

Communiqués

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Volvo Cars develops a new racing car for STCC - C30 Green Racing

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Volvo Car Corporation has decided to develop a completely new racing car and to continue its work with bioethanol (E85) and Green Racing in the STCC (Swedish Touring Car Championship) for three more years.

"Our decision is based on the positive attention and the good results that the recently concluded STCC season has meant for Volvo's brand," says Derek Crabb, head of Powertrain and Engine at Volvo Cars and the man recently appointed to lead Volvo's Racing department.

"It is now time to take the next step for the coming STCC seasons, and to meet the growing international interest in green racing", says Derek Crabb.

Volvo Cars will do this by developing a new and modern green racing car based on the Volvo C30. The C30 is the model that most clearly demonstrates Volvo's environmental technology on the market, with versions such as the Flexifuel and the upcoming 1.6D Efficiency. The Volvo 1.6D Efficiency has an average fuel consumption of 0.45 litres per 10 km (52 mpg-US/62 mpg-UK) and CO₂ emissions under 120 grams per kilometre.

"The decision to leave this year's racing car, a Volvo S60, was fairly simple. The Volvo C30 is a somewhat smaller and more agile car with excellent driving characteristics, even in the standard version," says Derek Crabb.

"Development of the new racing car will be done jointly by Volvo Cars and Polestar Racing, who has successfully handled our participation in STCC for several years. However, it is currently too soon to provide any detailed information about the construction of the new car. The objective, on the other hand, is crystal clear - we will develop a winning car," Derek Crabb concludes.

VOLVO C30 E85 FIA SUPER 2000 - TECHNICAL SPECIFICATIONS

Body:

A standard C30 body reinforced by a safety cage and side impact protection on the driver's side, developed in collaboration with Caran.

Aerodynamics:

Front splitter (the lower section of the bumper) and a rear spoiler wing developed by Polestar in Volvo's wind tunnel.

Engine:

A fully aluminium, transversely mounted, 5-cylinder, inline, four-valve, 1999 cc engine. Only minor modifications are permitted on the cylinder block and cylinder heads, while valves, cam shafts, pistons, connecting rods, and the crankshaft have been replaced by racing-specific components.

Oil: Castrol 5W-30

Output/torque: 280+ hp at 8,750 rpm/Approx. 230 Nm at 7,300 rpm.

Fuel: E85

Exhaust system:

Stainless steel with catalytic emission controls, specially manufactured by Ferrita.

Driveline:

6-speed sequential gearbox with straight-cut gears, manufactured by Hewland. Front-wheel drive.

Mechanical differential with a torque controlled ramper and friction discs.

SACHS 184mm two-disc carbon fibre clutch.

Oil: Castrol TWS 10W-60.

Weight: Minimum weight 1,134 kg including the driver (58-60 kg).

Front wheel suspension:

Öhlin's McPherson struts developed together with Polestar. Racing-specific support arms and adjustable anti-roll bar.

Rear wheel suspension:

Multilink system with coil springs and Öhlin's dampers. Racing-specific support arms and adjustable anti-roll bar.

Front brakes:

Performance Friction

4-piston callipers with radially and axially ventilated discs 332x32 mm.

Rear brakes:

Alcon 2-piston callipers with axially ventilated discs 290x10 mm.

Steering:

Servo-assisted rack and pinion.

Wheels:

17x10,0" BBS wheels

Tyres:

Michelin 17", slicks (no tread), or rain tyres

Mots clés:

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La description et les faits repris dans le matériel de presse concernant la gamme de voitures internationale de Volvo Cars. Les équipements peuvent être optionnels. Les spécifications peuvent varier en fonction du pays et peuvent être modifiées sans préavis.

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