Delta link at rear.
Braking system:	Brembo calipers and discs.
Cooling:	High efficiency aluminium water radiator. Heat exchanger for engine and transmission oil.
Steering:	Modified Volvo rack and pinion. Momo steering wheel.
Wheels and Tyres:	Dunlop racing slicks - 6 allowed per race, Dunlop wets and intermediates -16 allowed per event. Mounted on OZ forged magnesium alloy racing wheels 18" diameter x 8.2" rim.
Additional Features:	Heated windscreen



VOLVO

Press Information



TWR - A FORMULA FOR SUCCESS

Over the past few years, TWR (originally known as Tom Walkinshaw Racing) has placed itself among the top three in 70% of all the international competitions in which it has participated.

Tom Walkinshaw himself is something of a legend in British motor sport. He already had an impressive career as a racing driver behind him when he started up TWR in 1976. Since then, he has built up a list of merits which is as long as it is impressive, taking manufacturers like BMW and Jaguar to some truly historic wins. They include Championship successes in BTCC, two wins in each of the classic 24-hour Daytona and Le Mans events, and several World Championship titles. Recent years have also given TWR considerable success in Formula 1 through its association with Benetton.

Multi-national company

The TWR of today is a multi-national operation running a large number of companies the world over. The TWR Group, with headquarters a few miles from Oxford, England, has more than 800 employees and an annual turnover of about £1 10 million a year. TWR's competence spans an extremely wide range, from design and development of high profile, low volume road cars to the development of some of the world's most advanced racing cars. The company also has its own component manufacturing plant where many of the unique racing components used in the Volvo 850 competition car are produced.



VOLVO

Three-year contract

The initial contract with Volvo is for three years, during which period TWR expect the Volvo 850 to develop into a race-winning car. TWR is providing the necessary technical development and entering the Volvo 850 in BTCC events, while Volvo is responsible for technical support, marketing and PR.



TWR MOTORSPORT ACHIEVEMENTS

- 1980 - British Touring Car Champions.
- 1980 - Belgian Touring Car Champions (class).

- 1981 - British Touring Car Champions.
- 1981 - British Touring Car Champions (class).
- 1981 - Belgian Touring Car Champions.
- 1981 - Victory at Spa 24 hours.

- 1982 - British Touring Car Champions.
- 1982 - French Touring Car Champions.

- 1983 - British Touring Car Champions.

- 1984 - European Touring Car Champions.
- 1984 - Victory at Spa 24 hours.

- 1985 - French Touring Car Champions.
- 1985 - Victory at Bathurst.
- 1985 - Sportscar World Championship debut - 3rd place, Canada.

- 1986 - British Design Excellence Award - Silk Cut Jaguar XJR-6.

- 1987 - Sportscar World Champions.

- 1988 - Sportscar World Champions.
- 1988 - Victory at Le Mans 24 hours.
- 1988 - Victory at Daytona 24 hours.

- 1990 - Victory at Le Mans 24 hours.
- 1990 - Victory at Daytona 24 hours.
- 1990 - Victory at Bathurst.

- 1991 - Sportscar World Champions.

- 1992 - Victory at Belgian Grand Prix (with Benetton).

- 1992 - 3rd F1 World Championship.
 - Points finishes in all 16 Grands Prix (with Benetton).

- 1993 - Victory at Portuguese Grand Prix (with Benetton).
 - Victory at Le Mans 24 Hours (GT)

- 1994 - Formula 1 World Champions (with Benetton).

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VOLVO - A HISTORY OF WINNING

Volvo's history of motor racing competition is entering its fourth decade. Volvo cars have successfully chased the chequered flag on tracks the world over, with drivers behind the wheels of models such as the Volvo PV 444/544, Amazon, 140, 343 and 240. This year, it is the turn of the Volvo 850 to roar onto the British racing tracks.

Volvo's first major success came in rallying events in the late 1950s. Sweden's Thure Jansson was something of a motoring pioneer when he competed in the Midnight Sun Rally in 1957 as a private entrant and took home the win in the face of works teams. The following year, Gunnar Andersson, also from Sweden, repeated his success. A few months later, Gunnar became the first Volvo-employed driver to win the European Rally.

During the golden age at the end of the 1950s and early 1960s, Volvo won two rallying World Championships in the manufacturers' class and six European Championships. Among the names which put Volvo in the headlines are Tom Trana, Carl-Magnus Skogh, Ewy Rosquist, Sylvia Osterberg and Joginder Singh.

Success on the racetrack, too

The Volvo PV444/544 was not satisfied with blazing a trail of wins through forest rallies, it was also extremely successful on the racetrack, especially in the USA. In Lime Rock, in 1957, Volvo came first, second, third, fourth and fifth in a high-speed competition called 'Little Le Mans'. The following year, Volvo met the new successes on various tracks across the USA. The fast PV racers were driven both by American drivers and by Sweden's Pelle Nystrom, one of Volvo's pioneers on the racetrack.

In the early 1960s, Volvo PVs and Amazons won a series of impressive victories on several historical racetracks, among them Germany's Nurburgring and Silverstone in England.

Special category

In the early 1970s, the Volvo 140 was granted its own extremely popular competition category in the Nordic countries: the Volvo Cup was born. Early in the 1980s, this expanded with the Volvo Turbo Cup, now using the Volvo 240 Turbo, and in 1983 the potent turbo-charged Volvo entered the European Championship. In 1985, the Volvo 240 Turbo took the European Championship title, for both driver and manufacturer, in the capable hands of Thomas Lindstrom and Gianfranco Brancatelli.



VOLVO

European Rallycross Championship

In the late 1970s and early 1980s, Volvos were a common sight in rallycross events.

The biggest victory went to PI Walfridsson, who won the European Group V championship title in 1980 behind the wheel of a Volvo 343 Turbo.