



Rolling

The Magazine of the Volvo Club of America

Vol. 28, No. 1 • January/February 2010



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1978 Volvo 242 DL California Edition



1963 Volvo L3304 Anti-Tank Vehicle



Tug-of-War

On the Cover Steve and Lynn Presley's 1998 5-speed V70 AWD pictured outside of Telluride, Colorado. 14,150 feet Mt. Sneffels and the Sneffels Wilderness are seen in the background. Photo by Steve Presley

Cover Photo Contest Send us your best Volvo pictures! 35 mm slides, color prints or digital photos. Digital photos must be high-resolution. Winner receives a year's free membership.

articles

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Geely's buying Volvo appears like a done deal at this point. The Chinese are hoping to have a signed contract by their New Year, February 14.

The two consortia—Swedish Jakob and American Crown—never seemed to go anywhere. In fact, I've seen some speculations that Crown was simply a side-manuever orchestrated by Ford to keep Geely's feet to the fire.

Resistance from within Volvo hasn't dissuaded Ford. Eight former Volvo presidents also sent an open letter to Bill Ford Jr., as chairman of the board, asking them not to sell to Geely. The Volvo heavyweights, led by Sören Gyll, questioned, among other things, whether Geely was getting their necessary financing on the open market or through government subsidies. The letter apparently fell on deaf ears.

Is it all bad news? No, I don't think so. Geely's biggest advantage, after all, is the fact that they are Chinese. Let's face it, they are the only ones who have any money these days. Also, don't forget that China now is the biggest market in the world for automobiles, having surpassed the U.S. in 2009.

Volvo is competing with Audi, BMW, and Mercedes that all sell over a million cars a year. Volvo remains at 400,000 units, cannot charge as much for their cars, and is bleeding. That business model will not work in the long run.

There is a fair amount of irony in the drama that is unfolding before our eyes. In the early 90s, Pehr Gyllenhammar, then

president of all of AB Volvo (before selling Cars to Ford), tried to form an alliance with Renault. A palace coup at Volvo, led by Sören Gyll, ended the alliance plans and forced Gyllenhammar out. Gyll took over and decided to run Cars without a partner.

Today Gyllenhammar (and former Volvo president Hans-Olov Olsson) work for the British investment bank Rotschild, that is working as consultant to Geely! Sören Gyll has been working as advisor to the Jakob consortium.

It's tempting to side with one of the two consortia, but the risk is that Volvo would get stuck in an antiquated structure. Keep in mind also that venture capital eventually has to be paid back, often sooner than later. More than likely, there would be a conflict between short-term financial goals and Volvo's long-term needs.

As Swedish motor journalist Lasse Swärd noted in one of his columns, the automobile industry is heading east and there lies the future according to many analysts. Geely has the backing of Chinese banks (state-owned or not). They don't look at quarterly results the way we do, but are in it for the long haul.

The automobile industry has been identified as of strategic importance for China's economic growth. A handful of companies will be allowed to become big players. Geely is one of them.

Geely's corporate structure is complex with a number of companies and subsidiaries. They have said they will leave Volvo as an autonomous company reporting directly to the corporate parent.

I sure hope they mean it.

membership information

Membership dues are \$45/year (Canada \$50/year, all other countries \$75/year). Ownership of a Volvo is not necessary for membership. For international members, please be sure to send your payment in U.S. funds. Payment can also be made on our website at www.vcoa.org. Discover, MasterCard, and Visa are accepted. \$20 fee for returned checks.

Please contact Gretchen Adams, gretchen@vcoa.org, for all magazine subscription and membership issues. Send all correspondence to VCOA, Box 16, Afton, NY 13730.

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Classified ads Members are allowed one free classified ad per issue. Submitted ads will run for one (1) issue only. You can submit your ad on our website www.vcoa.org (members only) or via mail to VCOA, *Rolling*, PO Box 16, Afton, NY 13730. Members' free ads are limited to 35 words (not counting name, e-mail, and phone number). Additional ads, or ads exceeding 35 words, will be charged at \$25/35 words. Non-member rates are \$25/35 words. Please include payment when mailing your ad.

Business card ads For members who wish to maintain a standing ad in *Rolling*. \$100/year.

Display ads Display advertising is available on a column-inch or page basis. Please contact Mike Dudek, our Advertising Director, at 408-847-1544 or adddirector@vcoa.org for a complete rate card. All display ads must be submitted in an electronic format suitable for printing without further manipulation. VCOA reserves the right to refuse any advertising which it feels to be inappropriate.

Deadline Advertising for the March/April 2010 issue of *Rolling* must be received by February 1.

Letters to the editor



Connie Aircraft

I enjoyed the latest issue of *Rolling*, especially the article about Connies and your personal recollection of airline travel.

I have attached a photo from Martin Scorsese's movie *The Aviator* starring Leonardo DiCaprio about the life of Howard Hughes.

In the photo you can see my black 1942 Cadillac 75 formal limousine that was used in the film. Howard Hughes actually owned body #2. My Cadillac is body #1 of 80 built.

If you have not had a chance, please see the movie. I think you will really enjoy the airport scenes, especially at the hangars and with all the Connies around.

Best Regards,
Ted Kadala, Volvo Cars of North America
tkadala@volvocars.com

I thoroughly enjoyed the cover of the last issue of *Rolling*.

I have a particular fondness for the Connies as I spent many hours working on them at McClellan AFB in Sacramento in 1969, where they were based as our western AWACS planes in the USAF. To have one of these great old planes in such a great photo with one of my other passions, old Volvos, is just too cool!

Tom Demarest
td@oregownmusic.com

A Historic Opportunity for Volvo

I am quite excited about the new S60 and thought I would share some of my thoughts with you, and see what you think.

I think Volvo is in a unique position with the new S60—a position that potentially can turn things around for them in the U.S., or disillusion many, depending

on how they proceed. Volvo has always had the very positive "safety" label, and with their DRIVE program they can also pick up the "Green" label if they promote it (and stand behind it) in the U.S. as well. Those two "labels" could carve out a significant, and growing, niche market share for them.

If Volvo is thought of as the Safety company, the Green company, and then also provides a car that is stylish (that is a beautiful car!) and fun to drive—what a home run package to offer in the U.S. marketplace.

I do believe the environmental (DRIVE) component is the most important part of this opportunity for Volvo. To that end, I hope that Volvo will pair the low emission 1.6 L gasoline direct-injected turbocharged (GTDi) engine with the 6-speed dual clutch PowerShift transmission in the base package. Offering the 2.0 L 4-cylinder GTDi and the low emission twin-turbo 2.0 L diesel engines as upgrade options (with plug-in diesel hybrid to follow) would further back up their "Green" commitment, and help develop the image.

If they also feel inclined to offer larger 5/6-cylinder engines, turbo or not, as options that would be one thing. However, if those larger engines are the only options in the U.S.—"because Americans are all about power"—that would be very disappointing and potentially a big mistake. The U.S. market has changed, and particularly a niche that Volvo can now capitalize on, and a great opportunity missed. In my humble opinion. I want Volvo to succeed, and I also want to drive a DRIVE S60.

Where do you think Ford/Volvo is going with the 2010 S60 for the U.S. mar-

ket? Feel free to forward this to any of your contacts at Volvo Cars North America if you would like, although I am sure they get more than their share of "good advice."

Gregory Durell
durell@battelle.org

Hi Greg,

I agree with everything you say. John Holtzaple forwarded your letter to Volvo but we haven't heard anything back from them.

One of the best insights into Volvo right now is an interview with Doug Speck on Autoline Detroit. It aired in October, so it's a little bit dated by now, but I still highly recommend watching it (www.autolinedetroit.tv/show/1334).

Among other things, he confirms in the interview that Volvo does plan to offer fuel-efficient diesel engines in the United States. That is only one part of their overall strategy, however.

I would also keep an eye out for anything that comes out of the Detroit Auto Show now in January, where Volvo will show their C30 Battery Electric Vehicle.

Jan

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president's corner

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Happy New Year to all and a most prosperous one too!

We all trust that the economy will continue to strengthen, unemployment will reverse its slide, consumers' actions will encourage businesses to invest, manufacturers to manufacture (in the U.S.) and all else that make this whole economy thing work.

Such a delicate balance between all the forces! Even "Cash for Clunkers" can't force a market fix. Natural supply and demand eventually will seek its own level of balance, but in the meantime, pain is inevitable.

Even this club has felt and exercised belt tightening and is making several corrections going into 2010. We are encouraged and generally pleased with the over 900 member survey responses. Your input is helpful as we generate actions and goals for next year.

It was a huge task to digest all of your responses. Chuck Wilberger, our secretary, perhaps said it best as he distilled the numerous comments and data and reduced it to this description of a 'typical' club member's profile and commentary:

I am a 50-year old person who cares equally about all model Volvos, both old and new. I have been a member for less than five

years and I joined VCOA mostly just to get *Rolling*.

I don't spend much time on the Internet for "Volvo stuff," but if I do I most often check out Swedespeed. When I do go to the VCOA website, which is about every two to four months, I mostly go to check for any local events or see if there is anything for sale.

I don't really use any of the "social websites," but I do have a Facebook page that I go to once in a while. I've never been to one of the national events, but I might go if one was scheduled within 200-500 miles from my home.

Mostly I would rather see more local events and more often. My suggestion for VCOA would be to keep doing what you are doing! I really like the value of the club and getting *Rolling*. I would like to see some more technical "how-to" type information and, as I said, more local events either by VCOA or by a local chapter.

While I don't use the VCOA website often, I would like to see more resources for technical tips, repair and maintenance suggestions, etc. I also would like to see more Volvo



corporate news about current models and future models. Overall I'm pretty happy with what you do. Keep it up.

Don't forget to circle August 13-15 on your calendars and plan to attend the National Meet in Kalamazoo, Mich. at the Gilmore Classic Automobile Museum. Check it out at www.gilmorecarmuseum.org. Details and registration forms will be available and posted on the website soon.

Drive safely this winter and don't forget to buckle up!

Write an Article

Rolling depends on contributing authors. We are always looking for interesting articles; it can be about your car, upgrades or modifications, technical advice, automotive history, human interest, etc.

You don't have to be a great writer. Just give us the basic facts in narrative form and we'll polish the words. Articles should be between 1,000 and 1,500 words. Word format is preferred.

Articles become more fun with photos. The photos must be in high-resolution format. Please submit the original JPG files directly from your camera. Do not place them in the text file, but submit them as individual files. A 5 megapixel camera is a minimum, especially if the photos are to be enlarged.

The deadlines for submissions are as follows:

Jan/Feb issue December 1

Mar/Apr issue February 1

May/June issue April 1

July/Aug issue June 1

Sept/Oct issue August 1

Nov/Dec issue October 1

Published articles and cover photos are rewarded with one year's free membership in VCOA. We will also send you extra copies of the magazine.

By submitting the text and photos, you give us the right to edit, publish, and republish the material in any form or medium. All materials submitted become the property of *Rolling*. We also reserve the right not to publish articles submitted to us.

2010 SCCA Pro Racing SPEED World Challenge Schedule

March 26–28	Streets of St. Petersburg St. Petersburg, Fla.
April 16–18	Streets of Long Beach Long Beach, Calif.
May 21–23	Mosport International Raceway* Bowmanville, Ont. (Canada)
July 2–4	Watkins Glen International Watkins Glen, N.Y.
July 17–18	Streets of Toronto Toronto, Ont. (Canada)
August 6–8	Mid-Ohio Sports Car Course Lexington, Ohio
September 10–12	VIrginia International Raceway* Alton, Va.

*Doubleheader

National Meet

The 2010 National Meet will be hosted by the Great Lakes Chapter at the Gilmore Car Museum in Hickory Corners, Mich. (near Kalamazoo)

August 13-15



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Rev. 01/2010

Kevin Higgins

The Greater New York Chapter wishes to convey the sad news of the passing of Kevin Higgins, a dear member of our club.

Kevin was involved in this chapter from its inception, and was instrumental in whatever activities the chapter put together, including dealer-sponsored meets, charitable holiday events with other clubs, "take-apart" events and barbeques at his own home.

Kevin was a great guy who was well liked by all those that got the chance to know him. He worked at getting all of us to put our diverse personalities and interests aside and just share the commonality of the car hobby.

Kevin will be greatly missed by the chapter and by all that knew him. The family has asked for their privacy to be respected. If you wish to express your condolences to his family, please feel free to send them by mail or e-mail to the chapter, as listed in Rolling, and we will forward them.

Howie Silverman

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Volvo in the News

Ford Confirms Sale to Geely

Ford Motor Company confirmed just before Christmas that all substantive commercial terms relating to the potential sale of Volvo Car Corporation have been settled between Ford and Zhejiang Geely Holding Group Company Limited.

While some work still remains to be completed before signing—including final documentation, financing and government approvals—Ford and Geely anticipate that a definitive sale agreement will be signed in the first quarter of 2010, with closing of the sale likely to occur in the second quarter 2010, subject to appropriate regulatory approvals.

The prospective sale would ensure Volvo has the resources, including the capital investment, necessary to further strengthen the business and build its global franchise, while enabling Ford to continue to focus on and implement its core ONE Ford strategy.

While Ford would continue to cooperate with Volvo Cars in several areas after a possible sale, the company does not intend to retain a shareholding in the business post-sale.

Geely Will Keep Volvo Running As Is

Geely would barely lay a finger on Volvo if it succeeds in acquiring the Swedish luxury car brand, the firm's top executive was quoted by Chinese state media as saying on Christmas Day.

Volvo's current production, research and development facilities, union agreements and dealer networks will all be left intact, said Li Shufu, the founder and chairman of Zhejiang Geely Holding Group, the parent of Geely Auto.

"If the deal succeeds, nothing will change for Volvo, except the boss turns to Li Shufu," Li told the official Xinhua news agency. "Volvo and Geely will be two independently managed brands."

Ford said before Christmas it was nearing an agreement to sell its Volvo unit to Geely, China's largest private automaker, in a deal that underscores China's arrival as a major force in the global auto industry.

The value of the deal, which Ford said it expects to sign in the first quarter and close in the second quarter of 2010, has been estimated at \$1.8 billion—far short of the \$6.45 billion Ford paid for Volvo in 1999.

Li, 46, said that it had been "more complicated" to negotiate how to handle intellectual property rights than the deal's price.

He said the Volvo purchase would help Geely develop new energy vehicles, and that Geely would help Volvo reduce pro-

duction costs and expand in the Chinese market.

"The new energy-powered vehicle will be the future of the world's auto industry," Li said.

"But based on current investment in research and development, China will be left far behind the pace of developed countries," he said in the English-language article.

China overtook the United States this year as the world's largest auto market, as sales soared after Beijing rolled out a series of incentives designed to stimulate consumer spending at the height of the global downturn.

However, there is still a significant technology gap between domestic Chinese automakers and their global rivals, which has led Chinese firms to look overseas for acquisitions of technology and designs as the global auto industry restructures.

Beijing Automotive Industry Holding, a domestic rival to Geely, said on Wednesday it will launch an aggressive campaign to develop its brand and move up the ladder after buying car designs from General Motors' Saab unit.

China Supports Purchase of Volvo

Geely, China's no.1 private carmaker, said its parent company has strong support from the Chinese government to acquire Volvo from Ford.

"Without government support, the deal could not be done," Gui Shengyue, chief executive of Geely Auto, said at a media briefing in Hong Kong on New Year's Eve.

Gui said he believed Zhejiang Geely Holding Group, parent of Hong Kong-listed Geely Auto, had financial support for the acquisition of Volvo.

Reuters reported on Dec. 1 that Geely was seeking at least \$1 billion in loans to finance its \$1.8 billion bid for Volvo, and that three major Chinese banks including one policy lender had agreed to offer the money.

Geely Auto would be looking for opportunities to participate in the Volvo project once the acquisition is closed, Gui said.

"The ultimate goal is to inject Volvo into the listed company," said Gui. However, he added that he could not predict when that goal would be realized.

Home-grown Geely, which means "lucky" in Chinese, is hungry for modern, innovative technologies from the Swedish brand to upgrade its car lineup and tap China's auto market, now the world's biggest.

Besides Beijing's support for Geely's Volvo acquisition, Geely also benefits from the Chinese government's subsidies policy, which will continue in 2010.

In early December, Beijing said it would subsidize sales of "green vehicles" in some cities as the Hu Jintao administration stepped up efforts to promote environmentally friendly vehicles to cut fuel emissions and boost domestic consumption—key to maintaining China's economic growth.

The global auto industry has changed dramatically during the past year's financial crisis. Global carmakers such as Volkswagen and General Motors are stepping up their presence in China, which overtook the United States as the world's largest auto market this year.

For their part, Chinese carmakers such as Geely and Beijing Automotive Industry Holding Group are jumping at the chance to pursue overseas acquisitions.

"The landscape of China's auto industry has gone through great changes and I think going overseas for acquisitions is a trend," said Gui.

To catch up with the tough competition and get Volvo working quickly after the acquisition, sources have told Reuters that Geely has already hired external consultants to advise on internal restructuring and integration for Volvo.

Some analysts have warned that brand recognition after the Volvo deal and the cultural gulf between Chinese and Western managers could challenge to Geely's goal to turn the Volvo deal into a long-term success.

Volvo Recalls

Certain 2001 to 2005 S60, S80, V70, XC70, and XC90 models are being recalled due to a problem with the fuel pump. In hot climates and in combination with varying fuel quality, the fuel pump can develop cracks, which could start a fire. This affects vehicles in Alabama, Arizona, Arkansas, California, Florida, Georgia, Hawaii, Kentucky, Louisiana, Mississippi, Nevada, New Mexico, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Utah, Virginia and the U.S. territories.

Volvo is also recalling about 5,200 2010 XC60s because of a possible fire hazard. A cover to protect the fuel lines where they run beneath the vehicle may not have been properly installed.

Another 8,400 2010 XC60s are being recalled due to a driver's seat side cover panel that could cause the seat belt to detach in some accident scenarios.

Winners in the *What Drives Edward* Contest Receive New Volvos

The winners in the *What Drives Edward* contest received new Volvos courtesy of Volvo Cars. They were the first to complete all the puzzles in the online game. More than 370,000 people in the U.S., Canada, Germany, UK and France participated.

Given the overwhelming response in the U.S.—close to 300,000 people participated—Volvo Cars of North America decided to award two winners with new Volvos. Beth Gleason, 18 and Jeannette Lee Underwood, 19, were the first to complete the game and will soon drive off in shiny new XC60s.

The XC60 giveaway was just one of Volvo's promotions surrounding *The Twilight Saga: New Moon* movie. Laura Beringer, 29, of Chicago, won a sweepstakes and received two tickets to the world premiere in Los Angeles. Beringer and her sister, Victoria, walked the red carpet and met members of the cast at the premiere event.

The Twilight Saga: New Moon, the second film in the series, opened to record-breaking grosses around the world. In the film, directed by Chris Weitz and starring Kristen Stewart, Robert Pattinson and Taylor Lautner, the romance between mortal and vampire soars to a new level as Bella Swan (Stewart) delves deeper into the mysteries of the supernatural world she yearns to become part of, only to find



herself in greater peril than ever before.

Following Edward Cullen's (Pattinson) departure from Forks, Wash., Bella discovers his image comes to her whenever she puts herself in jeopardy. In time, Bella's frozen heart is gradually thawed by her

budding relationship with Jacob Black (Lautner) who has a supernatural secret of his own.

The third film in the franchise, *The Twilight Saga: Eclipse*, is due in theatres on June 30, 2010.

C30 1.6D DRiVe Green Car of the Year

The new Volvo C30 1.6D DRiVe with Start/Stop has been awarded TheGreenCar-Website.co.uk's Green Car of the Year 2009. The C30 DRiVe stormed ahead in the online poll beating rivals such as the Toyota Prius and BMW 316d to receive the accolade.

Emitting only 99g/km of CO₂, the new

C30 1.6D DRiVe with Start/Stop not only qualifies for free annual Vehicle Excise Duty, but also offers up to 74.3 mpg on a combined cycle resulting in around 850 miles on one tank of fuel. These eco credentials make it one of the most fuel efficient vehicles in its class without compro-

mising on style and comfort.

On top of receiving an overwhelming majority of votes from visitors to the site, the Volvo C30 DRiVe was also unanimously voted Green Car of the Year by the motor journalists behind TheGreenCar-Website.co.uk.



1978 Volvo 242 DL California Edition

By Jan Nystrom

One of our members recently bought this 1978 Volvo 242 DL California Edition. As you can see from the pictures, it is in good condition and it has only 89,534 miles on the odometer.

He turned to the club to find out more about this model and what really constituted a “California Edition.” Here is what we’ve been able to find out so far.

The 242 California Edition was an attempt by Volvo to appeal to women buyers, but apparently it was a flop. You be the judge. The model is quite rare, but we don’t know how many were made. The interior is by far the most unique feature—the completely white exterior also stands out.

- Two-door sedan
- All white exterior, including the grille
- Seats and interior panels have an orange geometric pattern
- Automatic transmission
- Manual sunroof and windows
- Mechanically, standard 242 DL configuration

As you can see there are many questions remaining. Was it only offered in 1978 and on this model? How many were made? Was this special edition conceived in Gothenburg or here in the U.S.?

If you have more information, perhaps even own one, we’d love to hear from you. You can reach me at jan@vcoa.org.



2010 XC60 R-Design Pricing Announced

Volvo has added the R-Design package to the XC60 for 2010. It is intended to give the crossover sportier driving dynamics and looks. This newest edition of the 2010 Volvo XC60 starts at \$42,400.

The R-design package initially became available in 2008 on the C30, S40, V50 and XC90, and is now found across the entire product range, except the C70 and XC70.

A standard XC60 T6 starts at just over \$39,000. This includes the 281-hp turbocharged six-cylinder engine, leather interior, 18-inch wheels, Bluetooth, and all-wheel-drive.

For a total of \$3,900 more, buyers can opt for the R-Design. It includes all of the T6 standard equipment, and adds a stiffer chassis with revised suspension, Cratus 20-inch five-spoke wheels, color-matched body trim, sports seats, and a unique metallic-themed interior.

The Passion Red exterior color is exclusive to the R-Design.

The XC60 R-Design can, of course, be equipped with all the regular options. These include Climate Package (\$1,000) with heated front and rear seats, heated windshield washer nozzles, and rain sensing wipers; the Multimedia Package



(\$2,700) with a premium audio system, navigation with real time traffic updates, and a rearview camera; and the Technology Package (\$1,700), which includes adap-

tive cruise control, collision warning with automatic braking, driver alert control, and lane departure warning.

The XC60 Wins Two More Awards

The XC60 was named 2010 International Truck of the Year by the International Car of the Year (ICOTY) jury. The award was

given to Doug Speck, president of Volvo Cars of North America, at the 2009 Los Angeles Auto Show in early December.



The XC60 was chosen the winner by a panel of 19 automotive journalists from around the U.S. and Canada representing top newspapers, magazines and websites.

Once approved by the ICOTY nominating committee, the awards jury then bases their decision on a number of important criteria: The vehicle must be new or substantially revised, it must be offered for sale to the general public by the judging deadline of November 16, 2009, and may not have been previously considered for the ICOTY Awards.

The XC60 also took first prize in the "Family Car of the Year" category in the first-ever Women's World Car of the Year competition. All told, 21 cars competed in four categories with eight female motor journalists from seven countries voting for their favorite cars. All the winners were recently presented in London. The overall winner was the Jaguar XF.

Over the past year, the eight women from Britain, the U.S., Canada, South Africa, India, Australia and New Zealand put 21 selected cars to the test. The competition was created to educate the world's car makers about female customers' requirements.

Volvo Laplander

By Jan Nystrom

Volvo has produced all-terrain vehicles since 1939/1940. But they delivered their first military vehicle already in 1928, based on a regular production truck. Keep in mind that these were the days when Volvo trucks and cars were built by the same company. In fact, Volvo branched into building trucks as a way to offset the cyclical swings in car sales.

The famous designer, Nils-Magnus 'Måns' Hartelius, was the father of many successful cross-country vehicles designed and produced by Volvo. The Laplander, developed in the late 50s, became especially popular.

The Laplander, nicknamed Valpen (the puppy) in Sweden due to its clumsy looks, was the result of a design competition sponsored by the Swedish armed forces, that wanted a successor to the Willys Jeep which was now growing old. These so called "warriors" had been purchased from the Americans as surplus after World War II.

The Laplander was presented to the Swedish Army in 1959, when a number of pre-production units were produced for testing under the designation P2304.

The new vehicle was of the forward-control type (i.e., the driver sat in front of the front axle) in order to decrease the total length, to improve off-road handling, and to better distribute the weight between the axles.

The final version, L3314, was very sim-

ilar to the early pre-production units, except the B16 engine had been replaced with the more powerful B18.

The L3314 was an ingenious cross-country light-duty vehicle, based to a fair extent on the same components as the PV544 and the Amazon. The engine, the gearbox, and the rear and front axles were identical to the cars, even though an intermediate reduction transfer gearbox had been added to

power both axles and to reduce the speed at normal engine rpm in terrain.

One of the most important factors behind the extremely good terrain mobility was the large tires, together with a generous ground clearance. A differential lock on the rear axle added traction under muddy conditions.

The basic version for military use was presented as an open vehicle with canvas roof. Later a hardtop version with steel superstructure and room for eight people was introduced and produced in parallel with the canvas version.

The hardtop became the basic model when the civilian Laplander was introduced. A pickup version with a two-person cab was also available. It became popular for community service functions such as snow-plowing and forest fire-fighting.

The Laplander was a genuine multipurpose vehicle which was initially intended for troop transport and reconnaissance duty. Very soon a version for mobile radio-transmission was developed, on the basis of the hardtop body, as well as ambulance models.

The Laplander also proved itself as a combat vehicle, in both Norway and Sweden, as a light-duty anti-tank gun platform. The Norwegian version was based on the regular forward-control version, whereas the Swedish L3304 anti-tank



One of the later versions of the Laplander produced in Hungary.



1963 Volvo L3304 Anti-Tank Vehicle

By John Holtzaple



This L3304 Anti-Tank Vehicle was recently purchased on eBay by Stadel Volvo in Lancaster, Pennsylvania.

It was imported into the U.S. around

vehicle had a unique body with a hood and a very strong roll-bar for improved crew safety. A special version was also developed as a launch vehicle for anti-tank robots.

The L3304 was designated Pansarvärnspjästerrängbil 9031 (anti-tank weapon all-terrain vehicle) by the Swedish Army. It came armed with a Bofors 90 mm recoil-less anti-tank rifle capable of delivering an eight pound projectile 874 yards. The roll bar could be used as a handle to air lift the vehicle by helicopter.

Production of the Laplander stopped in 1970, when it was superseded by the more powerful C3-generation of high-mobility vehicles. There was, however, a steady demand for the efficient and slightly less advanced Laplander from various civilian customers. After several years, production was re-started in cooperation with the Hungarian manufacturer Csepel Auto.

The revived model was called the C202. It had revised transmission components, different door-locks, and a black, plastic grille. Production ended in 1981.

2000 by a Miami, Florida furniture dealer. He in turn sold it to a veterinarian who used it on his farm in North Carolina.

When the vet purchased it, the engine leaked oil like a sieve. Upon adding synthetic oil, however, the leaking stopped. Evidently the rear main rope seal expanded when soaked with the new oil.

He performed routine maintenance, had a local body shop repaint it, and replaced some minor parts before selling it to someone in Georgia. The estate of the Georgia owner recently liquidated it via a broker in Atlanta who listed it on eBay.



Specifications

Date of manufacture: . . . August 8, 1963
Serial no.:122 (of 376)
Engine no.:1706 (4-cylinder B18)
Combat weight:4,850 lbs
Length:14' 5"
Max speed:60 mph
Current mileage:33,620 km (20,666)





First Footage of the New S60

By Jan Nystrom

Volvo made the first official pictures of the new S60 available to the world press back in November.

Now they have released video footage of the new model as well. This took place a few seconds after midnight on New Year's Eve (Central European Time) on YouTube (www.youtube.com/volvocarsnews). Volvo enthusiasts around the world were given a sneak preview on Volvo's Facebook page slightly ahead of time.

The video is shot in Volvo's photo studio in Torslanda. The car is shown from all angles but the lighting is dark and the details are difficult to discern, which I imagine is intentional. None of the interior is shown. The accompanying music is great and especially composed for the clip.

I viewed it shortly after it was first released and the comments posted were overwhelmingly positive. I thought this one was quite fitting:

Whoever is designing your cars as of 2004 and up, give them a huge bonus. This car is gorgeous. I'm 24, it's not my market or class of vehicle, but I can appreciate sophistication and beauty when I see it. Awesome job on the new S60!

The all-new Volvo S60 will be unveiled to the public for the first time at the Geneva Motor Show in early March. Production will start in early summer 2010 at the Volvo Cars plant in Ghent, Belgium.

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All new Volvo S60 - First footage 3 ratings ★★★★★

From: VolvoCarsNews | December 30, 2009 | 31 views

The all-new Volvo S60 is sculpted to move you. It looks and drives like no other Volvo before and the car's technology will help you to be safer and more confident behind the wheel.

The all-new Volvo S60 is being unveiled to the public for the first time at the Geneva Motor Show in early March 2010. Production of the sporty sedan model will start in early summer 2010 at the Volvo Cars plant in Ghent, Belgium... [\(more info\)](#)

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Blind Artist's S60 Painting Sold on eBay

Turkish artist Esref Armagan's interpretation of the new Volvo S60 was recently auctioned on eBay. After 52 bids were submitted, it was finally sold for \$3,050. That's the highest price an art piece has sold for on eBay for the benefit of a charity. The entire proceeds will go to the Canadian charity, the World Blind Union, which represents more than 150 million blind and vision-impaired people in 177 countries.

The purchaser was a Volvo dealer in Quebec, Canada.

"I'm really impressed with the artist, and with the video, which we couldn't stop watching. I figured it would be good for a dealer to have it, and as long as it was a dealer, I thought it might as well be me," says Rachel Léonard, general director of Volvo de Québec.

There was immense interest in acquiring Esref Armagan's free interpretation of the Volvo S60 on eBay. The bidding started on December 7 and the first offer was a modest \$20. Seventeen bidders participated, all in all. 11,300 people visited eBay to watch the auction. A few minutes before the auction closed, the final bid came from Volvo De Québec—\$3,050.

It was earlier last fall that the blind



Turkish artist was invited to Volvo Cars' design studio in Gothenburg, Sweden, where he became the first outsider ever to be allowed to examine Volvo's forthcoming model, the new Volvo S60, and to then recreate it on canvas.

Over the years, Esref Armagan has acquired a reputation for his unique skill in capturing perspective, color and form

despite his handicap. His work has amazed researchers the world over.

The painting of the S60 was documented in a film entitled *The Blind Preview*, which can be watched on Volvo's Facebook page (www.facebook.com/volvo).

The new Volvo S60 will make its debut at the Geneva Motor Show in Switzerland in early March.



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C30 Battery Electric Vehicle



Volvo presented a complete battery electric C30 with a range of 94 miles at the Detroit Motor Show in January.

The first drivable electric car prototype was shown by Volvo in September 2009. The Detroit C30 takes the company one step further in the development process. It features both a complete interior and full instrumentation, as well as enhanced bat-

tery packaging.

The next step is to build a test fleet of at least 50 electric C30s, which will be used in real-life traffic from 2011. Selected drivers will test the cars during a two-year trial period in order to provide Volvo with valuable experience. Not just technical but also behavioral.

The Swedish Energy Agency is sup-

porting the project by contributing \$21 million towards its funding.

Valuable Field Data

A pure electric car has different characteristics compared to a car with an internal combustion engine. Now Volvo's experts will have the opportunity to study how users handle these differences.

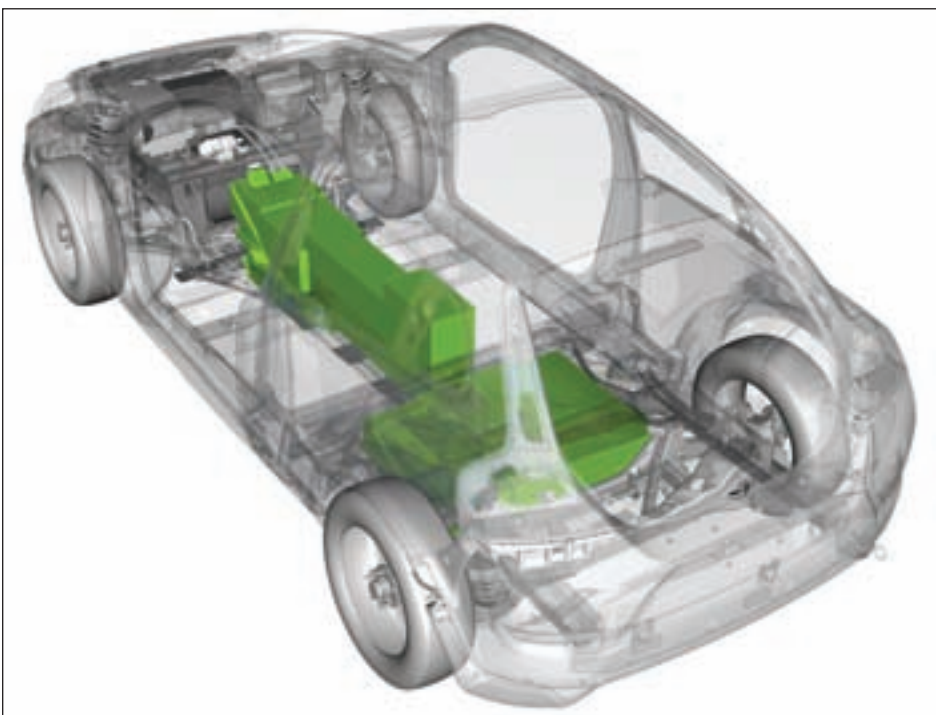
"Our test fleet data will be valuable in our development of electric cars. It will also provide crucial input for the infrastructure planners and help define which services are needed to make rechargeable cars the most attractive choice in the future," says Lennart Stegland, director of Volvo's Special Vehicles.

New Instruments and Graphics

The electric C30 looks like a regular Volvo C30 and it offers the same safety, comfort and roominess as the standard car.

The most obvious difference inside the car is the new instruments facing the driver. The gauges and graphics are somewhat different to those in a conventional Volvo. The combined instrument basically shows only road speed and energy consumption. It integrates a number of new symbols, however, such as battery charge status and other relevant information for this type of vehicle.

The driving experience is also different than in a conventional car. The electric C30 has no gears and the motor's power is



delivered seamlessly, with full power available immediately.

"Cruising along virtually without a sound is a very special experience. The power is there instantaneously. We need to spend a lot of time verifying a transmission system that is both comfortable and safe for the driver to handle and at the same time utilizes the battery's capacity optimally at different speeds," says Stegland.

Like a Regular C30—All the Fun but with No Emissions

An electric motor uses about one-fourth as much energy as an engine running on fossil fuels. This superior energy efficiency suggests that interest in electric cars will increase as fuel prices rise and demands for low CO2 emissions become increasingly stringent.

The C30 shown in Detroit is powered by Lithium-Ion batteries that can be recharged via either a regular wall outlet or special roadside charging stations. Fully charging the battery takes about eight hours.

Top speed with a fully charged battery pack is about 80 mph. Acceleration from 0 to 60 mph takes less than 11 seconds. The car's range is 94 miles. This covers the daily transportation needs of more than 90 percent of all drivers in Europe.

As Safe as All Other Volvos

The electric motor is fitted under the hood while the batteries (24 kWh) are installed in the driveshaft tunnel and in the space normally occupied by the fuel tank, outside the passenger compartment and away from the deformations zones. They



are well encapsulated and the structure around them has been reinforced.

Market Prospects for Electric Power

When it comes to electric-only cars, there are several factors that determine their appeal in the future.

"The consumers must feel that this type of vehicle is attractive both to drive and own. That's why electric cars have to be as comfortable and safe and offer the same sort of performance as regular cars," says Paul Gustavsson, director of Electrification Strategy at Volvo Cars.

He continues:

"We believe in this technology and our field test aims to demonstrate that electric

cars have considerable market potential. However, offering an attractive car is not enough. What is also needed initially is a system of subsidies to make the electric car's expensive battery technology financially viable for the car buyers. We hope that the authorities and the rest of the society will follow Volvo Cars in our "Drive Towards Zero"—Volvo Cars' journey towards zero emissions."

Technical specifications

Power output:82kW, 111 bhp
Acceleration, 0-60 mph: . .10.5 s
Charging duration:<8 hrs
Range (NEDC cycle): . . .94 miles
Battery energy content: . .24 kWh
Battery weight:617 lbs.

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Tug-of-War

By Jim Haughey, K-Pax Racing

The Holidays are over, the New Year is here and it is right about now when you start to realize just how easy it is to break those New Year's resolutions you made just a few days ago. My list of breakables is long: spend more time with my family, start an exercise program, lose twenty pounds, enjoy life more, help others, pollute less, cut up those credit cards, relax, stick to a budget, watch less TV, read more, keep my desk clean, smile, tell a story, make someone laugh...

I have another list, too, the K-Pax Racing Volvo list. I'll share one from the K-Pax list and, at the same time, work on the last two resolutions on my personal list.

On March 20 of 2009, we were scheduled to race at Sebring, Florida. What most people don't know, except for the crew, drivers, and a few of our suppliers, is that we went to Sebring with virtually no testing. Admittedly, we did go to Pike's Peak Inter-

Photos Michael Wong, Mcwphotography

national Raceway in Colorado Springs, but it is a D-oval track not suited to road racing. That was on March 13 and the cars left the next morning for Sebring, so, yes, we did have one day of testing at over 6,000 feet in elevation on a 40-degree day.

I am getting ahead of myself, though. Let's go back to early March. But first, what I am going to tell you, I've never told anyone. It is a secret and you must swear to silence. No one can know what I am about to tell you, not your mother, not your father, not your wife or best friend, and especially not the newspapers or bloggers.

It is early March in Colorado and winter is still in control. The snow of the last storm lies in dirty piles and drifts and the wind is blowing from the southeast. That means only one thing on the eastern slopes of the Rocky Mountains, an upslope storm is coming and with it the promise of two to three feet of new snow.







Will Moody repairing a transmission at Mid-Ohio in August.

It has been cold inside the shop all day, perhaps 50 degrees, perhaps 55. The crew has been working in their ski caps, sweat-shirts and t-shirts. The heaters have been running all day but can't keep up. The 3R crew started before daylight, worked through the day and now it is dark again.

Despite the foreboding weather outside, this day is a milestone, an accumulation of over a year's worth of work and accomplishment. This is the day when we filled and topped off the fluids, tightened the wheels, checked all the nuts and bolts and added the fuel. This is the day when we will start the first completed racecar. It has to be today!

Tomorrow we will be at the four-wheel chassis dyno. The next day we have to update the engine programming, and the next day we have to go test at PPIR, and the day after that we have to paint the other chassis and the next day we need to... There are no extra days in our schedule, there are no days off before Sebring, the 20 days between now and Sebring are full, there is not a day extra, not an hour extra. It must start and run today or we will not make our first race at Sebring. It has to be today!

Everyone watched as Dax slid through the safety cage and into the driver's seat. It was past eight pm, no one had eaten, and no one was hungry. Paul was in the front, the hood up, ready, looking, waiting. Jeremy stood to the side, between the two; he could see Dax in the seat and Paul in the front. Bob with his Santa Claus beard and belly, stood farther back, concerned, apprehensive, and fidgety, like Santa on Christmas Eve.

Dax began the start up: main power on, ECU on, ignition on, main fuel pumps on. The four pumps whirled, the pressure built, the pumps' noise lowered in tone and turned to a growl. Dax sounded, "Ready?" Paul gave the thumbs up, Dax pushed the red start button. The power flowed through the switch, the starter motor kicked in; the engine made two rotations and fired.

Jeremy smiled. Bob moved closer to the engine bay. Paul's eyes darted from coolant hose to fuel line to oil line to turbo lines. Dax, in the drivers seat, scanned the ECU data on his laptop and the dash—fuel pressure 50 pounds, oil pressure 30 psi, oil temperature 100 degrees, 1500

rpm, coolant temperature 140 degrees. Pressures stable, temperatures rising.

Jeremy, on all fours now, his head to the floor, scanned the underside of the car with a flashlight looking for leaks. Bob looked, glancing from the engine bay, to Dax, down to Jeremy and back to Paul.

The oil and coolant are up to operating temperatures. The engine has been off and on three times, the fluid levels checked and rechecked. The exhaust and turbo charger have smoked off the residual oil and grease from assembling the car. The alternator hums, putting 35 amps into the battery.

Dax shouts out the window, "Let's move it over to the lift so we can put it up and check underneath." Paul closes the hood and moves aside. Dax steps down on the clutch, pulls the shifter into first gear and gently applies throttle while letting out the clutch. The car stalls.

Jeremy wisecracks, "Where'd you learn how to drive, a correspondence course?" Dax smiles and offers up his middle finger in response. Dax pushes the start button again, steps on the clutch, puts it into first gear and this time with less clutch, more throttle and a determination not to hear another comment from Jeremy, tries to move the car forward. The drive-line clangs and the car stalls again. The car did not lurch, jerk, roll or move in any way.

Jeremy exclaims, "Wow, it should have moved." Bob has moved so he can see Dax and asks, "What happened?" Dax looks up from the laptop and answers, "It didn't move, it stalled, something's wrong." Bob starts proffering ideas, "Are you sure it's in first gear? Did you put the clutch in right? Maybe a brake caliper is stuck, did you..." Dax interjects, "I'm going to try it again. If it is a caliper maybe I can break it free."

Dax takes the laptop and places it down on the passenger floor, freeing up both hands. He pushes the start button, he carefully and deliberately tests the clutch, stepping down and releasing it, taking note of the play and pressure. It feels fine. He shakes the shifter, checks it is in neutral and then pulls the lever back, feeling the detents as it drops into first. He eases down on the throttle, raising the rpm to 2,000 and starts letting out the clutch. He tries to maintain the engine speed as the clutch engages and the engine begins to bog down, but he can't. The driveline clangs vociferously, the wheels rock, the

car bucks up as if to tear itself in two and stalls. The chorus of voices is unanimous, "Let's push it before we break it!"

The clanging, banging, bucking, heard throughout the building, has brought out Donovan, Vic and Randy from the office and now everyone gathers round, looking up at the Volvo on the lift. All eyes are looking for loose bolts, broken shafts, misaligned wheels, shattered joints, bent A-arms or frozen brakes. Nothing! No one sees anything wrong.

After much searching, talking, looking and theorizing, Paul suggests trying again with the car in the air, wheels off the ground. It's agreed.

Jeremy is in the driver's seat, car in the air. Dax stands looking up. He's positioned so he can see Jeremy above, the crew, and the bottom of the car. He checks the crew. Paul is down on one knee, he's at the front. Donovan is on one knee at the back. Bob's opposite Dax on the passenger side, hands on his knees, looking at Dax. Vic and Randy stand behind and to the side of Dax.

This Volvo racecar is all-wheel-drive. The engine transmits power to all four wheels by way of the six-speed sequential gearbox, three differentials, four axles, a driveshaft, and ten constant velocity joints. The AWD system includes hubs, bearings, splined slip joints, and electrical sensors. The crew is looking at it all.

Dax checks the crew one last time and yells, "Clear." Jeremy replies, "Starting." The engine fires, the turbo spins with an audible whistling whine. Jeremy yells down, "First gear." He revs the engine and releases the clutch. The engine does not stall, there is no bucking, the wheels are turning for the first time.

Everyone watches, looking. There is a problem, but what? The gearbox and differentials are making gear noise, the axles and driveline clang back and forth, louder than a passenger car but normal for a racecar, but something is wrong.

Vic is the first to notice, but he is not quite sure and instead asks a question, "Shouldn't all the wheels turn in the same direction?" Everyone's eyes fixate on the wheels. Vic is right, the front and rear wheels are rotating in opposite directions!

Everyone stares, aghast, horrified, and unable to speak. The transmission manufacturer has made a fundamental error in design, the transmission and differentials are rotating the drive wheels in two different directions, tearing the car in two—a



Photo Jim Haughey

Dax Raub driving the S60 race car to Thunder on Pine at the Long Beach Grand Prix in April while Paul Delio in sun glasses is waving to the crowds.

futile tug-of-war.

At the realization of our problem, wheels rotating clockwise and counter-clockwise at the same time on the same car, we all know that our schedule for the next 20 days and as it turned out, for the whole season, was asunder.

The 3R crew each reacted differently to our new predicament. Some fell silent, others cursed the transmission builders and then one and then another, started suggesting ideas and solutions to our new impediment. The 3R crew went from disbelief and disappointment to analyzing and solving the problem. Before anyone went home that night, we had two viable solutions.

Our problem was simple to see, the transmission output shaft to the rear wheels was rotating in the wrong direction. We only had 20 days until Sebring, so we had to come up with two fixes, a short-term fix dictated by time and feasibility, and a permanent long-term solution.

The short-term solution was a reverser box suggested by Dax. It attached to the transmission case at the output shaft. The

reverser was an aluminum case with two gears inside that reversed the rotation of the transmission output shaft. The reverser box certainly was not ideal—it added about 25 pounds to the front of the car, offset our driveshaft by five inches and required us to change and adapt to the new circumstances—but it worked, we made it to Sebring.

Once again, Bob Raub and all the 3R crew taught me some new lessons and reinforced old ones that are applicable to everyone. Surround yourself with hard-working ethical people, determine and define your problem, don't play the blame game, be adaptable and ready to change, find several alternative solutions, listen to suggestions, and work effectively with others.

Have a happy, prosperous and safe New Year!

Jim Haughey is the owner of K-Pax Racing. He can be reached at jim@kpaxracing.com. Michael Wong, Mcwphotography.com, is the official team photographer.

My 1965 544 Named Britta

By Kathie St.Martin

My husband Tom and I purchased our 1965 544 Sport in the spring of 2006. We had been trying to buy this car for years from a gentleman who had it in his garage since 1986. Our perseverance eventually paid off when he decided to sell the car.

Body wise the car was near perfect because it had been sitting in the garage all those years. But we had to have the gas tank refurbished, the carbs rebuilt, and the seats redone. By the summer of 2006 we were on the road.

We've both owned several Volvos before. After much haggling, we decided this would be my car.

Shortly after purchasing the car, we received a call from North Carolina. It was the original owner, Don Graham. He had bought the car new in North Carolina in the fall of 1965. He had been hoping to re-claim this car over the years, but it wasn't for sale. Unfortunately for Don, it wasn't for sale again.

We have become e-mail friends with Don and his son, Bob. Bob is also a huge Volvo fan and owns a 1965 544 exactly like mine, right down to the color.

In our first conversation with Don, he told us that shortly after purchasing the car, he had taken the rubber off the rocker panel area to lube the screw holes in order to prevent rust. Underneath he had found the name Britta written in glue from the factory. Could it still be there, more than

40 years later? We couldn't resist checking. Sure enough, Britta lives on.

We have all wondered who Britta might have been. Volvo in Sweden tried to find a Britta among the assembly line workers in 1965, but they are listed only by last name. They are going to forward the picture to a local newspaper to see if someone comes forward.

Bob Graham, the son of the original owner, and his younger brother in front of my car in 1965.



The past few years have been good to Britta. Tom and his friend, Pete, did a complete engine rebuild in the winter of 2007. During the past year, Tom and another friend, Steve, completely restored the car from top to bottom. Except when painting the car, we taped off the Britta signature to preserve it.

Britta took third place at the National Meet in Ipswich this summer.

It is fun knowing the history of the car so well. Don has provided us with pictures from the 60s and 70s when he was the owner. One shows his son Bob, as a little boy, standing by the car in 1965 with his younger brother.

Don tells how he never let the sun beat on the dash. All of his care and maintenance really paid off. The car was in very good shape when we got it.

Had he not removed the cover on the rocker panel we would never have known about Britta written in glue so many years ago.

Kathie St.Martin lives in West Greenwich, R.I. and can be reached at kathiest.58@cox.net.

Sold at Auction

Photo Terry Parkhurst



This 1971 1800 E was sold at auction for \$6,000 on September 26 last year in Portland, Ore. The price might have gone higher but for two factors: an automatic transmission and a noticeable oil leak underneath the car. The auction was conducted by Silver Collector Car Auctions, based in Spokane, Wash.

#1 Back in Sweden

The first P1800, chassis number 1, is back home after a 19-year stint in the U.S. Bo Eriksson of Valbo, Sweden recently bought it from VCOA member Jon Peake in Virginia.

Number 1 was originally delivered in 1961 to Mario Moulun of Sundsvall, Sweden who ordered it at the Brussels Auto Show in 1960 when the P1800 model was first unveiled.

It changed owners in Sweden in the late 60s when Jan Johanson from Uppsala bought it. He kept it for three decades and had it partially restored around 1990. It had serious rust issues after sitting in a barn for most of the 80s.

When Jan decided to sell he thought the car would fetch a better price in the U.S. It went through the Barrett-Jackson auction in Scottsdale, Ariz. in January 2001 and Mike Waddell of Texas bought it. Jon Peake became the owner in 2004.

Bo Eriksson received the car in October. He has worked with cars his entire life—started his career as an auto mechanic, but has also owned a gas station, a car rental agency and worked at a Volvo dealer. He is active in the Swedish P1800 Club.



Bo had a little bit of trouble bringing the car through Swedish Customs and getting it registered. The inspector insisted that the chassis number had to have three digits. When Bo pointed out that this was the first production unit and there is only a '1' on the badge on in the engine compartment, the fellow came around.

Bo won't tell even his wife what he paid for it.



Old Volvo, Again

By Chuck McVinney

I am still driving my 1996 850, now with nearly a quarter of a million miles on the odometer. I had a great deal of difficulty buying this car, because my previous Volvo, the classic 240 DL, wouldn't give up. I remember asking my mechanic at Boston Volvo Village where I bought the car in the early 80s what was wrong with it.

"Well, we've looked it over pretty carefully, and I'm glad to say there is nothing wrong with it."

"But, there has to be something wrong with it."

He looked at me puzzled and said, "Why?"

"Because, as much as I love it, I've owned it nearly 15 years and put nearly 200,000 miles on it and I'd like something new."

He looked down and chuckled. "Well, there is one thing wrong with it."

"What?" I answered too gleefully.

"It's old."

That was enough. I traded it that day for the 850. Which means that now that it is 2010, I have had only two cars in over 25 years, my 240 DL and my 850.

Both cars were subject to harsh driving here in New England. Neither one ever let me down. I admit to being somewhat fanatical about regularly caring for them—oil changes, scheduled check-ups and all that good stuff they remind us about all the time.

As I contemplate the 248,000 miles on the 850 and begin to think about replacing it, many stories come to mind.

One weekend in the winter of 1997, when the 850 was a mere two years old, I planned to take my teenage son and a few of his friends to a ski resort for the weekend. On route we ran into an unexpected snow storm, the kind only the ocean and mountains can conjure up with little

warning along the North Atlantic coast. We were three hours from the Maine ski resort we were headed to, and the Maine Turnpike was rapidly filling up with snow. We kept going; carefully, since I had all that precious teenage cargo with me, who were, I should add, going to kill me if I didn't get them to the mountains.

The storm only grew worse, but the balance and weight of the car was moving us along at a safe speed despite the gathering snow. I decided to keep going as long as I felt safe. I am used to winter driving and always keep good tires on the car for times just like this.

By the time we got off the turnpike, with two hours official driving time left to reach the resort, the snow was up to five inches deep. I pulled into a gas station, and all the talk at the payment counter was about the storm. "Hasn't reached the peak yet," one driver was saying. "Bound to get snowed in from this one," the service station owner said.

I was a little worried. I asked who had heard a forecast. They all agreed the storm was coming from the south and would be building northward by the hour, likely passing quickly out to sea, though, late at night. That meant we were just on the front edge of it. If we kept on going, maybe we could beat the worst of it before it hit hardest and eventually wound down. So we headed on.

The roads filled up with both traffic and snow faster than I anticipated, but not to the point where I felt endangered. Many cars were stranded along the way, and most had real trouble navigating hills and curves as we traveled further and further north. The traffic that did keep moving slowed down to a crawl in places, but the 850 never slipped once on the slushy surface. I carefully navigated my way through the slow and stopped cars,



squads of snow plows, and the persistent blowing snow.

The boys groaned in the backseat, "How much longer?" and other expressions of impatience. Then, thankfully they fell asleep, as we passed into the fourth hour of the expected two-hour drive.

And so it went—I was able to keep moving just ahead of the storm, passing lesser cars mile after mile, until, at 4 AM, the sky suddenly began to clear as we arrived at the resort.

A full moon was beginning to break through the clouds, even though there were still thick heavy flakes falling from the sky. It was clear the storm had dumped a lot of snow on the ski slopes as it had passed by.

Remarkably, the car had not slipped once on the snow as we drove on the rugged mountain roads.

As I pulled into a parking space, groggy, but safe and happy, the car hit a pile of snow about 15 inches deep and abruptly stopped.

I was stuck.

The sudden jolt awakened the boys, who looked out at the giant mountain, lit up by the moon darting from cloud to cloud, and a whoop of joy arose. "Mr. Chuck, you're the man," one of the boys said.

"Maybe," I said, enjoying the accolade. "But the last five feet of this trip will require boy power."

Scrambling out of the car, they pushed me into the parking space. As they did, I thanked the tenacity of the car for the safe journey and the elated boys. We unloaded and the 850 rested for three days without having to move, while we took to the slopes and thanked our good fortune that we now had the storm firmly under our feet, right beneath our skis.

Chuck McVinney lives in Brookline, Mass. and can be reached at chuck@mcvinney.com.



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Painting Bumpers and Trim

By Brian McCleaf

This summer I attended several Volvo meets. I met nice folks and saw lots and lots of Volvos. I was impressed by the loyalty and dedication along with the camaraderie of fellow enthusiasts. But I was surprised at how often bumpers and trim were overlooked on otherwise great looking cars.

I've been doing reconditioning and paint and body since 1978. I realize this experience gives me a bit of an advantage, but I'll try to explain the process in simple steps so that you too can achieve professional looking results. Let's get started.

The guinea pig for today's lesson is Jan Nystrom's freshly painted 1991 940 Turbo wagon. We are going to freshen up his door trim and bumpers. This will improve the overall impression, giving it a new car look instead of just a nice paint job. Even without fresh paint, this quick and easy process will elevate your Volvo to "look-er" status.

The trim we are talking about here is the hard rubber and soft plastics types. For

example, late model 240 lower door panel trim, all 850 door trims and textured bumper caps, textured trim on XC70s, and, of course, black rubber bumpers on 200-, 700-, and 900-series Volvos.

Over the years I have seen many approaches to the faded trim dilemma—everything from constantly greasing them up with silicone based shine-alls to shoe polish. Like water-based alkyd latex products they serve their purpose, I guess, but they can't match the look or durability of the method I'll describe here.

The first step is getting things cleaned up. If you are going to paint your trim with an aerosol can product, all wax and silicone must be removed. If you are not going to paint right now, stop using greasy coatings and trim shine anyhow. We want your trim to "look its worst" before we start to apply products.

Thoroughly wash the car with dish soap like Joy or Dawn (one oz. per gallon of water). Scrub the trim to be painted with a strong cleaner like Fantastik or 409

and a scotch bright pad while washing. Make sure never to let strong soap dry on your paint. Rinse and dry well, preferably over-night if compressed air is not available to blow out water from cracks and behind the trim.

Since Jan's car was at the paint shop while I was doing this, the door trim had already been removed and I refinished it off the car. The bumper covers, however, will be redone later on the car. If your trim is on the car, now is the time to cover up the areas you don't want painted trim black with masking tape and paper. Tape and cover all areas around the bumpers too. Twelve inches of masking will do the job if you're working inside and above 65° F.

A paint booth is not necessary, as we are using spray cans, however, adequate ventilation and/or a type 23 mask (charcoal filter) is strongly recommended. You may also want to cover the top of the car (hood, windshield, glass, roof and trunk) with an old clean sheet, or plastic drop cloth, to protect from fallout-type overspray. ▷



Cover all areas you don't want painted with masking tape and paper. Twelve inches of coverage will do the job, but it is also a good idea to place a drop cloth over the top of the car to protect from fall-out-type overspray.

When the masking and covering are done, check your trim closely for road tar or paint. If present, clean it off with mineral spirits or paint thinner, using lint free rags.

Next, the final wipe down. In this step, wipe down all surfaces to be painted with an alcohol-based solvent like PPG's DX103. In a pinch you can use a 90% iso-

Use an alcohol-based solvent, like PPG's DX103, for the final wipe down. You can also use regular 90% isopropyl alcohol, found at your drugstore.



propyl alcohol, found at Walgreen's or RiteAid. Use new or clean lint-free towels. I prefer the new microfiber type shown in the picture.

If compressed air is available, blow and dust off any dust or lint. Otherwise, wipe surfaces lightly with an old, but clean tee shirt, or a tack cloth.

The paint products used in this article are both manufactured by SEM. They are available from a number of auto parts and paint supply stores. Plastic Adhesion Promoter comes in 20 oz. aerosol cans whereas Bumper Coater comes in 12 oz. cans and is offered in 27 different colors.



Let's get ready to spray. First a few tips.

1. Warm and dry is good. Cool and damp is bad.
2. Use daylight and extra light(s)—the brighter the better. Check your work with a handheld work light.
3. Prep your spray can. I put about a gallon of hot tap water (up to 110° F) in a 5 gal bucket, and float my spray can for about 5 minutes. Remove, dry off, and shake well for a full one minute. This gives me optimum pressure and mix.
4. Keep the can moving when pushing the tip down and raise your pressure finger up on the end of each stroke. The spray can distance should be about 12 inches from your work and your stroke should be smooth and flowing sweeping about 2 feet in a second, MISTING the material on the surface you are spraying.

Prepare a can of adhesion promoter as described above and mist ONE coat on all surfaces, making sure you hit all angles of all surfaces including the lower edges. The surface should look lightly wet, like fine morning dew. Let it dry for 20 minutes if the temperature is above 75° F. Allow 30 minutes for temperatures between 65 and 75° F. One can is easily enough for this project.

After the adhesion promoter dries (not more than 30 min), get a can of Bumper Coater ready. We'll need three cans for this project—one for each bumper and about a can for the side trims. Spray one misting

coat on all surfaces, hit all angles, and remember to get the undersides. Let dry 10-20 minutes. Use your work light to look for spots you missed.

Spray the second coat in the same manner as the first. Misting it on and hitting all angles, making sure to cover any missed spots. Let dry another 10-20 minutes. Check your work again with the work light and touch up any light spots or missed spots.

For the third coat, spray a little bit heavier, move in to 6-8 inches distance from the work surface, and concentrate on even strokes over the broad surfaces. This is the finish coat. Check your work with the work light. Any light spots can be easily misted in. This stuff melts right in and leaves a uniform satin finish when dry.

Let dry at least 2 hours before unmasking—overnight wait is better. Wait 48 hours before exposing to weather. Maximum adhesion and curing is 30 days. Wait 30 days to wash with car wash.

I did my wife's 1995 850T three years ago with this stuff. It sits outside and the finish is still holding up. Not bad for a couple of hours work, and less than \$100.

Brian McCleaf lives in York, Pennsylvania. He is parts advisor at Lehman Volvo York and can be reached at parts@lehmanvolvo.com.



Keep the can moving when pushing the tip down and release at the end of each stroke. The distance should be about 12 inches from your work and the strokes should be smooth and flowing, sweeping about two feet per second. The paint should be misting on the surface as you are spraying. Move closer (6-8 inches) for the final coat and spray a little bit heavier. Concentrate on even strokes over the broad surfaces.



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LHD



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Flasher lens
Clear P1800
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Genuine



668399
Taillamp lens
P1800
Red/amb.



192229
Fusebox cover
Amazon/PV/Duett



673233
Expansion bottle cap
B20



238960
Ignition coil
Az/PV/Du 12v
LHD



680196
Key blank
B20 ignition



665040
Headlamp
chrome rim
P1800
Made of copper
no rust!



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25 amp, genuine



686833
Expansion bottle
B20



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chapter news

Atlanta Chapter

Fall Festival

The Atlanta Chapter got together Saturday, October 31, when our local dealer, Dyer and Dyer, asked for club members to come out for their Fall Festival.

Despite the cold and rain, we had a good number of models represented from Kenny and Kathy's Seeley's 1961 Duett "Bubbles" to three 1800s and a number of newer models, including an S60R which was added to the collection by the dealer off their lot.



One highlight of the event was the inclusion of an "Alex Lemonade Stand." The Atlanta Chapter has decided to support this fund raising effort which supports research for the prevention of cancer in children.

Five years ago Volvo Cars extensively promoted and supported Alex's Lemonade Stands in all of their dealerships, so there has been a longstanding history.

Chick-fil-A donated the lemonade and the Owens children staffed the table. They have made the effort a part of their school service project for the year, so there will be stands at future chapter events.



Golden Gate Chapter

Get-Together at CJ's

Twenty vintage cars and 35 people showed up on Saturday, October 10, at CJ's shop in Alameda, Calif. for a casual meet-and-greet/car show. The grassy parking lot across the street, made available to us by Perforce Software, was an exceptional venue.

We had everything from the extremely rare 1959 P1900 to V70Rs. The people, cars, and food were great, and the weather was fantastic—an excellent day to be repeated again next year as an annual event.

We shared this show with a massive 436 pre-1979 car event right on Park Street in Alameda, just two blocks away. It occupied five blocks displaying some incredible classic vehicles.

Thank you to everyone who helped with the event, including CJ Yother and Dick Thomas, our chapter president and vice president; and burger chef Gary Lodge. A special thanks to those who donated raffle items and to Cliff, our local Volvo shop owner, for his support. We would also like to thank Perforce Software for the generous use of their unique parking area.





It was a great turnout and we truly appreciate everyone's support of the club.

Thunderhill Track Day

On November 5th, the Golden Gate Chapter held its first open track event at Thunderhill Raceway Park in Willows, Califor-



nia for skilled drivers with previous track day experience.

Twenty-two drivers spent seven hours testing their skills on a 3.2-mile road course. The mix ranged from Scott Reems in his P1800 to Tom Marinshaw in his Porsche Carrera 4S and John Bass in a supercharged Audi R8.

John Pagel of Evil Genius Racing brought a group to tune up for a 24 hours of LeMons Race. Carlo Cardin in his 740 kept the group humble, but Bill Brinkops' 2001 Corvette ran laps consistently under two minutes.

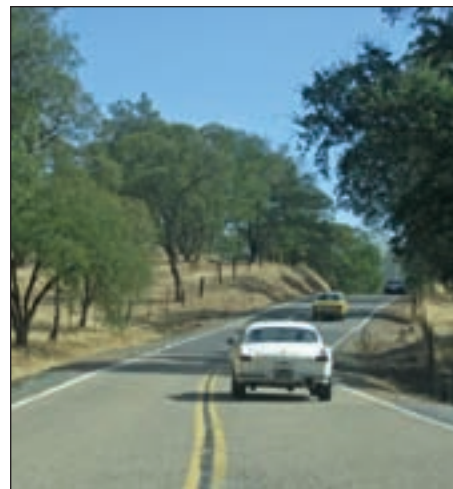
It was a fantastic day with great drivers, ride sharing and hands on instruction from the veterans. The club thanks Shannon Ell, general manager of Thunderhill, for his help and support in making the event happen.

Our next track day will be May 17. Please visit www.ggvcoa.org for more details and registration.

Sacramento Chapter Foothill Drive

We enjoyed quite an adventure during our Foothill Drive in October. The back roads of California's Gold Country have many hidden treasures. This time we encountered a very spooky place that was fitting for the Halloween season. Our group of 13 people in eight vehicles included a Saab Sonett and seven Volvos, ranging from a couple of 1800s, a 144, a 780, a C30, an Ocean Race and one S70 T5R.

After meeting on the outskirts of Sacramento County, we drove the two-lane roads to Ione where a tour of "Preston Castle" was scheduled. The Preston School of Industry, built in the 1890s as a reform school for wayward boys, was abandoned in the 1960s. It was slated to be demolished, so most anything that could



be was hauled away. The valuable slate roof was removed leaving the interior to the weather and wild life. Touring the remnants of what's left is both interesting and strange. The slideshow on our website (www.sacvolvoclub.org) shows the "castle" in its current state and lets you see the grand scale of the imposing four story brick and sandstone building.

From Ione we drove to Amador City for lunch at Andrae's bakery and deli, a popular foothill destination for breads and pastries. Following lunch we took historic Highway 49 passing through Sutter Creek heading toward Jackson. We ended our tour on Jackson Gate Road at the Kennedy Tailing Wheels Park. The tailing wheels were part of the Kennedy Mine's gold mining operation from 1914 to 1942. The scale of these 58-foot diameter wheels is hard to appreciate in the picture—much more impressive in person!

After a thorough taste of foothill history we headed back to our respective homes with an appreciation of some of California's past. Who knows where the 2010 Foothill Drive will take us!

continued on page 36 ▷





calendar of events

Periodic Meetings

Appalachian Chapter Dinner Meetings

Last Wednesday each month 6 PM, Sagebrush Steak and Saloon, S. Illinois/Rutgers, Oak Ridge. Please RVSP to Mark Downing, 865-481-3112.

Cactus Chapter regular meetings the third Sunday of each month. See www.cactus-chapter.org for details.

Great Lakes Chapter Regular meetings are held at 5:30 PM on the third Tuesday every other month (Jan/Mar/May/Jul/Sep/Nov) in Clara's Lansing Station restaurant, 637 E. Michigan Ave., Lansing, Michigan. www.greatlakesvolvoclub.org

Palmetto Chapter Meetings Olive Garden across from Volvo of Greenville, Laurens Road (Hwy. 276). Check [Carolinavolvo](http://Carolinavolvo.groups.yahoo.com) at groups.yahoo.com for dates or contact Jon Morgan jon.morgan@alumni.clemson.edu.

Pacific Northwest Chapter/Oregon Volvo Tuners Club. For more info, contact Nick Choy, 503-691-1432.

Rocky Mountain Chapter Dinner Meets Second Tuesday each month 7 PM, Pints Pub, 221 W. 13th Ave., Denver. All Volvo enthusiasts invited. Contact Tom Stoffel tlstoffel@comcast.net.

SoCal Chapter Dinner Meets Join us for our monthly meets; different place each month on a Friday at 8 PM. Please see updates at www.scvcoa.org or contact Dave Barton 909-674-0818.

St. Louis Area Dinners are held monthly at a different restaurant each month. Call Jim Jeske for more information, 314-894-3575 or jim2119@msn.com.

Washington/Puget Sound Chapter holds

quarterly meetings. Check our website www.psvcoa.org for details.

February 14

Washington/Puget Sound Chapter XXX Root Beer Drive-In 10 AM-3 PM Swedish Cruise-In at Issaquah. All Volvos and Saabs invited, with numerous clubs participating in this popular event.

March 12-14

Texas and Alamo Chapters Spring Break Bash The Texas and Alamo Chapters will hold a meet in conjunction with the Texas Volvo Crew Spring Break Bash near Austin, Texas. Open to all interested parties. For more details please visit forums .swedespeed.com/zerothread?id=126645.

April 10-11

SCCA SFR 2010 Vintage Volvo Challenge The 2010 Vintage Volvo Challenge at the Laguna Seca race track will honor the racing careers of Volvo drivers Art Riley and Walter Cronkite. They were both well into their 90s when they passed away this year. The growing list of participating vintage race cars includes over 30 PV444s, PV544s, 122s, 142s, P1800s, Volvo powered Marcos, and Volvo powered specials. Drivers will be coming from all over the U.S. and Canada. Featured invited cars are the 1959 Byers Special driven by 80-year young Ole Anderson and #51, Art Riley's famous P1800, recently restored by Rick Hayden. For more information, contact Alan Berry alanb@alanberrydesign.com 858-673-8972. For technical questions, contact Bill Godwin vintage@sfrscca.org.

If you know someone with an old Volvo

racer or a driver, they should be there. Please let them know about the event.

We welcome all Volvo clubs to display in the pits.

May 21-23

Carlisle Import Show The 2010 Carlisle Import-Kit/Replicar Nationals Showfield will feature vintage and specialty German vehicles, with a focus on high-end models like the BMW M-series and Mercedes AMGs. Everything from Audis to Porsches will be on display. Register at store.carlisleevents.com. Save \$10 by registering before May 2.

June 11-13

Viking Classic Autoshow 2010 Paris and the Beauregard Castle, France. Friday—opening night at the Swedish Institute in Paris; Saturday—ride day for car clubs, gala evening; Sunday—car show at the Beauregard Castle, Val de Loire featuring P1800 50th anniversary, new S60, rare Volvos exhibition (1957 P958-X1 prototype, hand built by Frua in Italy; 1800S Volvoville convertible; Amazon Coune convertible); and distinguished guests Pelle Petterson and Irv Gordon.

All Volvo owners are invited to exhibit their cars.

Please visit www.vca2010.com for more information or contact Pascal de Belder at clubs@vca2010.fr.

August 13-15

VCOA National Meet at the Gilmore Car Museum, Hickory Corners, Michigan hosted by the Great Lakes Chapter.

VCOA 2010 National Meet



Gilmore Car Museum
Hickory Corners, Michigan
August 13-15



club items

Club items can be ordered from VCOA, PO Box 16, Afton, NY 13730 or through our website www.vcoa.org. When ordering by mail, please include your check or money order payable to VCOA.

Car Blanket TriMountain blanket (50" x 58") with windbreaker shell and 100% polyester fleece lined back. Rolls into 7" x 13" package with velcro seal and outer pocket.



\$45 plus \$6 for Priority Mail shipping.

Gift Membership One year membership includes six issues of *Rolling*, discounts at participating dealers, opportunity to make new friends at regional and national events, and access to technical advice through our forums and fellow members. \$35/membership

Rolling CD

Every back issue of *Rolling* from 1983 through Sep/Oct, 2004 in PDF format. The text has been indexed and is completely searchable across the entire CD.

Created using Adobe Acrobat. Available in either Mac or Windows format

\$25 for members, \$100 for non-members. Add \$3.50 for shipping.



VCOA Decal

Inside or outside application (please specify). 2.5 in. diameter. \$1.



VCOA Grille Badge

A new batch of grille badges has arrived.

The mounting studs are now being hand-soldered to assure secure fastening. The badges are all metal, laser cut, 2.4 in. diameter, with chrome and enamel finish. The mounting may require additional rubber spacers on some grilles. \$30 including First-Class postage within the U.S. Please inquire for international orders.



VCOA Hat Embroidered logo, adjustable leather strap, one size fits all.

\$16 plus \$4 for Priority Mail shipping.



Volvo P1800 Historic

Library CD-ROM with P1800 history, technical information, service manual, road tests, data plate decoder, magazine ads, showroom literature, and famous P1800s (The Saint's and Irv's two-million-mile P1800). Gallery of photos and websites. Designed for Windows 98/SE/ME/2000/ XP. Special VCOA member price \$25.00 (original retail \$49.95) including shipping.



Classic Volvo Note Cards and Prints

from original line paintings by tia lynn. Printed on smooth ivory card stock (5" x 7" when folded) with matching envelopes. Single cards come in a protective sleeve; sets come in a white presentation box with clear lid.

Single card/env \$3.00 + \$0.50 shipping
Box of 5 \$12.95 + \$3.00 shipping
Box of 10 \$19.95 + \$3.50 shipping

Matted prints of the original line painting by tia lynn come with an acid-free back in a protective sleeve. Ready for framing; image is 5" x 7", outside measurement is 8" x 10". Choose from red, gray, black, or green matte. \$19.95 + \$3.50 shipping.



World's Shortest Volvo

Here's another creation by Peter Oskarsson in Nybro, Sweden, who had also built the world's lowest Volvo that appeared in the last issue.

This was one made from a 1972 Volvo 145. It's been shortened to a total length of 10' 3".

Peter cut 27 1/2 inches in the back, 8 inches up front, and 16 inches in the middle. It took him six weeks and the car was ready for the Elmia Show back in 1992. Today it sits, waiting for new inspiration, but Peter affirms that it's as much fun to drive as it looks.

"A lot of people think it's cute," he says. "Lots of fun to drive. The engine has been souped-up and it really moves. Feels a bit like kicking a soccer ball when you step on it."





The following Volvo dealers and parts suppliers have agreed to furnish VCOA members discounts upon proof of membership. Present your membership card in advance to the parts counter person. If your local dealer is not listed, ask

him if he would be willing to join the program. That's how all these vendors got on the list. The participating businesses receive a complimentary subscription to *Rolling*.

Volvo would like to hear comments—pro and con—regarding your local dealers, so they may better serve their dealers and you. Volvo Customer Service may be reached at 800-458-1552 or 800-526-4785.

ALABAMA

Royal Volvo, Birmingham 205-823-3100
royalautomotive.net

ALASKA

Continental Volvo, Anchorage
907-261-0667
cburton@continentalautogroup.com
www.myspace.com/continentalmsv

ARIZONA

Hirsch Industries, Scottsdale,
888-757-1117 www.hirschinds.com
Powell Volvo, Scottsdale
800-366-6775 or 480-946-6575
www.powellvolvo.com
Prestige Import, Tucson 520-888-4700
www.arizonavolvorepair.com
Revolvstore, Tucson 800-288-6586
520-574-1717 www.revolvstore.com
Volvo of Tucson, Tucson
800-266-1070 800-792-1070
www.broadwayvolvo.com

CALIFORNIA

Carlsen Volvo, Palo Alto
800-70-VOLVO
Exclusively Volvo, Ontario
909-605-5700 volvparts@exclusive-lycars.com
Han's Auto Repair, Seaside
831-583-9820
Lawrence Volvo, Walnut Creek 925-939-3333
McKevitt Volvo, Oakland
800-322-3778 www.mckevitt.com
McKevitt Volvo, Berkeley
510-848-2206
Modesto European, Modesto
209-522-8100
modestoeuropean@tsan.com
Pacific Coast Volvo, 831-423-5820
Palm Springs Volvo, Cathedral City
760-321-6600
Palo Alto Speedometer & Air Conditioning, Palo Alto 650-323-0243
www.paspeedo.com
Putnam Volvo, Burlingame 650-558-5621 www.putnamauto.com
Rocketeer Performance, San Jose
408-674-1593 www.rocketeerperformance.com
Ronald Wheels USA, Huntington Beach
714-891-4853 www.ronalusa.com
San Diego Volvo, San Diego 858-279-9700 www.sandiegovolvo.com
Sangera Volvo, Bakersfield 661-836-3737 www.sangera.com
Smith Volvo, San Luis Obispo 800-234-5394 or 805-543-0832
Smythe Volvo, Santa Rosa 800-675-8788 or 707-542-4810
Smythe Volvo, San Jose 408-978-1100 www.smythe-volvo.com

Smythe Volvo, 4600 Stevens Creek Road, San Jose 408-979-5357
www.smythevolvostevenscreek.com
Turner Volvo, Sacramento US: 800-422-3235 or CA: 800-244-1082
Volvo Marin, Corte Madera 415-496-2200 www.volvomarin.com
Westside Volvo, Culver City 310-391-0445, 323-870-6928, or 310-391-1304
parts.westsidevolvo@mail.usld.net

CONNECTICUT

The Auto Shop, Salisbury
860-435-0378
FCPGroton, Old Saybrook
877-634-0063 www.fcpgroton.com,
www.foreigncarpartsonline.com
Gengras Volvo, East Hartford
860-289-6441
Gengras Volvo, Meriden
203-630-2082
Import Tire Co, Glastonbury
860-633-0254
Mitchell Volvo, Simsbury
800-541-4621 860-408-6090
Connecticut's Own Volvo, Milford
203-877-0311 ctsownvolvo@aol.com
www.ctsownvolvo.com
Mitchell Volvo, Torrington, service
860-496-5093; parts 496-5096
Secor Volvo, New London
860-442-3232
Stamford Volvo, Stamford
203-359-2266 800-281-8658
www.stamfordvolvo.com
Volvo of Danbury, Danbury
203-743-4667
Volvo of Westport, Westport
203-222-1155 CT: 800-828-6586

COLORADO

Concours Cars, Colorado Springs
719-473-6288
Bob Penkhaus Volvo, Colorado Springs
800-937-9037 or 719-473-4595
Import Specialty, Colorado Springs
719-633-3075
Pedersen Toyota-Volvo-Saab, Fort Collins
800-800-0788 or 970-223-8500
Volk Import Services, Denver
303-293-2600

FLORIDA

240 Volvo/The Volvo Connection, St. Augustine 904-824-2343
Auto Clinic of Naples, Naples 239-593-1185 acnvolve@embarqmail.com
www.acnvolve.com
Blanding Automotive Volvo Specialists, Jacksonville, 904-772-0398
Borton Volvo, Delray Beach
561-243-4600

Centennial Imports, Pensacola
850-432-9903
Coast Volvo, Sarasota 941-924-1211
coastvolvo@sunsetautogroup.com
www.coastvolvo.com
Deel Volvo, Miami 305-444-6666
Ferman Volvo, Tarpon Springs
727-942-4800
Imported Car Store, Melbourne
305-727-3788
Independent Imports, Vero Beach
772-770-1277
Kraft Motorcars, Tallahassee
850-574-6171
Nordic Auto Parts, Largo 727-536-4449 www.nordicacp.com
O'Steen Volvo, Jacksonville
904-396-5486
Volvo of Tampa, Tampa 813-885-2717
Volvo Village, Clearwater
727-530-0602 volvoivillage@aol.com
www.volvovillage.com

GEORGIA

Atlanta Volvo-Saab Specialists, Norcross
770-449-7766
Dyer & Dyer Volvo, Chamblee
770-452-0077
Gerald Jones Volvo, Augusta
706-738-2561 800-733-2561
www.geraldjonesvw.com
Nalley Volvo, Marietta 770-952-1800
www.nalleycars.com
North Point Volvo, Alpharetta
678-365-0644
Volvo Savannah, Savannah
912-927-4741 volvosav@aol.com
Volvo of South Atlanta, Union City
678-610-4850 www.volvofsouthatlanta

IDAHO

Lyle Pearson Premier Motorcars, Boise
208-377-3900 800-621-1775
Sutton Auto-Tech, Idaho Falls 208-529-4660

ILLINOIS

Barrington Volvo, Barrington
708-381-9400
CH Imports Inc., Fox Lake
847-587-1055
Fields Volvo Highland Park, Highland Park
847-831-2100 www.fieldsauto.com
Fields Volvo, Libertyville 847-362-9200 www.fieldsauto.com
Giuffre Volvo-Buick-Isuzu, Springfield
877-448-3373 www.giuffrevolvo.com
Grossinger Volvo, Lincolnwood 847-677-2787
Highland Park Volvo, Highland Park
800-323-5505 708-831-2100
Howard Orloff Volvo, Chicago, 773-227-3200 www.orloff.com

Volvo Orland Park, Tinley Park
708-342-0400
www.volvoorlandpark.com
McLaughlin Volvo, Rock Island,
309-788-8658 www.mcmotors.com
Swedish Car Specialists, Schaumburg
847-891-3133
Volvo of Lisle, Lisle 630-852-6000
www.volvoolfisle.com

INDIANA

Jordan Automotive Group, Mishawaka
574-259-1981 www.jordanauto.com
pthornberg@jordanauto.com
Stan Mize Towne & Countree Auto Sales, Schererville. 219-865-3800
www.townecountree.com
Tom Wood Volvo, Indianapolis
317-848-7447 or 800-521-4183
www.tomwood.com
Volvo Motorsports, Evansville 812-598-0645 www.volvomotorsports.com

IOWA

East University Imports, Des Moines
515-266-9847
Junge Volvo Cars, Cedar Rapids
319-393-6500 www.junge.com

KANSAS

Vern's Import Service, Merriam 913-236-8665
evernsimports@kc.rr.com

KENTUCKY

Bluegrass Import Motor Cars, Lexington
859-264-0200 www.bgimports.com
Quantrell Volvo, Lexington 859-266-2161
www.cars.com/quantrellcadillacvolvo

LOUISIANA

Bergeron Volvo, Metairie
504-888-2131
Giles Nissan-Volvo, Lafayette 800-256-3157 or 337-988-5004

MAINE

Alan Auto, Portland 207-775-0968
www.alanauto.com
Goodwin's Volvo, Topsham 888-229-9898
rewisvolvo@hotmail.com
Phil's Foreign Auto, South Portland
207-767-5008
Portland Volvo, Scarborough 207-883-5568
email@portlandvolvo.com
www.portlandvolvo.com

MARYLAND

Annapolis Volvo, Annapolis 410-349-8800 www.annapoliscars.net
Antwerpen VW/Volvo, Pasadena 410-760-8542 spoe113493@aol.com
Bill Kidd's Timonium Volvo, Cockeysville
410-666-8900 www.billkidds.com
volvo@billkidds.com

Herb Gordon Volvo, Silver Springs
301-890-5456 or 800-688-4372
www.mileone.com

Koons Volvo, Owings Mills
410-363-9350 or 800-922-3551
www.koons.com

Martens Volvo of Washington, Bethesda
800-424-3652 or 301-951-6333
www.martens-volvo-vw.com or
parts@martenscars.com

MASSACHUSETTS

128 Sales, Wakefield
781-224-3700 or 224-3720
Barry's Dartmouth Volvo, North Dartmouth
508-996-3325 or 800-637-3325
www.barrymotors.com
Boston Volvo Village, Brighton 800-336-2355 or 617-560-1720
www.bostonvolvo.com
Farrell Volvo, SouthBoro 508-485-7662
800-339-7662 farrellvolvo@aol.com
www.farrellvolvo.com
Fathers & Sons, West Springfield
413-737-7766 or 800-446-1981
www.fathers-sons.com
Jaffarian Volvo, Haverhill
800-323-6805
Ken's Haus, Newburyport
978-465-0609
Performance Motoring, Inc., Hadley
413-584-6090 www.performancemotoring.com
Pioneer Valley Sales & Service, Deerfield
413-665-2708 www.pioneersaab-volvo.com
Stutz Volvo, Salem 978-744-8555
www.stutzvolvo.com
Tasca Volvo, Seekonk 508-336-9777
800-298-8816 www.tasca.com

MICHIGAN

Ann Arbor Volvo, Ypsilanti
734-434-9600
The Auto Doctor, Southfield 800-626-0703 or 810-355-2730
www.autodoctor.com
uri@autodoctor.com
Crest Volvo, Macomb 586-948-6000
www.crestvolvo.com
Dwyer & Sons Volvo, Commerce
248-624-0400
Quality Motors, Battle Creek
269-965-7022
Suburban Volvo, Troy 800-875-3300
248-458-2000
Swedish Engineering, Ann Arbor
734-761-1081 or 800-752-6765
www.swedishengineering.com

MINNESOTA

Borton Volvo, Minneapolis 612-827-3666
800-328-7114 parts@borton.com
www.borton.com

Kline Volvo, St. Paul 651-481-9600
volvoparts@klineautoworld.com
800-328-9614 www.klinevolvo.com

MISSOURI

Autobahn Motors USA, Kansas City
816-531-3399 www.autobahn-usa.com

Brentwood Volvo, Maplewood 314-644-9501 or 800-844-9502,
parts@brentwoodvolvo.com
Denis' Volvo, Springfield
417-866-3300

Import Car Service, Springfield 417-881-0101 fixfrank@aol.com

Suntrup Volvo of O'Fallon, O'Fallon
636-229-5000 www.suntrup.com

Superior Volvo, Kansas City
800-728-6102 www.superiorvolvo.com

Superior Volvo North, Kansas City
816-801-5550 866-382-2069
www.superiorvolvonorth.com

West County Volvo, Manchester
636-227-8303 800-822-4521

NEBRASKA

Gorges Volvo, Omaha, NE 68118
402-359-1500 www.gorgesvolvo.com

NEVADA

Drive For Life Volvo-Saab Service
Las Vegas 702-646-3849

NEW HAMPSHIRE

Capitol City Motors, Concord 603-225-6681 www.loveringvolvo.com
Lovering Volvo at Concord, Concord
603-225-6681 www.loveringvolvo.com
parts@loveringvolvo.com

Lovering Volvo at Nashua, Nashua
603-888-7070 www.loveringvolvo.com
parts@loveringvolvo.com

Merrimack Street Volvo, Manchester
603-623-8015

Royalty Automotive, Somersworth
603-692-4022 www.royaltyautomotive.com

Toyota Volvo, East Swanzey
800-445-6171

Wentworth Motors, Exeter 800-486-5843 www.wentworthvolvo.com

NEW JERSEY

Bridgewater Volvo, Somerville 908-526-7700 www.volvocountry.com

Cherry Hill Volvo, Cherry Hill
856-665-4050

Garden State Volvo, Manasquan 732-528-7500 www.gardenstatevolvo.com
Kundert Volvo, Hackensack 201-288-8984 www.kundert.com. Sister store
in Englewood, 201-567-3133

OMP Racing USA, Dover
800-275-4667 www.ompusa.com

Paul's Garage, Hawthorne
973-427-2530 or 427-2255
www.paulsvolvo.com

Prestige Volvo, East Hanover 973-884-2400 www.prestigevolvo.com

Red Bank Volvo, Red Bank 732-741-5886 www.RedBankVolvo.com

Smythe Volvo, Summit, NJ 07901,
908-273-4200, www.smythevolvo.com
Volvo of Edison, Edison, NJ 08817
732-248-0500 866-908-6586
www.volvocountry.com

Volvo of Princeton, Lawrenceville
609-882-0600

NEW MEXICO

Independent Volvo Service, Albuquerque 505-247-9771

Santa Fe Volvo, Santa Fe
505-471-6700

NEW YORK

Alan Byer Volvo, Syracuse
800-388-8228

Bay Ridge Volvo, Brooklyn 718-833-7070 scott@bayridgecars.com
www.bayridgevolvo.com

Best Volvo, Rochester 585-473-8530

Big Dee Auto Sales, Elmsford 914-347-3377 (sales) 914-949-8618 (parts)

Capital Volvo of Albany, Colonie
518-452-1100 www.capvolvo.com

Erie Vo-Vo, Whitesboro
315-736-8215 or 888-865-8613
www.erievovo.com

Garfield Auto, Stephentown
518-733-5131

Jim Culligan Volvo, Williamsville
716-633-4000

Karp Volvo, Rockville Centre
516-766-6282 www.karpauto.com

Keeler Volvo, Colonie
518-452-1100 www.keeler.com

Nemet Motors, Jamaica
718-523-5858 www.nemetvolvo.com

Palisades Volvo, West Nyack 845-689-3300 (service), 845-689-3301 (parts)
palisadesvolvoservice@yahoo.com

Serafini Nissan Volvo, Vestal 607-729-3561 chrisciacelli@hotmail.com

Swedish Treasures, Fayetteville
866-637-3840

Volvoville U.S.A., Massapequa 516-798-4800 www.VolvosBest.com

NORTH CAROLINA

Crown Honda-Volvo, Chapel Hill
800-672-7021 or 919-929-0242

Crown Volvo of Greensboro, Greensboro 336-852-0600 www.crownauto.com

Maxwell Volvo, Burlington
800-444-2277 maxwellvolvo.com

Swedish Auto Parts, Indian Trail
704-821-7757 or 800-334-6064

University Volvo, Charlotte
704-547-1095

Volvo of Cary, Cary
919-238-2140 www.volvocary.com

Volvo of Charlotte, Charlotte 800-476-8890 www.charlottevolvo.com

Volvo of the Triad, Winston-Salem
336-723-4111 www.volvooftethetriad.com

Weaver Bros., Raleigh 919-876-6611

OHIO

Beechmont Volvo, Cincinnati
800-255-3601 or 513-388-3700
www.theautomile.com

Byers Volvo, Columbus 614-864-0780
www.byersvolvo.com

Ed Schmidt Volvo 419-874-4331

Heights Swedish Solution, Cleveland Heights 216-371-5100

Mag Volvo, Columbus 614-885-6206
www.magvolvo.com

Motorcars Acura/Volvo, Bedford
440-439-8400 or 216-439-8400
www.motorcarsvolvo.com

Volvo of Cincinnati Union Centre,
West Chester, 513-603-3400
www.volvocinti.com

Volvo of Dayton, Dayton
937-890-6200
www.volvooofdayton.com

Volvos & More, 330-828-0630
www.Volvosandmoreinc.com

Weidner Motors, Mansfield OH: 800-547-5555 or 419-529-7862

Warren Volvo 330-369-1678 or 888-545-8095

OKLAHOMA

Jackie Cooper Imports of Tulsa, Tulsa
918-249-9393

Passport Motors, Tulsa 918-633-3020

Volvo of Tulsa, Tulsa 918-280-6200
www.volvooftulsa.com

OREGON

Alpine Import Service, Springfield
541-726-1808 www.alpineimportservice.com

Herzog-Meier Auto Center, Beaverton
503-644-9121 www.herzog-meier.com

Jack Scoville Volvo, Corvallis
503-753-1694

Jim Fisher Volvo, Portland
800-295-5576 or 503-295-5571
www.volvoojimfisher.com

Jim Sigel Import Center, Grants Pass
503-362-3825

Jim Smolich Motors, Bend
800-258-0734 or 541-389-1177
byoung@smolichmotors.com

www.jimsmolichmotors.com

Peter's Auto Works, Tigard 503-684-3188 www.petersautoworks.com

Southern Oregon Volvo
541-245-2000

PENNSYLVANIA

Burdumy Motors, Huntingdon Valley
215-947-6363 or 215-947-8100, parts
www.burdumy.com

Bill Gray Subaru Volvo, Pittsburgh
412-344-0100, ext. 107, 108
www.billgray.com

Brown-Daub Volvo, Nazareth 610-759-1000 800-220-3282 www.browndaubvolvo.com

Diversified Automotive Services, Easton
610-923-9670

Hicks Chevrolet, Buick, Volvo, Greencastle 800-811-0662 or 717-597-2172
hicksinc@ininternet.net

Jim Wynn VW-Volvo, Norristown
610-539-1100 thewynngroup.com

Keystone Motors, Berwyn 800-832-4880 or 601-647-1800 edboyer@keystonemotors.com or keystonemotors.com

Lehman Motors, Harrisburg
717-564-5410 or 800-692-6239

Lehman Motors, Mechanicsburg
717-691-8400 or 888-556-4176
parts@lehmanvolvo.com

Lehman Volvo, York
717-755-7676 or 888-306-8900
www.lehmanvolvoryork.com

Pitcairn Volvo, Langhorne
215-741-4100

Stadel Volvo, Lancaster
717-569-1050 www.stadelvolvo.com

Star Volvo, Greensburg
800-362-7827 starauto.com

Stillman Volvo, West Chester 800-220-7311 or 610-399-1300 www.stillmanvolvo.com parts@stillman.com

Swedish Motors, Marietta, 717-426-2202 www.swedishmotors.com

Vienie's Imported Car Service
Philadelphia 215-924-8711

Volvo of Fort Washington, Fort Washington 215-653-7300 or 646-7700

Volvopartbypart.com, Hereford
800-334-0229

Wheel Collision Center, Bath 800-292-7467 www.wheelcollision.com

QUEBEC

Garage Blainville Volvo, Blainville
450-434-1169 or 514-288-6586
service.volvo@videotron.ca

RHODE ISLAND

Barry Volvo, Newport 401-849-5420

SOUTH CAROLINA

Dick Dyer & Associates, Columbia
803-786-8888 www.dickdyervolvo.com
tdyer@dickdyeronline.com

European Automotive Service,
Greenville 864-467-9006
eas_volvoparts@juno.com

Volvo of Charleston, Charleston, 800-763-0282 www.volvooftcharleston.com

Volvo of Greenville, Greenville
864-288-5555

TENNESSEE

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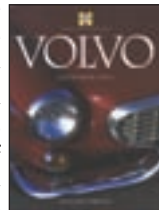
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Chapter News continued from page 29

New York Metro Chapter

New Year's Day Meet

We made our annual New Year's Day homage to watch the Polar Bear Club make the first plunge of the year into the Atlantic Ocean. Before caravanning down to Coney Island, we met at the Del Rio Diner and had a terrific breakfast.

The usual group was there, including Irv Gordon. We had approximately 18 members of the Knights of the Round Fender join us and shortly before noon we made our way down to the ocean. ▶





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The Fire Department personnel, who were there to assist in case of an emergency, estimated that some 800 swimmers went into the water at 1:00 PM.

It was a fairly balmy day for being in January—about 38 degrees—and many thousands of onlookers were there to watch and participate in festivities.





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One of the K-Pax Racing S60s at the Thunder on Pine street party at the 2009 Long Beach Grand Prix.

Photo Michael Wong, Mcwphotography.

