

CLASSIC DRIVER

1983 Volvo 242 DL

- Lot sold
USD 66 173 - 84 220
GBP 55 000 - 70 000 (listed)
Year of manufacture 1983
- **Chassis number** 242 083003
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 56
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
-

Description

The ex-works, Greger Pettersson, Bror Danielsson
1983 Volvo 242 Turbo Rally Car
Chassis no. 242 083003

The car offered here is one of three built by Volvo's motor sports department for the 1983 European Touring Car Championship (ETC). It carries chassis number '83003' and body number '007'. This particular car competed in one ETC event in 1983: Donington, driven by Greger Pettersson. It also took part in some races and test sessions in Sweden in 1983.

In 1984 Volvo signed a contract with rally driver Bror Danielsson and converted '003' to Group A rally specification. Driven by Danielsson as an official factory entry (number '18') in that year's Swedish Rally, '003' set the 3rd fastest stage time behind the all-conquering Audi Quattros before being eliminated with a blown cylinder head gasket. The car was then driven by Danielsson in the Swedish Rally Championship and various hill climbs for the rest of 1984 before being bought by rally driver David Gillanders, owner of a Volvo dealership in Aberdeen, Scotland.

Gillanders enjoyed good connections with the factory and got Volvo Motorsport to convert '003' to right-hand drive, various mechanical updates being incorporated at the same time. '003' was then used by him in the Scottish Rally Championship, a series he would win outright in 1995, securing a class win. The car was maintained by Malcolm Wilson with assistance from Volvo Motorsport. For 1986 Gillanders secured a works Group B MG Metro 6R4 drive and the Volvo was sold, passing through the hands of four further owners before returning to Sweden in 1999. A copy of Autosport magazine on file shows the Volvo in 1985, and the car also comes with a selection of photographs from the period 1983/4/5 (some on USB stick, some original) and

various papers relating to David Gillanders' ownership.

With in excess of 300bhp available from the 2,1-litre turbocharged engine, the rear axle's weakness was frequently exposed, and both the works and Gillanders experienced failures. As a result, Gillanders commissioned rally specialists Gartrac to make a modified rear axle incorporating a ZF limited-slip differential, fully floating drive-shafts and AP Racing disc brakes, two of which were made for him and one for Volvo Motorsport. The Gartrac axle never broke but was not homologated for Group A in 1985. However, as Gillanders used the axle in period it is now deemed acceptable and has been homologated.

Retaining its original steel body, '003' has been painstakingly restored to its 1985 specifications and livery in accordance with FIA Appendix J, the work being completed in 2014 using many new parts (photographs available). The four-cylinder single-overhead-camshaft engine is a type B21ET, which is equipped with Bosch K-Jetronic fuel injection, Garrett T3/T4 turbocharger and aluminium inter-cooler (to Group A specification). Spent gasses are exhaled via a side-exit exhaust. Turbo boost is typically 1.2-1.45 bar and there is a dynamometer printout on file recording a maximum output of 309bhp at 5,561rpm. Power is transmitted via an AP Racing clutch to a Group A Getrag five-speed dogleg synchromesh gearbox.

Other noteworthy features include height-adjustable front suspension; Volvo R Sport gas dampers all round; four-wheel disc brakes gripped by AP closed-back callipers; 60-litre foam-filled fuel tank; Aeroquip fuel lines; and Compomotive 16" alloy wheels (8" diameter front, 9" rear) shod with Pirelli P7 tyres. The interior is equipped with Cobra Suzuka seats to FIA standard; six-point safety harnesses; an Ecolife fire extinguishing system and two hand-operated extinguishers.

The car is currently Swedish registered and has FIA papers and homologation documents permitting it to participate in a variety of historic events. It also comes with a 1984 Swedish Rally cap and a Corgi Toys model of a Volvo 740 in Gillanders' livery. We understand that a model in this car's current (1985) livery has been ordered.

After winning the European Touring Car Championship in 1985, Volvo pulled the plug on its motor sports programme. '003' represents a wonderful opportunity for collectors to acquire a rare car from this period of the Swedish company's history, possessing the unique distinction of having competed in circuit racing and rallying at the highest level.

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