

VOLVO CLASSIC MAGAZINE

113

FEBRUARY 2026

oh classics?

Volvo's complete universe Volvo  
in the GDR

R



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# Ryan de EDITORS



**2026 can really begin!**

It's always strange to realize that the VKM doesn't arrive until well into February. Perhaps it will be winter again then, or perhaps it will still be winter. Who knows. As I write this, it's truly winter in the Netherlands for the first time in a long time, so this morning I skied along the IJssel River. Everything else is in disarray. Schiphol Airport and the Dutch Railways (NS) are almost at a standstill. A call from Rijkswaterstaat to stay home.

Our New Year's reception has been postponed, because the North of the Netherlands is snowed in and the rest of the country is covered in ice. A video of an 'old' Volvo XC70 (with wheel rims, from 2002) pulling a heavy double-decker bus in Sweden is going viral on the internet.

After ten days it's over again, now the year can really begin

Starting. This VKM again features a diverse collection of topics. Articles with personal stories, about special cars, and restorations. Many rides and trips are coming up again this year, so please send us your stories and beautiful photos! Photos from this VKM can be found at [Tinyurl.com/VKM113](https://tinyurl.com/VKM113)



## NEXT DEADLINE

The deadline for submitting articles for VKM 114 is:

**March 1st 2026**



# VKM IN THIS VKM

### 14 ai Classics

With artificial intelligence (ai) you can create anything, even classics, right?

### 16 Something different

If you absolutely must drive a Swedish convertible, you only have two brands to choose from. But which one do you prefer?



### 22 Car seats

Child seats, who hasn't had them? But how did these actually come about?

### 26 Volvo in the GDR

The most built Volvo series - the 200 - was also delivered to the GDR, a report.

### 18 From Vienna with love

The VKV also has foreign members, for example Roland Kunerth from Austria with a Volvo 300 and a 360.

### 36 Born in Holland

Looking back at a Dutch design that sold a whopping million copies!





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# BY THE BOARD



## New energy in 2026!

### Dear members,

First of all, best wishes for 2026! By the time you read this, 2026 will have already begun, and New Year's greetings aren't really relevant anymore, but please remember that I'm writing this preface on January 1st...

The new year has just begun, and the board is delighted with several new initiatives, including the redesign of our beautiful magazine. This will keep us going for a while. Four enthusiastic members have also signed up to lead the 700 and 900 registers, and the 140-164 register will also be continued. Furthermore, an initiative has been launched for a ride exclusively for the women of our association, this

will take place on September 12th. The National Camping Weekend in the Central region has been organized by the auxiliary committee established for this purpose and is starting to take shape; see the section further on in this issue. The Volvo Classic Car Show has been confirmed for the next two years at the Autotron in Rosmalen and will have a somewhat broader scope. In short, 2026 is off to a great start.

In consultation with the other Volvo Clubs and Volvo Netherlands, preparations are underway for the celebration of Volvo's 100th anniversary in 2027. As you know, Volvos have been produced in the Netherlands for a long time, but they have also been assembled at various locations.

In addition, Ghent is home to a large Volvo production facility. For these reasons, it now appears the celebration will be a joint initiative of the Dutch clubs and the Belgian club, in collaboration with the Volvo organizations in both countries.

Of course we will keep you informed

Once more information is available regarding the date and location, be sure to expect a fantastic overview exhibition featuring unique and significant Volvos from the past 100 years, including, of course, the latest models. In addition to all the initiatives mentioned, our calendar is also packed with tours, workshop days, technical evenings, and more.

The board sincerely hopes that you will make use of this and perhaps we will meet each other at one of the activities.

*Paul Franse, chairman*

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**VOLVO-KLASSIEKERS.NL**

*Dries Bakkenes*

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# VVKO NEWS



# WAALWIJK



Actually, these should be tough times now, with snow on the doorstep, severe frost, and frozen door seals. None of that.

It's the second half of December 2025.

Temperatures well above 10 degrees Celsius and a gentle drizzle caress our faces. In the shop, the central heating is on low, and we're mainly trying to stay warm by packing the countless boxes and parcels that have found their way to our club members this past December.

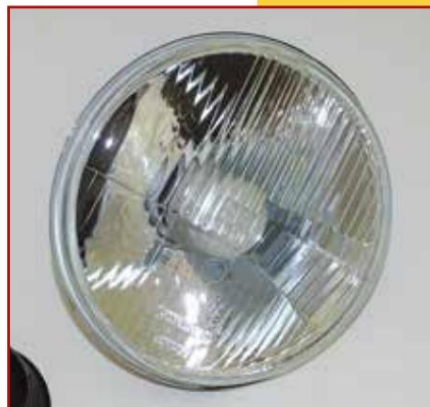
On December 22nd, we, together with almost all the shop volunteers, reflected on the various activities that took place in 2025 at the Volvo Experience Center in Waalwijk.

The preliminary figures for the past financial year were presented. As expected, we can close the books with a positive result.

Turnover figures have remained fairly consistent across the board.

The only extreme positive outlier was the large spring promotion – during the official opening of the shop – in which members could order parts at a significant discount. The discount promotion in

40,-



**81212963** Headlight unit H4 -'75 without p-light including 145,1200,120,1800,140

37,-



**80273547** Headlamp bowl Plastic PV, Duett, Ama

The month of July had a positive effect on sales figures. In the coming period, attention will need to be paid to the rising purchasing figures. If this increase continues into 2026, it will have an impact on sales prices.

After the move from Elshout to Waalwijk in 2024, it became apparent that several components were not stored in the correct location. The information available in the systems was therefore unreliable.

An inventory count has since been conducted, and various omissions have been corrected. The numbering of original parts and replacements has also been made more verifiable for the sales staff. For example, the color or material of some parts is now indicated.

The figures were presented by shop manager Wilbert Verhoeven, assisted by Han Misdom. Han briefly and concisely explained the current boardroom discussions, particularly those relevant to the VKO team members. 2025 has been an eventful year for the shop. Besides the already-remembered grand opening on May 3,

2025, we also had to say goodbye to Wim van Sambeek, Willem van der Waal, and Gert Hovestad. All of them made a significant contribution to what is now the VKO in Waalwijk.

Peter Overtoom has highlighted the 50th anniversary of the parts supply. Since 1975, the association has had its own "parts" department.

"warehouse" that was once located in Eerbeek. As a commemoration, the shop employees receive an exclusive miniature water pump pliers. A delegation from the Traction Avant Club recently visited the VKO. They wanted to see the various automated systems used in the shop.



Peter Overtoom

Applied to inventory management and the invoicing and shipping process. Experiences were shared on both sides.

A compressor and a blast cabinet were installed to pre-treat various components that are offered for overhaul to external companies.

As usual, we also catered to the inner man. Toon van de Gevel took great care and attention to the catering. Despite the very limited space, he managed to provide everyone with a delicious bowl of pea soup, various snacks, and satay sandwiches. We thoroughly enjoyed it!

## Offers

Seeing and being seen is the theme for this period. When reflectors no longer function optimally due to age, the only option is to replace them. Modern reflectors won't rust through as quickly, but they will eventually become dull. Light output will then decrease significantly. This is a serious concern, especially now that mandatory vehicle inspections are no longer required. The headlights' light output was always measured during inspections. If a certain value was not met, the headlight, and specifically the reflector unit, had to be replaced.

Fresh headlights with a clear light pattern on the road are absolutely essential for safe driving in traffic with a classic car. The rear lights also need to provide sufficient light output. A glowing spike that can appear in the fog is extremely dangerous. Therefore, it's a good idea to replace these reflectors regularly.

What applies to reflectors also applies to various incandescent bulbs. They've often been in use for decades. They'll certainly still work, but they no longer provide a truly powerful beam.

Make a list of all the light bulbs mounted on the front and rear and replace them!



The Volvo Classic Parts Shop has all bulbs in stock. Pay close attention to the connection, voltage, and wattage. A special reproduction is the plastic headlight housing for the PV, Duet, and Amazon. This part replaces the original metal headlight housing.

Because water and brine can penetrate deep into these metal pots and are poorly drained, they often become rusty, making it difficult to properly adjust the headlights. They are readily available, and the price is a fraction of the price of a metal one. Installation is straightforward, requiring only a few screws. Keep in mind that the headlights' alignment must be checked after installation.

Regarding the set of rear lights for the Duett, the following is important.

This set is included to allow a wide audience of members to take advantage of the offers. However, this item is not available for immediate delivery in large quantities. Stock is limited. Please also note:

with an adjusted price in case the part is to be sent as a subsequent delivery.

### Volvo Classic Parts Shop opening hours.

Below are the shop details that are worth knowing.

Opening hours are:  
Monday 10:00 – 15:00  
Wednesday 10:00 AM – 3:00 PM  
Friday 10:00 – 15:00  
Saturday 10:00 AM – 1:00 PM. There will be no evening opening. See the colophon at the back of this magazine.

Address:  
Clay Road 12, Waalwijk

### You are very welcome in the webshop on the internet!

We look forward to seeing you in our Volvo Classic Parts Shop in the coming weeks, although ordering online is preferred. Our expert and highly trained sales staff will be happy to assist you.

See you in Waalwijk!

*Text and photos: Henk Leenders  
h.leenders@volvokv.nl*



### Employee of the month

Michel Mennen has a proven track record at Volvo, where he worked in Research & Development. He excelled as a Thermo Expert. For some time now, we've been utilizing his expertise in the automotive world in our Classic Car Shop.

It's fitting then to post a photo of Michel wearing a warm Volvo ice cap. Fun fact: Michel is reaching another special milestone this month!

As can be read in the jury report, he was unanimously appointed Employee of the Month February 2026!

## IN MEMORIAM from the board



## Gert Hovestad

We received the news that Gert Hovestad, an honorary member of our association, passed away on November 18, 2025. Gert held various positions within our association during his long service, including that of secretary.

From the outset, he was involved in the formation of the Volvo Federation, an initiative to unite the various Volvo associations under one umbrella. Whether it was the Volvo Classic Car Show or an Anniversary Committee, his dedication was tireless. After several years of being active in a...

After retiring, he became one of the regular volunteers at the Volvo Classic Parts Shop. Gert was a man of guidelines, procedures, and protocols.

He meticulously documented many work processes—which are still carried out in our shop today—in written instructions. Often incorporating a SWOT analysis, he possessed the ability to visualize a project's feasibility for a wide audience.

We will miss Gert tremendously.



On March 16th of this year, I was driving back from Dordrecht to Halsteren, and due to roadworks, traffic was diverted through the Kiltunnel, resulting in a photo report. As our Volvo drivers probably know, estimating speed on the speedometer is always a matter of intuition and observing what others around you are doing. There wasn't anything else here except for a stalling VW, so it was a matter of my skills, which, unfortunately, turned out to be less than stellar.

Twice I took photos on the same road at consecutive traffic lights, in my case, through lights. On the N217 Mijnsheerenland towards the A29 and two minutes later at the next intersection. At 57 kilometers per hour, where I thought I was only going 50.

## Right is right and wrong is wrong



After receiving two fines, I filed an appeal, saying I wanted to learn from the mistake I made. However, receiving two fines for the same offense within two minutes of each other didn't give me time to do better at the next traffic light. Unfortunately, they didn't agree. According to the experts, the two traffic lights were on separate municipal property, and therefore they were considered two unconnected offenses, justifying two fines. Oh well, right is right and wrong is wrong, so be it. At least I got two nice photos and a reprimand from Yvonne. I'll get over it.

Wishing you many safe kilometers in 2026 and please take the speed into account.

*Edward and Yvonne*

# Volvomania 2026 Invitation

The undersigned has already booked the hotel for next spring, naturally hoping that a larger group of VKV enthusiasts will join us at the next VolvoMania.

Traditionally, the festival takes place again at Pentecost, this year on May 22nd, 23rd, and 24th in Friesach, Austria.

Volvo enthusiasts can mark the dates in their calendars now; those interested can call or email for more information.

Preparations are now in full swing and the organization promises a varied program with joint rides, cozy dinners and special activities.

Events. Besides admiring each other's Volvos, there's plenty of opportunity to share experiences, get technical tips, and of course, enjoy the beautiful Austrian countryside. Don't miss this chance to create new memories together! Several members have already expressed their enthusiasm for participating. The report on VolvoMania 2025 can be read in Volvo Classic Magazine, issue 111, page 30.

VolvoMania Austria: a memory to cherish, an experience to share, and an invitation to those who want to experience it again next year.

*Hans van Ginkel*

*Volvo 300 register 0647235917*



# oh classics?

**If you follow the news and digital developments, you can't ignore it: AI, or 'artificial intelligence', is hot.**

**Computers and systems are becoming increasingly intelligent and faster. Add to that the increasingly intelligent software that can handle previously time-consuming tasks, and you have a new source of more readily available (image) information, which AI software then compiles at will, tailored to your search criteria, preferences, and ideas.**

**Does that have anything to do with (Volvo) classics? A little bit**



The word 'intelligence' sometimes leaves much to be desired in terms of the final result, but with e-learning powered by AI software, this will largely improve in the long run. But as was the motto with old-fashioned 'manual work': your story is only as good and reliable as the sources you consulted. And that doesn't always work with AI, which scours the world wide web to perhaps write your thesis (...), so it's not always easy. Because AI also looks in digital trash cans and unsavory corners, so it's important to be vigilant. After all, the newspapers...



Full of disinformation campaigns and deliberately or accidentally created fake photos and videos. Again, the result is only as good as the sources used, and I'm only talking about the textual portion of AI use.

Image composition using AI faces a somewhat similar problem. You may have watched an AI video before.

Do you know? Then you sometimes see strange shapes and movements in what should have been an everyday video, but was created with AI software. Usually it's a matter of incorrectly collected and/or applied image information by AI. Our computer doesn't always understand how the world works (yet), just like we do, right?

### Is the sky the limit?

So much for the downsides of AI

The positive side is that - especially when it comes to images - 'the sky is the limit'.

You name it, it can be created with AI, and in no time. A Ferrari-themed Volvo 240 posing on the roof of the Royal Palace on Dam

Square? Just type it in, and something special will likely appear on your screen.



An image generated from billions of bits of imagery and data from all over the world floating around the web. If I were to draw such an illustration myself, it would take me at least three days (if I'm a good illustrator who can quickly use drawing software).

Now it can be done in just a few minutes, and sometimes even faster.

That the results are not always pleasing is understandable. Where we cannot or do not want to combine apples and oranges (read: Volvos and Ferraris), the computer has no problem with that. Socially desirable aesthetics and well-being are not the starting points of an AI program... However, not only AI learns through trial and error, but also the software developer. So there is hope, as long as we don't believe everything we see and read on the web. The proverbial grain of salt has now grown into a large scoop if we want to use AI data safely. The advantage is a new, artificial world that is completely

# VOLVO



created according to our wishes, no matter how strange, crazy and perverse.

### Classics mixed

Staying within the classic car world: even online, the most interesting AI antics are pulled off by mixing classics, modern cars, and design styles, as evidenced by the accompanying (image) anthology that I've compiled for you. Type in "Volvo and AI" and your screen will be filled with images of trendy (something Volvo never really was) sports models with features of the P1800, often mixed with other brands and

Shapes. Is it always beautiful, and would you want to drive one? No, probably not, but it is inspiring. And funnily enough, I think concept car designers will find this very useful.

Because the models I see on my screen, conceived in an attic room, are often much better and more fun than what comes out of the design studios of major brands, especially those of the respectable Volvo.

The final motto?: If you can't beat AI, join it... but stay true to yourself please think!

**Ronald Bos**



# Camping weekend 2026



**The National Camping Weekend takes place from Wednesday, May 13th to Sunday, May 17th.**

It promises to be a special weekend. We're confident in saying that for this edition. This time, no regional organization is responsible, but for the first time, the LKW auxiliary committee, established in 2025, will organize the National Camping Weekend. This is because the Central region has indicated it will not be able to organize the National Camping Weekend in 2026.

The LKW auxiliary committee consists of a group of active members who are keen to organise a wonderful camping weekend for all campers within the Volvo Classic Club.

First, we looked for a nice venue, preferably within the Central Region, to keep the tradition alive. This wasn't entirely successful; the venue is in the Eastern Region, but it's located fairly centrally in the Netherlands. This year, we're going to Scoutingland-goed Zeewolde. This estate is surrounded by nature and has water nearby. This offers various possibilities for organizing the event.

During the last New Year's reception, a glimpse of what the LKW can do was already revealed.

has to offer. This LKW is suitable for all our members, young and old. There will be a children's program for younger children, and plenty of attention has also been given to children. The surrounding area is also perfect for a lovely walk or bike ride. Of course, there's also a tour in the area, which is organized by a member of Regio Midden.

Together with local organizations, we are also organizing a lively regional market. To give this a Volvo feel, we'd like to combine it with a car boot sale/parts market.

In the evening, we'd like to create a lively atmosphere in the tent. We hope to achieve this by organizing a pub quiz and inviting a DJ. As usual, there will be a party night with a live band. If you're thinking, "I'd like to contribute something during this camping weekend," you can. As a committee, we have enough hands to handle the preparations, but for the weekend itself, we need more.

Need help? This could include help with setup and cleanup, supervising various activities, and helping with the bar, coffee, and communal breakfast. Quite diverse, in other words. Of course, you can indicate your preference. Many hands make light work! You can register by emailing our National Activities Coordinator, Marc Harle-

man:

[activitiescoordinator@volvokv.nl](mailto:activitiescoordinator@volvokv.nl)

You can also go there for more information. More information about the LKW and the possibility to register can be found in the agenda on our website.

We hope to welcome you on May 13 in Zeewolde.



# UKV ACTIVITIES

Activity	Date/Time	Region	Kind	Location
New Year's reception Region North	4-1-26 15:00	Northern region	Meetings & Gatherings	Stud farm "Het Swarte Paert"
New Year's reception 2026	11-1-26 14:30	Management	Meetings & Gatherings	Harderwold
InterClassics Maastricht 2026	January 15, 2026, 12:00	Not Volvokv	Meetings & Gatherings	MECC Maastricht
New Year's meeting Region West	January 18, 2026, 8:00 PM	West region	Meetings & Gatherings	Athletics club Olympus 70
Technical day Powder coating/blasting at	January 31, 2026, 10:00 AM	East region	Technical meetings	ColorBlast Powder Coating and Painting Company
Colorblast Technical evening	06-02-26	North-West region	Technical meetings	
Technical evening upholstery	February 6, 2026, 7:00 PM	South	Technical meetings	
Pea soup ride 2026	8-2-26 11:00	region East	National Rides	Restaurant Pijnappel
Theme morning	14-2-26 09:00	region Central	Technical meetings	Hobby Workshop Stroe
Key day	February 28, 2026, 9:00 AM	region West	Key days	Garage vd Zon
Blasting company Houben	28-2-26 09:30	region South	Company visits	
Advisory Board	March 7, 2026, 10:00 AM	Management	Association meetings	Echo's Home
Key Day Central Region	March 14, 2026, 9:00 AM	Central region	Key days	Broekhuis Volvo Harderwijk
Key day KdL Automotive Middelbeers	March 14, 2026, 9:00 AM	South	Key days	KdL automotive
Key Day Region North	March 14, 2026, 10:00 AM	region North	Technical meetings	Still to come
Technical evening	20-03-26	region North-West	Technical meetings	
Key day	March 21, 2026, 10:00 AM	region East		Volvo Nieuwenhuijse, Apeldoorn
Flood route Hoeksewaard	21-03-26	region South-West	Tours & Rides	
Company visit	March 21, 2026, 11:00 AM	region West	Company visits	
Vartard	March 29, 2026, 10:00 AM	Volvo KV	field	Still to come
Hill Ridge Tour ride	6-4-26 09:00	Central region	National Rides	Hotel Schimmel / Brasserie 1885
AGM	12-4-26 10:00	Management	Association meetings	North West Region, location to follow
Limburg Tour (Countryside Tour)	18-4-26 10:30	South region	National Rides	
Tour of Voorne-Putten Tour	02-05-26	Youth register South-	Tours & Rides	Eastvoorne
of Voorne-Putten in collaboration with Jong.register	02-05-26	West region North	Tours & Rides	
The ride from North	10-05-26	region	National Rides	Still to come
LKW 2026	13-5-26 12:00	Management	Camping weekends	Location to follow
Spring Ride	May 29, 2026, 7:00 PM	South	Tours & Rides	Jos Kroon
Techn., Tips for maintaining your classic car 7-6-26 LPG	8:00 PM	region West	Technical meetings	Olympus '70
adjustment day (remains on this date)	June 13, 2026, 9:00 AM	region Central region	Technical meetings	AGID
Midsummer Evening Ride	June 19, 2026			
Midsummer Evening Ride	June 19, 2026, 7:00 PM	region	Tours & Rides	
Midsummer	June 20, 2026, 12:30	South region	Tours & Rides	Village house De Bouwakker
Activity June 26 or 27	June 26, 2026	East region North-	General	
Mill ride Region North	27-06-26	West region	Tours & Rides	Still to come
Shipyards Arnhem	04-07-26	North region South-	Meetings & Gatherings	
Construction trip	July 24, 2026, 7:00 PM	West region	Tours & Rides	Erp Luuk
Brabant ride (country ride)	22-08-26	South	National Rides	
Summer Meeting Region	23-08-26	region South	Meetings & Gatherings	Still to come
North Tour with	August 29, 2026, 12:00	region North	Tours & Rides	Rest./Cult.plein de Blaauwe Kamer
BBQ BBQ Region	29-8-26 14:00	region	Meetings & Gatherings	F. vd Geer
West Regional Camping Weekend Region North	04-09-26	Central region	Camping weekends	Still to come
Group Tour with Participating Camp Region North	05-09-26	West region	Tours & Rides	Still to come
Wrench	5-9-26 09:00	North region	Key days	Volvo dealer Hoofman
Day Technical Evening	11-09-26	North region West region North-	Technical meetings	
Women's Tour	September 12, 2026, 10:00 AM	Management	Tours & Rides	Still to come
Mechanical Heritage Museum	September 19, 2026, 12:00	Central region	National Class Rides and	MEC Dronten
Zeeland ride 2026	26-09-26	Southwest region	Meetings. Volvos,	Zeeland
Volvo Fair	26-09-26	Volvo Classic Car Fair	information, and parts. Autotron Rosmalen	
Key Day Central Region	October 3, 2026, 9:00 AM	Central region	Key days Broekhuis Volvo Harderwijk	
Autumn ride	4-10-26 11:00	West region	Tours & Rides Location to follow	
Advisory Board	October 10, 2026, 10:00	Management	Association meetings	Echo's Home
Adjustment	17-10-26 09:00	region West	Key days	Volvo dealer Svenscar
Day Inspection/Key Day	24-10-26	region North-West	Key days	
Key Day Region North ALA	October 24, 2026, 10:00 AM	region North region	Technical meetings	Still to come
(active members activity)	7-11-26 10:00	Management	Meetings & Gatherings	Still to come
Technical evening	14-11-26	region West	Technical meetings	Athletics club Olympus 70
End of year meeting	21-11-26	region North	Meetings & Gatherings	Still to come
Technical evening	27-11-26	region North-West region	Technical meetings	
Eelde Classics Fair 2026	28-11-26 10:00	Not Volvokv	Meetings & Gatherings	Eelde Classics
Year-end closing West Region	13-12-26 11:00	West region	Meetings & Gatherings	To be announced

Members of the Volvo Classic Car Association and the Volvo Classic Car Club Belgium are very welcome to attend these activities. Registration is required. Information about the activities can be obtained at [www.volvokv.nl](http://www.volvokv.nl) under "agenda," from the coordinator or secretary of the organizing region or register, or from the activities coordinator. Contact details can be found at the back of this newsletter.

**In last week's VKM 112, I enjoyed reading the story about a little cheating. And the thought of possibly turning it into a series. Maybe I can contribute to that.**

In short: I bought my first Amazon in 1975, an Amazon Favorit 1966, two-door and three-speed. Very basic. I drove it for about ten years until the third child seat simply didn't fit in the back seat anymore.

import it from the Netherlands and get it on a very nice license plate as a Cabrio.

The car was in very poor condition, so it needed a lot of work. This took years, going from one warehouse to the next. Many of us will recognize this. When it was finally drivable enough, I (yes, I'm deeply ashamed) had actually lost all interest in such an old car. It had taken too long. My wife had already been driving a Saab for a while (99, 900, and 9.3). They were also Swedish, so it was good.

# Different, but still

The 145 offered the necessary extra space. Back then, you could still just slide travel cots into the back! After that, I drove two company cars from Citroën and Opel, but from 1986 onwards, I was able to decide for myself what I wanted to drive.

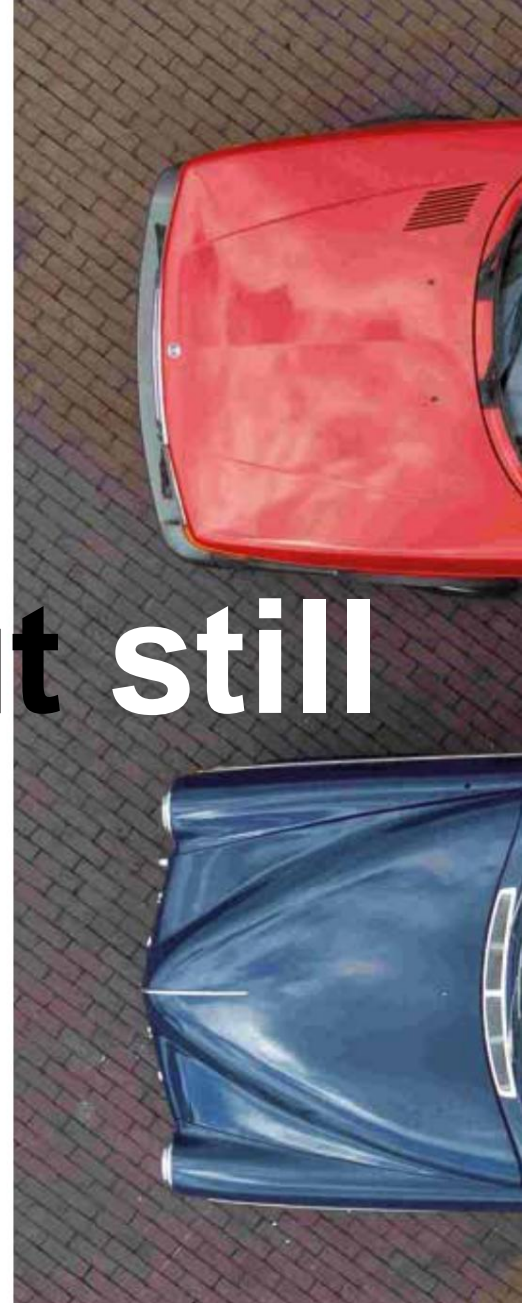
This became a 245 Turbo. What power! Since then, we've always owned a Volvo model.

My wife currently drives a 2007 V70. In 2006, I bought a 1967 Swedish Amazon convertible in very poor condition. Because the original paperwork had the type designation "ombigt" (Swedish for "converted"), I could not import it into the Netherlands.

Around that time, my interest in a Saab convertible also began to grow. There were plenty of options, but then a 1991 Saab 900 Classic Convertible Turbo S came along. Reasonably priced, but it still needed a lot of work before it would pass its MOT.

Luckily, I have two very technical sons who took a lot of the work off my hands. We rode it for three years, including a wonderful trip to the South of France.

However, at the end of last year I realized that I wasn't getting the enjoyment I expected. I wasn't using it enough and yet it was quite a lot.





# ed Swedish and convertible



Technical problems. Then a Saab as a pure extra is very expensive.

And the Amazon had been languishing in a warehouse for three years. After much deliberation, I decided to sell the Saab and focus on my Amazon again. First, I need to replace the electrical wiring, install a brake booster, and bring the convertible top more in line with the original lines.

And, if I can still find the budget, I'll repaint it. It deserves to be driven in all its glory again.

*Paul Bos*

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# From Vienna



## My Volvos 780 Bertone and 360 GLT

*The 780 at Lake Constance*

**My name is Roland Kunerth from Vienna, born in 1963. I have two beautiful Volvo classics, a Volvo 360 GLT, built in 1988 and a Volvo 780 Bertone with a 2.8 L V6 and automatic transmission, from 1989.**

I had a copy with only 44,000 km on the odometer. We proudly drove back to Vienna in a beautiful Volvo 780 Bertone.

I've had the 780 for almost 20 years, and it now has 108,000 km on the clock. There were many trips to Volvo Club Austria events and meetings of the "Volvo-Bertone-IG" in Germany. It's always a great pleasure to drive the 780 Bertone, to enjoy the luxury on every trip—a true "luxury liner."



*My 360 on display at the VKB*

As a Volvo enthusiast, I am on the board of Volvo Club Austria and since 2015 I have also been a member of Volvo 300 Club Nederland/VKV.

I grew up with Volvo through my parents, their first Volvo was a 145 DL, built in 1972. Then came a Volvo 245 DL from 1977 and later a Volvo 740 GL Estate, built in 1986, currently a Volvo V60.

My first Volvo was a 360 GLT, built in 1983 in metallic red, three-door with a sliding roof—what a dream car at the time! Registered on April 14, 1983, I didn't know then how important April 14th was, and still is, for Volvo.

### 780 Bertone

The Volvo 780 Bertone has always fascinated me. I searched for this classic for a long time.

In November 2006, I happened to find such an object of desire at an auction on eBay Germany. Without seeing the car in person—the photos looked very nice—I placed a bid and won!

I took a plane to Konstanz on Lake Constance, where the 780 was located. There, a beautiful ex-

### 360 GLT

In 2014 the desire arose to buy a 360 GLT, like the one I had in my younger years from 1983 to 1989.



*The 360 GLT in Austria*

# with love

But such a car wasn't easy to find. Towards the end of 2014, after a long search on, among others, the Spanish website "milanuncios.com" (similar to marktplaats.nl), I found my current 360 GLT in Segorbe.

The Volvo looked very good in photos online, both inside and out, completely original and undamaged, which is really hard to find these days. The photos showed that the 360 GLT also had air conditioning, power steering, power windows, and an original Volvo alarm system. A rare equipment combination, but all available for the Volvo 300 series in Spain at the time.

In January 2015, I flew to Valencia, where the salesperson picked me up from the airport and showed me the area around Segorbe. Wonderful hospitality in Spain. With freshly picked oranges and freshly squeezed olive oil, I drove 2,400 the next day.

kilometers without any problems in one go, including a lap of honor at the F1 circuit in Monte Carlo, and back to Vienna via the Côte d'Azur. The longest journeys with the 360 GLT took me to the Netherlands. To the Volvo Classic Car Show in Rosmalen in 2019 and to Eindhoven and Amsterdam for the 20th anniversary of the V3C in

September 2021, where my 300 was awarded as the most beautiful Volvo 300.

My Volvo 300GLT was also on the V300 stand at the Volvo Classic Car Show. In February 2026,

I plan to drive the 360GLT to the VOMAC (Volvo Owners Meeting At The Arctic Circle) meeting. This will certainly be an eventful trip.

Preparations for this are already in full swing. I'm looking forward to it every day.

**Roland Kunerth**

*Translation/editing: Hans van Ginkel*



*Roland Kunerth and friend*

## Police intercepted... Police?

During a patrol, police checked a unique Volvo S70 in Purmerend. The car resembled a police vehicle. It was a Volvo S70 equipped with police logos and stripes. The officers reported the license plate number to the Operations Center because they doubted it was a genuine police vehicle.

The vehicle was followed and eventually escorted by the national police to a parking lot in Purmerend. There, it turned out that all the paperwork was in order and legal. The car is used for events.

However, the blue light must be removed or covered and the police logos must be covered.

After the check, the police, with permission, took a photo of the special car.

**Johan van Markesteijn**



*Photo: North Holland Police*

# FROM THE OLD BOX



18

# Tram overtaken twice

This two-tone "early" Amazon ran alongside a tram on Koningin Wilhelminaweg in Voorburg in 1961. Next to the somewhat old-fashioned tram, the Amazon looks elegant and modern. The license plate is unfortunately not legible, but the first letters appear to be CD, for Corps Diplomatique. Perhaps a diligent Swedish diplomat indirectly promoting top-quality Swedish products?

Tram A514, also known as the blue tram, served as the connection between Voorburg, The Hague, Scheveningen, Leiden, Katwijk, and Noordwijk from 1924 onward. Before 1924, a steam tram operated on this route. The track runs from The Hague to Leiden over the viaduct.

Behind the Volvo, a small section of a chip stand is still visible. Business was clearly booming, as it expanded into what is now the **Motoren Specialist**.

**Cafe. Fries are still sold there. The viaduct has been renovated.** and where trees can still be seen behind the viaduct in the photo, there are now ... **300745** office towers.

The blue tram was discontinued in 1961. Increasing car ownership and **315%** **5075** travel. Trams made the tram obsolete. The trams were demolished (except for a few museum examples) and the tracks removed. In that sense, the Amazon literally overtook the tram!

am fi ierman

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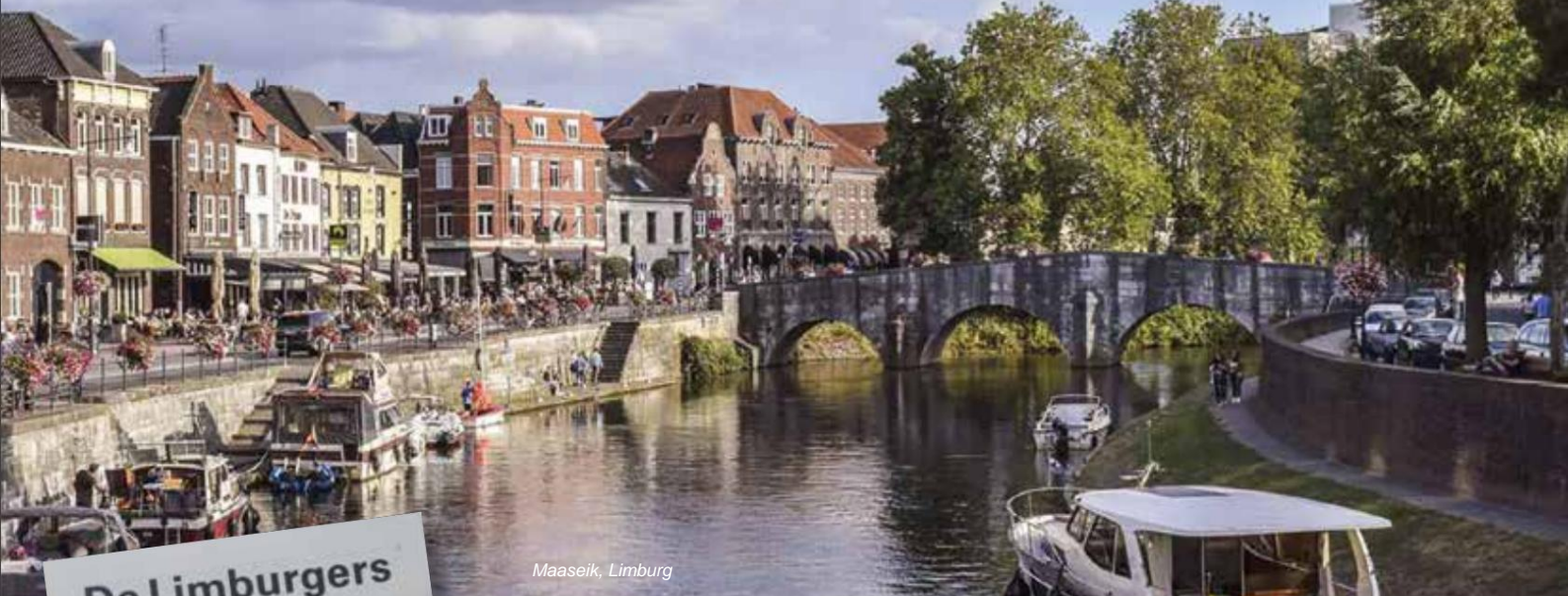
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**Jeroen Mekenkamp**

Photo: Peter Eradus, courtesy of the NZH Museum, Haarlem

# Limburg Tour invitation



Maaseik, Limburg



**Traditionally, a different part of our beautiful province is visited each year. Now it's the turn of central Limburg to let you enjoy its stunning scenery.**

with narrow roads in a very hilly landscape.

Near Maaseik, we cross the Meuse River and continue our tour, including through the narrowest part of the Netherlands. Here, too, you'll find winding roads where true pilots are in their element. Forests and expansive vistas alternate.

After a good hundred kilometers, we'll arrive back at Les Beau Champs Estate, where you'll be welcomed around 5:00 PM with a three-course buffet. We'll start with a choice of two soups served with baguette and herb butter. For the main course, you'll have a choice of two types of meat, two types of fish, various salads, potato gratin, and rice. We'll conclude the buffet with ice cream.

The cost for this day is €25 per person (€20 for children up to 12 years old). This price includes the rally shield, coffee and pie, and the closing buffet.

Any other drinks are at your own expense. There's also room for a few teams that drive the route alone; they pay €6 per person and €3 for children up to 12 (rally badge, coffee, and pie).

The Limburg Tour is attracting a great deal of interest; this ride is generally fully booked within a few days. To give everyone an equal opportunity, we're opening registration at a fixed time this time. It's first come, first served.

We also work with a waiting list, so if someone drops out, you will be moved up the list.

Registration opens on Sunday evening, March 1st at 8pm.

See you in Limburg!

We invite you to visit Les Beau Champs Estate, popularly known as D'n Advokaot, in Weert on Saturday, April 18th. You'll be welcomed at 10:30 AM with coffee and pie, made by Weert's finest pie baker. The manor house, dating from 1875, is currently undergoing restoration. The catering area reserved for us for this day is located in the old engine shed.

The reception location is situated in the heart of the cross-border Kempenbroek nature reserve. Part of the route will logically take us through Belgian Limburg. In terms of size and population, Belgian Limburg is comparable to Dutch Limburg, so it's a good reason to explore this part of Limburg as well. The first part of the route has been mapped out by the Volvo Classic Club Belgium, for which we thank them. Along the way, we'll encounter a unique Bailey bridge, picturesque villages, and be surprised...

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# The seat for the youngest passengers

1967 - Volvo's first car seat

**These days, child seats are an indispensable part of everyday traffic. How did they actually come about? It all started in the 1960s with an idea.**

In 1964, Bertil Aldman, a Swedish traffic safety expert and professor at Chalmers University of Technology in Gothenburg, designed the first prototype for a rear-facing child seat. He was inspired by the way astronauts sat backward in their capsules during launches to better distribute the G-forces.

In the same year a proto-

A type of seat was created. This included a test dummy, which was supposed to represent a child of about a year old. In one of the first frontal crash tests, a rear-facing seat prevented significantly more injuries than a forward-facing one. The design convincingly demonstrated that small children (with relatively large heads and weak neck muscles) are much safer when transported rearward-facing.

to be installed in the car upside down. Then the child seat was placed on the upside-down front seat. The car's three-point seat belt was used to secure the child



1978 - first booster seat



Volvo embraced Aldman's vision and began advising parents to travel rear-facing in 1967. That same year, Volvo produced its own version of the "child seat."

This high chair wasn't really a chair, but more of a small backrest. The front passenger seat had to be used to mount the chair.

The seat can be secured, along with a special safety harness for the child. The seat was included in the Volvo accessories catalog for the Amazon and 140 series at a suggested retail price of 115 Swedish kronor (approximately €12.50).

In 1972, Volvo achieved a world first by becoming the first car manufacturer to introduce a standalone rearward-facing chin-

1985 - second generation booster seat



1975 - second generation car seat

to launch the child seat. This second-generation seat was suitable for children weighing approximately 9–25 kg (nine months to six years) and could be secured more easily with straps and the three-point belt.

In 1975, Volvo collaborated with the manufacturer Britax to launch a new generation of the separate child seat. This generation featured a completely new mounting system:



1964 - prototype car seat with test dummies

Sturdy straps (belts) attached directly to the front seat frame. This made installation much simpler and more flexible than the 1972 tension belt system. In addition, the child seat was much lighter than its predecessors, making it easier to move.

In 1978, Volvo introduced the world's first booster seat that positioned the seat belt optimally for children from about four years old. According to Volvo figures, the booster seat has achieved worldwide success.



We set standards for child safety. However, studies revealed that mispositioning still posed a risk. Reason enough to further improve the booster seat.

In 1985, the booster seat was fitted with ergonomically shaped foam and a removable backrest. Specifically for cars without rear seat headrests, this significantly improved child safety.

In 1986, Volvo introduced a child seat with an innovative support leg. The support leg rests on the floor, providing greater stability in frontal impacts.

In 1990, Volvo launched the first rear-facing child seat with metal anchors. This seat could be secured using metal anchor points on the bodywork, instead of just using the car's seat belt. This was a precursor to ISOFIX.

That same year, Volvo launched an integrated booster cushion in the center of the rear seat for the 850 and 900 series. This integrated booster cushion ensured that the seat belt fit more securely and was less prone to misalignment. This reduced misuse of the separate booster seat and improved the seat belt adjustment for children aged four and older.



2000 - first child seat with isofix

In 1995, the integrated booster cushion was further developed for the S40 to the outer seats, so that two children could be transported safely without separate seats.

Around 2000, ISOFIX was developed as an international standard for the safe installation of child seats. It is the result of a collaboration between Volvo, Volkswagen, child seat manufacturer Britax Römer and

80s - 400 series high chair



1986 - third generation car seat



1990 - integrated booster seat

The International Organization for Standardization (ISO-FIX) institute. The name ISO-FIX is an abbreviation of the institute and FIX, which loosely translates to "fixed mounting." The official ISOFIX standard, ISO 13216, was published in 1999, and since 2004, ISOFIX has been mandatory for all new cars in the EU.

**Eric van Vliet**

*\*Some photos in this article have been enlarged and colorized using AI. Source: volvocars.com*



1973 - Volvo's first real car seat

# EU CLASSICAL AGENDA

Date	Event	Type	Place	Contact information
February				
30 Jan-01	Fair or Show	Bremen Classic Motorshow 2026	Bremen (DE)	<a href="https://www.classicmotorshow.de/">https://www.classicmotorshow.de/</a>
February 13-15	Fair or Show	Flanders Collection Cars Ghent	Ghent (BE)	<a href="https://www.flanderscollectioncars.be/">https://www.flanderscollectioncars.be/</a>
February 14	Fair or Show	NAMAC fair	Wooden	<a href="https://namac.nl/">https://namac.nl/</a>
February 15	Fair or Show	Swapmeet USA Mot.cycleparts (12th edition) Enschede		<a href="https://www.alemite-motoren.nl/">https://www.alemite-motoren.nl/</a>
March				
March 7-8	Fair or Show	11th Classic motorcycle & moped fair	Seemed	<a href="http://www.classicmotor-bromfietsbeurs.nl/">http://www.classicmotor-bromfietsbeurs.nl/</a>
March 13-15	Fair or Show	Flanders Collection Cars Antwerp	Antwerp (BE)	<a href="https://www.flanderscollectioncars.be/">https://www.flanderscollectioncars.be/</a>
March 15	Fair or Show	Thirtieth DAF Collectors Fair	Asten	<a href="https://www.dafmaf.nl/">https://www.dafmaf.nl/</a>
March 21-22	Fair or Show	Technorama 2026	Kassel (D)	<a href="https://www.technorama.de/">https://www.technorama.de/</a>
March 22	Fair or Show	Antwerp Model Car Swapmeet 2026 Antwerp (BE)		<a href="https://amklassiek.nl/events/antwerp-model-car-swap-meet-2026/">https://amklassiek.nl/events/antwerp-model-car-swap-meet-2026/</a>
April				
05-06 Apr	Fair or Show	North Oldtimer Festival Venhuizen	Venhuizen	<a href="http://www.noordhollandsoldtimerfestival.nl/">http://www.noordhollandsoldtimerfestival.nl/</a>
April 11-12	Tour or Sport ride	Rally of the Border Region	Oisterwijk	<a href="https://www.autohistorica.nl/">https://www.autohistorica.nl/</a>
April 12	Fair or Show	Opening of the Convertible season	Beekbergen	<a href="http://www.barchetta.nl/evenement-informatie.php">http://www.barchetta.nl/evenement-informatie.php</a>
April 12	Fair or Show	Moto Retro Brustem	Brustem (BE)	<a href="https://www.motoretrobrustem.be/">https://www.motoretrobrustem.be/</a>
April 19	Fair or Show	National Two-Stroke Day	Moergestel	<a href="https://2taktdag.nl/">https://2taktdag.nl/</a>
May				
May 22-24	Tour or Sport ride	Volvomania Austria		Hans van Ginkel 300 register - 06-47235917

## How much is your classic car worth to you?

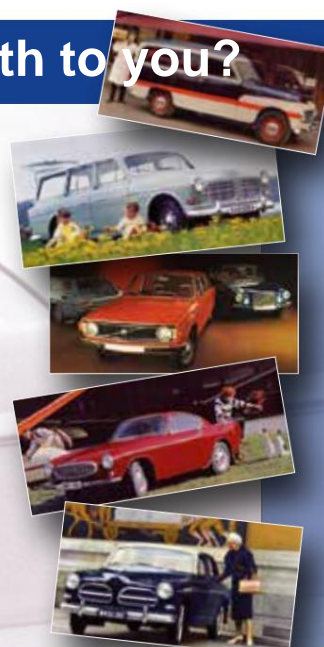
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Take advantage of our club valuation. Have your classic car appraised by a TC member near you. A good Valuation prevents additional damage in the event of accidents.

### Conditions:

- Only for Volvo models 25 years and older
- Membership Volvo Classic Car Association
- Costs only 20 euros

More information can be found on the website of the Volvo Classic Car Association and in this magazine.



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# Eelde Classics

## The classic car fair of the North

"On an adventure with your Volvo" was the theme of the VKV at Eelde Classics, the classic car show of the North, held on November 29th and 30th.

Together with the 240 Register and Volvo-related companies, our association was present in a cluster at the trade fair in Eelde this year.

Piet Bulthuis was there with his Duett, covered in stickers from all over the world. The Duett attracted a great deal of interest, and not just from Volvo enthusiasts. Piet spoke passionately about the journeys he and Agnes had made across every continent in their Duett.

has made. From Tierra del Fuego to the northernmost tip of Alaska, among other places. It was very impressive and wonderful to see how many visitors looked and listened with respect to the pair and their tough Duett.

On the other side of the stand was Martijn and Florian's Carbage Run V70. Both men, through their work, know all the ins and outs of the V70. A requirement for entering this 2,500-kilometer (1,550-mile) European drive is that the participating cars must have a very low purchase price.

The destination is unknown, and there are several special assignments along the way. And so, the team travels at a brisk pace, covering thousands of kilometers in their specially equipped 1998 V70 across Europe.

In short, a ride full of experiences.

Gerard and Ina were once again in charge of the booth. Everyone was warmly welcomed, along with a number of enthusiastic volunteers.

All this allowed us to welcome ten new members.

It was a pleasant stand, and many members from the north and east visited us. We all had a great time and would love to do it again next year.



# Volvo in the GDR

The 200 series is no longer in the spotlight, as it was mass-produced and people are getting a bit tired of it – at least in Sweden.

Yet this series is something special: it is the car most built by the Swedes, which has even outlived its successor, the 740.

The "brick" also caused a stir across the pond. For decades, insurers called it the safest car on the market, and for road safety institutes, it was a textbook example.

Nevertheless, cars from before the first facelift regularly fell victim to rust. As is well known, there was a structural shortage of cars in the GDR, and the first imports from the West followed at the end of the 1950s. As soon as a shortage arose somewhere,

When a favourable offer arose, the management took action and organised vehicles for the better-off and to 'internationalise' the street scene (especially in Berlin).

This led to the import of approximately one thousand Volvo 244s in the second half of the 1970s. Based on the DL model, a separate series was produced exclusively for the GDR, under the name DLS (DL Special or "Sonder"), which differed significantly from the standard DL in several details. Registrations show that approximately fifty examples remain on the road today. Add another fifty, waiting to be discovered in an abandoned barn somewhere, and we can truly call it an extremely rare model. Some 244 DLS undoubtedly ended up with retreating Soviet soldiers somewhere before or after the Urals; the rest likely ended up in the incinerator.



circle of a truck. Swedish trucks were for the steeled political

nes with the biggest engines, always in muted colors and in bundles. A huge political cadre; officials, recognized citizens, unofficial and/



*Hungarian on the road*



*Picture Hungarian 244DLS*

This letter to the editor from a reader in Dresden appeared in Oldtimer Praxis 09/2025 and is interesting, but also raises questions, especially regarding the differing details.

The website [www.volvo244dls.de](http://www.volvo244dls.de) clarifies this; here is an excerpt from that article.

For certain people in the GDR, Volvo was the preferred brand, especially with a view to representative tasks.

The government's own products were not good enough, with the exception of the ZIL 114 – a Russian Cadillac equipped with an eight-cylinder, seven-liter engine with 300 hp and the turning

A demonstrable choice: a neutral country, socialist, and providing asylum during WWII. That other Swede, Saab, also had its charms, but was disqualified as a builder of Western fighter jets.

Furthermore, a confidential source has revealed that Russian vehicles were absolutely unsuitable for properly housing essential radio and eavesdropping equipment and/or weapon fittings.

So the choice fell on Volvo. Treaties were signed between Gothenburg and East Berlin, and several vehicles were also delivered. As a rule, the GDR ordered the largest limousines.

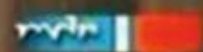
Secret collaborators had to be cared for, both inside and outside the GDR. A spy speeding through Bonn in a Trabant or Wartburg would certainly have been noticed. In such cases, they preferred to rely on Volvos from the 140, 160, and later the 240 series, equipped with fanciful, ever-changing license plates and chassis numbers, so that the Federal Republic of Germany's secret service could also keep working. Parts were also ordered continuously, as GDR

workshops were not equipped for maintenance and repairs.

The government convoy consisted of Volvo's largest limousine, the 164, along with the extremely rare 245 Transfer, which was built until 1980 but specifically for the GDR until 1984.

The boss himself, of course, drove a 264 TE, none of which were the same. TE stood for Top Executive, and more than half of all models built were destined for the GDR.

The bodywork went to Bertone, who lengthened the cars by 70 cm, creating a third row of seats,



that could be folded away. A landaulet\* was also produced, so that Honecker and later Krenz could wave to the people in full view. Each 264 TE for the GDR was hand-built and well-equipped, without the decadence of minibars and other American trappings, generally even without leather seats. When quality problems later arose in Italy, production of the carriages was moved to Nilsson in Sweden.

Incidentally, other brands were also imported, including Citroën and Mazda, often based on political deals. Even those who could afford the exorbitant purchase price (three times that of an "Ostauto")—and surprisingly, that was quite a lot—

sen - was only eligible if one held the right positions, or demonstrable services to the state and lived in East Berlin.

Apparently, Berliners were privileged in many respects, while other GDR citizens were at the bottom of the list.

To raise foreign currency, family in the West was allowed to send gifts to their East German relatives, provided they paid for them in Deutsche Marks. This allowed East Germans to acquire a worn-out 140 or 164 ex-state car through an internal trading company, though this did not always make them popular or even suspicious in the neighborhood. Moreover, inflation made it extremely expensive, partly because only the first owner was eligible for replacement parts, a right they naturally did not readily relinquish.

Back to the 244 DLS. The import was agreed upon in September 1977, and the first vehicles arrived by the end of the year. Most of them date back to 1978. Apparently, they all went to Berlin and were given license plates beginning with IBM. They are still sold occasionally, at fairly high prices.

What made the DLS stand out?  
The base consisted of a 244 DL and

The front (the hood, headlights and grille) came from a 264. Little is known about other differing (interior) details.



Final assembly of components supplied by other Volvo factories took place in Kalmar, Sweden. Opened in 1974, the 40,000 m<sup>2</sup>, two-story facility consisted of four linked hexagonal structures. In this design, the monotonous conveyor belt was replaced by assembly stations, and each assembly team had its own work area, changing room, and canteen, all with ample natural light.

\*Landaulet: a folding roof at the rear of a car.



*The 244 for "Vopo's and Apperatski"*

Translation/text:  
**Sjef van Giersbergen**



# Carbager

**The challenge is to complete a beautiful five-day trip across Europe in a vintage car, covering a distance of between 2,000 and 3,500 kilometers. The Carbagerun isn't about speed or time, but rather about creativity, craziness, adventure, and fun. It's not about who arrives first, but there is certainly a competitive element.**

Every day, you'll receive challenges to score points, and the team with the most points at the end of the week will win. These challenges will put you in bizarre situations that you'll talk about for a long time. Of course, there's always a good time every evening, and you'll have tons of fun with your fellow runners.

But with an old banger there is of course a good chance that you will have bad luck on the road and that is precisely the intention. You're not a true Carbagerun runner if your car breaks down. The Carbagerun doesn't have a tow truck, roadside assistance, or technical support, but you're certainly not alone. Your fellow runners expect you to

We have it, and that's been proven over the past few years: runners always help each other! It's like being part of a big family. The advantage of traveling in a large group is that you never have to wait long for help.

## The participants

The 2025 summer edition was held from southern Germany to Hungary, all in just five days. No fewer than 500 teams participated in this barrel race, usually crewed by two runners, but sometimes by several enthusiasts. Several teams from Drenthe also participated. We met the crew of one of these teams last year.

We've been getting to know each other for weeks. Let's meet the three men. First up is Martijn Hut. He's a mechanic at the Roelfsema Volvo garage in Tynaarlo, so the choice of the brand was almost logical. Working on the brand holds few surprises for Martijn, and when you're close to the action, all his experience on the road can come in handy.

Martijn about this: "If the other participants have a breakdown along the way and they realize you're a mechanic, they'll quickly find you. That's not a problem, of course, and it's also kind of the point of the whole thing. The second crew member is Arjen Hogenelst, Martijn's brother-in-law. He works as a calculator and work planner at a machine factory. The third team member is Luuc de Vries, Martijn's neighbor. He works as a sociotherapist in the van. Now tell me, what a wonderful



# one

## Traveling through Europe in an old barrel

SVI insurance (occupant injury insurance). It's time to get the word out: A whopping 85% of the vehicles participating in the Carbagerun were Volvos. The men from Tynaarlo completed the race in a V70 without any major issues. Except for one minor issue that could be repaired once they crossed the finish line.

Volvo Netherlands and Sweden must be very happy with that. What reliability, what wonderful advertising for this still strong brand.

### Route

According to the organizers, the route changes every year, making it a new adventure each time. This ensures you'll visit places you've never been before and experience fantastic routes you won't soon forget. They'll show you Europe through a different lens, avoiding the usual destinations and busy highways. The starting point is in southern Germany. On the first day, you'll travel through Austria, Slovenia, and Croatia. On the second day, you'll enter Bosnia, with an overnight stay near Sarajevo.

On day three, it's Serbia's turn, where you'll spend the night in the southeast of the country. The fourth stage takes you along the border with Romania, with the finish line just over the

The final day will take you through Hungary and Slovakia to the Czech Republic. The finish line is near Brno. If you cross the Romanian border, you'll have visited ten countries in five days.

How do you drive so many kilometers in five days, while also being bombarded with all sorts of time-consuming tasks from the organizers along the way? Martijn explains: "The journey actually starts much earlier, with building and preparing the car. Then testing and connecting everything. And of course, having a few T-shirts and stickers printed.

All three of us have driver's licenses, so we were able to regularly switch drivers during the trip, while the others could rest or assist the driver with the route. And of course, things get a bit heated along the way, and the whole thing naturally drains energy, so it's important to keep everyone on track and certainly not do anything rash. When necessary, everyone must take responsibility.

Luckily, that was the case for us and we were able to fully enjoy driving in all those countries with their sometimes completely different cultures. It is true that we did not participate in carrying out the assignments. A conscious choice, which gave us more time to

A diverse group. During the wrenching day in October, I had the opportunity to meet the men, and the other VKV members present were also able to ask the team questions and admire the used Volvo V70.

### The car

The participating car may have a current market value of up to €1,000 and must be at least twenty years old.

Martijn explains: "We simply bought the car on Marktplaats and then, of course, checked its mechanical condition. A few parts were replaced here and there, but otherwise, the car was driven as close to its original condition as possible."

The Carbagerun organizers require participants to have their vehicles inspected and the car must meet all legal requirements. In addition, third-party liability insurance and



Serbia



routes. The organizers appreciate it if participating vehicles are kept as original as possible. Not everyone adhered to this advice and arrived in cars that were either younger than twenty years old or had various modifications to make driving easier. These participants were required to justify their actions on stage.

We also had a modification, but it didn't affect the driving experience. We had a barbecue mounted on the tow bar, which allowed us to prepare a lot of meat dishes in no time. Just imagine yourself standing at the top of a mountain pass with a fantastic view.

and savor the moment while enjoying a delicious sandwich and hamburger. We also had good connections thanks to a 27mc transmitter, allowing us to distribute toasted sandwiches to other teams while driving. In Bosnia, locals gave us bottles of home-brewed liquor along the way.

We had nothing but beautiful weather throughout the entire trip, so the evenings were very pleasant, enjoying drinks with the other teams. The food at the finish locations was excellent, although we also used our BBQ there regularly. We saw a lot of poverty along the way, but despite this, the locals were incredibly hospitable. We also helped other teams who were struggling during the ride, including

A Range Rover with two women had stalled on a hill. The car wouldn't start. The problem was quickly resolved because the gear lever wasn't in P. On the final day, we finished the race with five other teams, and that evening, during the awards ceremony, we barbecued and enjoyed a beer on the tables at Lake Balaton.

### Epilogue by Martijn:

"It was a fantastic event. Driving our Volvo on beautiful roads in stunning scenery, over mountain passes, gravel roads, and sometimes on very rough roads and chaotic cities. Despite this, we're already planning another Car-bagerun.

**Dick Scholing**

*Photos Martijn Hut and Dick Scholing*



# VOLVO SPECIALISTS

In this section, you'll find specialists in Volvo and general technical areas. The editors don't claim to offer a complete overview, but simply aim to make searching easier for VKV members. Would you like to be added to this list? Please send or email all relevant information to the editors. Inclusion in the list is free of charge. The editors are not responsible for any contacts or transactions arising from the specialists listed in this section.

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Scandcar	Heizenschedijk 6 5066 PL MOERGESTEL	scandcar.nl / (013) 5134033
Schmidt Gemert	Amer 17 5422 VP GEMERT	schmidt-gemert.nl / (0492)368437
Smit Parts Vaassen	Eispeterweg 17 8171ER17 VAASEN	timensmit.nl / 0578 575171
Swedish Classics	Loon 4, 5757 AC LIESSEL	www.swedish-classics.nl / 06-55723361
Technotrans BV (rev. drive shaft/cyl head)	J. van Stolbergweg 26 9641 HL VEENDAM	www.technotransbv.nl / (0598)617777
Teus Voskuil	Krommesteeg 42a 6718 TW EDE	oldtimer-restoration-teusvoskuil.nl 0655194490
THB Classic Parts	Bovendijk 61 3045 PB ROTTERDAM	(06) 22547826 burgermanb@yahoo.com
Tinustuning (Ben Flierman)	Oxersteeg 6, 7428MC, DEVENTER	www.tinustuning.nl
Tom's Classics	Summenweg 157, 7532 RB ENSCHEDE	www.tomsclassics.nl / (053) 4616540
TonCar Bosch Car Service	Industrial Road 43 2651 BC BERKEL EN RODENRIJS	toncar.nl / (010) 5117700
VAD Car Scrapyard	Zinkweg 7 2401 MA ALPHEN aan de Rijn	(0172) 432748
Van Vliet Classic Restorations	Kadjik 22-6 LEMMER	vVliet.KlassiekerRestauraries@gmail.com 06 81723178
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# Born in Holland

## 50 Years of the Volvo 300 Series

It is 50 years ago that the first Volvo 343 rolled off the production line in Born, Limburg. A Dutch design that ultimately saw over a million production models, which certainly justifies an extensive retrospective of its origins.

It's February 19, 1976. At Volvo's headquarters in the Swedish city of Gothenburg, a large group of Swedish and Dutch representatives of the automotive press are gathered. The tension is palpable. In a few moments, the group will witness the unveiling of a completely new Volvo model.

Journalists and employees from Volvo companies in Sweden, the Netherlands, Belgium, and other European countries gathered in numerous locations for the first official introduction to the new Volvo. It was Ruud Lubbers, Minister of Economic Affairs in 1976, who had the honor of driving the very first Volvo 343 off the production line in Born, Limburg.

The "general" public gathered at the Geneva International Motor Show in Switzerland in March 1976 to see the new Volvo with their own eyes.

According to the press, this car, the Volvo 343 (pronounced 3-4-3), is reminiscent of the Volkswagen Passat, but with a real Volvo nose.

A striking feature is the kink in the tailgate, which not only creates a larger trunk but also offers an aerodynamic advantage. The rear window is kept clean by the wind.

The car is generally considered sturdy and modern. A 1400 cc, 70 hp Renault engine drives the rear wheels via the variomatic transmission, which Volvo now calls CVT. The Volvo 343 turns out to be no bargain.

The base model, the 343 L, costs a whopping 16,900 guilders. Although the 343 comes standard with an automatic transmission, the price is considered far too high. For this price, you could also have purchased an Alfetta, Ford Granada, Peugeot 504, or Renault 16, all larger cars with more powerful engines and four doors.

The Swedish press was not impressed with the Dutch Volvo. Although the car had some strong points, the Swedes were put off by the very poor quality of the first pre-production models. Volvo, however, promised to do better. Improvements were desperately needed, as the Volvo 343 had been brought to market a bit too hastily. The car suffered from a number of teething problems.

The panel parts didn't fit together perfectly, and the first 343s suffered from water leaks. The brown dashboard proved to be of less than stellar quality: it literally collapsed in hot weather.

The gear lever, which had already built up a reputation in the DAF era as 'the



"Smart stick" proved to be less than ideal in the Volvo 343. The design made the lever feel rather flimsy, which was inappropriate in a Volvo. All these shortcomings were resolved during 1976.

What initially remained unresolved was the relatively high price and limited model range. Upon introduction, the 343 was available exclusively with the 1400 cc engine coupled with an automatic transmission. Customers could choose only between two trim levels: the L and the slightly more luxurious DL.

### First driving test

AutoVisie magazine has the scoop, and is the first to test the Volvo 343 DL. The editors were quite positive about the 343. The comfort and the (then) trendy, tasteful brown interior were praised. The "gravestone" seats of the first 343s betray the DAF origins. The seating position

The seat is high, but the seats are very comfortable. However, the rear seat comfort is mediocre. The excessively thin seat was particularly criticized. The handling, however, received praise. The 343's performance was considered "not overwhelming." The Volvo proved to be much slower than the competition. Fuel consumption was close to 10 mpg, which wasn't particularly favorable.

It was also considered that the purchase price was quite high.

The 343 was the big car news in the Netherlands and the first completely new Volvo in ten years. In Limburg, Volvo's developments were closely monitored. The hope was that the new Volvo would create around 400 jobs.

In fifteen years, the Volvo 343 would grow from a problem child into a desirable series of Volvo 340 and 360 models. Robust, safe, and above all, incredibly fun-to-drive family cars. More than a million enthusiastic 300 buyers first sat behind the wheel of their new Volvo, designed and built in the Netherlands. The 343 also performed well in sports, with Swedish rally driver Per Inge Walfridson becoming European champion in 1980 with the Volvo Rcross team.

### Overview Volvo 300 series (1976 - 1991)

When the Volvo 343 appeared in the winter of 1976, it was the first completely new model from the Ne-



Dutch Volvo Car BV. With the Volvo 343, Volvo entered one of the most important segments of the European car market: the compact car. The Volvo 343 was a three-door hatchback. The large tailgate extended from the rear window into a spoiler-like design. The 343 was spacious and had a flexible luggage compartment. A five-door version – the 345 – was introduced in 1979.

In the autumn of 1982, Volvo introduced a new variant: the 360. It was based on the 340, but was equipped with a four-cylinder 2.0-litre engine and a five-speed gearbox.

With the model name 360, Volvo also gave this more luxurious and powerful variant a higher position in the Volvo range in name. A year after the introduction of the Volvo 360, the model range was further expanded with a four-door sedan model with a conventional trunk. This version also had a larger rear overhang.

Length. From the outset, the Volvo 300 series was available with a 1.4-liter engine and a continuously variable automatic transmission. The model featured rear-wheel drive, with the transmission mounted behind the differential for optimal weight distribution. The rear suspension was of the De Dion type. During its production run, the 300 series underwent several changes to its appearance, engine, and transmission. The most significant exterior change occurred in the autumn of 1981, when the front and interior were redesigned.

On March 8, 1988, there was a big party in Born, Limburg; the millionth Volvo 300 rolled off the production line that day. The 440 was already ready for production at that time.

On March 13, 1991, at around three o'clock in the afternoon, the 1,139,689th V300 rolled off the production line, a white 340 1.4 CTV. This last 300 was auctioned in June 2010 for the benefit of the Kika Children's Fund, after several years of storage.



### Specifications

**Model:** 343, 345, 360 Production quantity: 1,139,689

**Dimensions:** length 419 cm (360: 430 cm), wheelbase 239.5 cm.

**Body:** three-door hatchback, four-door sedan, five-door hatchback

**Engine:** 1.4-, 1.7- and 2.0-litre inline four-cylinder petrol, 1.6-litre inline four-cylinder diesel.

**Transmission:** Automatic, Continuously Variable Transmission (CVT), four- or five-speed manual.

**Brakes:** hydraulic, front disc brakes and rear drum brakes.

Dutch station



# Volvo V40 Classic

**The Volvo V40 Classic is a car that evokes fond memories for many car enthusiasts. This station wagon rolled off the production line between 1995 and 2004, with its home base in the Netherlands.**

place: it was the first Volvo in the C-segment with a truly European look and a distinctive character.

The V40 was positioned as the practical estate version of the S40, Volvo's compact mid-size car at the time. With its striking design, technical innovations, and unique Dutch production, the V40 Classic left a lasting impression on the automotive world and the hearts of Volvo fans.

Improved safety and international ambition. In 1995, the S40 sedan and V40 station wagon debuted, both fully designed for a new generation of Volvo drivers.

## Striking and quirky

The V40's design was progressive in several respects. The rear, in particular, was eye-catching, with its characteristic upswept taillights reminiscent of the iconic Volvo 480.

## From 300 series to S40/V40

To understand the Volvo V40 Classic, we must go back to the 1980s. Volvo was already firmly established in the Netherlands, first with the 300 series (produced from 1976) and later the 400 series (1986-1996). Thanks to the Born factory – originally owned by DAF – the Netherlands became a major production center for Volvo's compact models. The transition from the 400 to the 40 series marked a more modern approach: a sharper design,

## New naming

The introduction of the S40/V40 series coincided with Volvo's new naming system. While previous models primarily featured number combinations (such as 240 or 850), Volvo now opted for a letter-number combination.

The 'S' stood for 'Sedan', 'V' for 'Versatility' (e.g., station wagon), followed by the number '40' to designate the segment. This system brought clarity to the range and positioned the V40 as the compact, practical Volvo for young families and active drivers. The 40 series received a unique

The tailgate design is supposed to evoke memories of the Volvo 480 (Tundra?), which had an all-glass tailgate. In reality, it's just plastic, but it does give the car a distinctive character. This design choice gave the V40 a distinctive character in an otherwise fairly traditional station wagon segment. Inside, the attention to ergonomics and safety was immediately noticeable: solid seats, a clear dashboard, and ample space for five people, all with that typical Scandinavian sobriety.

# with a classic heart AT THE MIDDLE PLATE

With its spacious luggage compartment, clever storage options and stylish finish, the V40 stood out from the competition.

## Volvo & Mitsubishi

The Volvo V40 Classic wasn't a standalone model; it shared its platform with the Mitsubishi Carisma, a rare example of technological collaboration between a Swedish and Japanese manufacturer. This partnership resulted in a modern chassis, but Volvo imposed strict requirements on safety, comfort, and handling. The V40, for example, was fitted with Volvo's own engines, a modified suspension, and extensive safety equipment, including SIPS (Side Impact Protection System) and various airbags.

The V40 was therefore not only reliable and comfortable, but also one of the safest cars in its class.

## The V40 Classic as a classic

With the end of production in 2004, a chapter came to an end, but the V40 Classic lives on in the hearts of enthusiasts. The model holds special significance for the Netherlands: for years, it was Born's flagship and a symbol of Dutch automotive technology. Today, appreciation for the V40 Classic as a youngtimer and potential classic is growing. Its blend of Swedish solidity, Dutch craftsmanship, and timeless design makes it beloved by collectors and daily drivers alike.

It would therefore not be a bad idea to set up a special Volvo V40 Classic register – a place where owners and enthusiasts can share knowledge, stories and parts, and thus honour the unique bond between the Netherlands and this Volvo classic.

## Future perspective

The Volvo V40 Classic is more than a practical station wagon from the 1990s. It's a car with a story: one about international collaboration, Dutch pride, and Volvo's innovative strength. The V40 Classic has earned its place as a classic, not only for its technology and design, but especially for its significance to car enthusiasts. As time goes by, the appreciation for this special Volvo will only grow – and who knows, it might soon be the centerpiece of a vibrant new VKV register for true fans.

*Hans van Ginkel*



## Pico and his Volvo 164

Pico is a 76-year-old cheerful man living in the beautiful town of Tzummarum, Friesland. After receiving an old Mercedes 160 for free before he even had his driver's license, he bought his first Volvo, a PV444, in 1969. It was a version with a 1400 engine in which they had a thick 1800 cc. That was quite something for that time. He bought this 1953 Volvo for only FL 225.

Later, many 2CVs and a DS followed. Back then, you bought a car cheaply, and when it was worn out, you bought another. After completing his graphic design degree, he went to work in a printing house and supplied clichés for the Telegraaf newspaper.

Although Pico never had any technical training, he worked on his own cars. Fast forward to a few years ago. Pico and his wife lived in Purmerend but wanted something different. So they went looking across the Afsluitdijk because, as they soon noticed, everything on Funda became much cheaper once they had crossed the Afsluitdijk. They looked in Sexbierum, for example, but

also in Tzummarum.

In the latter village, they found an old bank building (Rabobank and Frieslandbank) that had been for sale for ten years. The price had already dropped considerably, and Pico made an even lower offer, and they were able to claim it shortly thereafter. With the idea of a large plot of land and a fancy bank building, Pico's wife thought a suitable bank manager's car would be a good fit. Coincidentally, Pico heard from a friend that he knew someone who had a 164 and was interested in selling it. The problem was, it had been sitting idle for three years.

stood. Pico dared to take on this adventure and so the 164 came thundering into Freeke's house. Pico's wife died in May from 2025. This intense event makes it increasingly difficult for Pico to sit next to an empty passenger seat to sit. The 164 was really their car. That's why Pico thinks Now I'm considering selling it to get rid of these painful memories. For those interested: picofreeke@live.nl.

Over the past few years, Pico has driven the 164 a whopping 30,000 kilometers and completely restored it. Mechanically and engine-wise, it's in perfect condition. Only the doors and the worn front seats still need work (if you have any spares, please). But what a wonderfully solid car this is! It glides smoothly over the road and feels like a tank!



*Joost van Daag*





# Halmstad to Holland:



**When Marco van Breukelen happened to come across an advertisement on the website of the Swedish PV Club, he had no idea that he would soon become the owner of one of the oldest PV444As in our country.**

This example, built on March 24, 1950, and delivered new in Kristiansand, exudes history. With its original accessories, fresh restoration, and rich history, this Volvo is not only an eye-catcher but also a tangible piece of Swedish heritage.

Sometimes you find a classic just when you're not there

*Renovated interior: classic look with fresh upholstery*



what you're looking for. That's what happened with my Volvo PV444A. One evening, while browsing the website of the Swedish PV Club, I came across a modest advertisement. The seller, a friendly 83-year-old gentleman from Halmstad, wanted to say goodbye to his faithful companion after many years. His age was making driving it increasingly difficult, but his stories still echoed the same pride as in the days he drove it.

My PV444A was delivered new in Kristianstad, Sweden, on March 24, 1950. It's a car from the era when Volvo positioned the PV444 as the model for the post-war years: solid, reliable, and yet stylish. After some archival research, I discovered I'm now the fifth owner. Each of them has added their own piece of history, but always with respect for the original.

About five years ago,



The car underwent a thorough restoration: completely disassembled, repainted, and fitted with new upholstery. The result is a PV444A that looks like it just rolled out of a 1950s showroom, yet retains the soul and charm that only 75 years of use can bring.

What makes this Volvo extra special are the many accessories. For example, it has a heater for the cold Swedish winters, a child seat for the rear seat, and a vacuum-powered fan.

# my PV444A from 1950

for the driver—a charming precursor to modern air conditioning. It's precisely those small details that make this car a moving historical document.

Every ride feels like a step back in time. The smell of the interior, the sound of the engine, and the familiar sight of the bulging hood make driving a pure experience.

To me, this PV444A is much more than just a car: it's a piece of Swedish heritage that I'm proud to preserve and keep moving.

*Marco van Breukelen*

## The PV444A

The Volvo PV444 was presented in September 1944, but due to the war, production didn't really get underway until 1947. It was the first Volvo with a monocoque body and a clearly American-inspired, streamlined shape. The 1950 "A" version was equipped with a 1.4-liter four-cylinder engine (B4B) that produced 40 hp, good for a top speed of approximately 120 km/h.

The PV444 was seen as a people's car, but was built to the robust standards that made Volvo famous back then.

Of the more than 200,000 PV444s produced, only a few can be found in their original condition today.



*Ready for departure: Swedish reliability on Dutch soil.*

## VKMFORUM HIGHLIGHTS



Pieter doesn't have a key for his ignition. Using the number on the lock, it should be possible to make a new key. An old thread from

The 700 register on the bonded exterior mirrors inspired Adriaan to remove his mirror as well. No problem with the bonding, but after installation, the mirror no longer vibrates!

Tinus wants to replace a D-type overdrive with a J-type.

Replacing the overdrive isn't easy. If the D works, change the oil regularly and just leave it as is. The J is a bit thicker and might not fit under a Duett. Mathy is looking for a piece of wiring harness from a 940. There are different versions, for different engine types. It seems to be difficult to obtain. Rutger is researching methods for rust protection, also in connection with any welding that may be done later. The Com-

Maarten's bi won't start anymore. His spark is weak.

Already replaced everything, no success yet.

Ignition good, no 180° misfire? Timing fine? The car was already running well with the 123 ignition. Try the old ignition again. Rotor?

Distributor cap? Signal wire to LPG relay?

# Volvo redblocks: a

Because of their safety, solid construction, and reliability, Volvo's youngtimer passenger cars are especially popular worldwide. The redblocks in the 240 series, 700 series, and 900 series models, in particular, have built a reputation for being nearly indestructible. Redblocks are usually considered the four-door.

(same engine type), but is rarely referred to as a classic redblock because the engine is quite rare and has a smaller displacement. Technically, it does belong to it. Six-cylinder engines were also installed in some more luxurious versions of the aforementioned series. The aluminum 2.7 and 2.8 liter V6 engines produced by Volvo

## Volvo 240 series 1974-1993

The five-door 245 station wagon remains a popular model in the Volvo 240 series. It is also available as a two-door 242 and a four-door 244. A total of 2,685,171 units of the 240 series have been sold. The four-door model sold the most, at 1,483,399 units.

Of the five-door, 959,151 units were produced. Later models ('91-'95) received ABS, airbags, and a catalytic converter.

In some markets, the CAT arrived much earlier. In the US, Volvos were already available with catalytic converters and lambda sensors in the 1970s.

- B19A/B - 1974-1980, 1.9 liter (carburetor and injection) 90-97 hp
- B21 - 1974-1980, 2.1 liter, 100-123 hp, popular version
- B21ET - 1980-1984, 2.1 liter, 155 hp
- B21FT - 1982-1984, 127 hp, with intercooler up to 162 hp
- B23A/E - 1975-1985, 2.3 liter, 112-136 hp
- B200 - 1985-1998, 2.0 liter, 97-117 hp
- B230 - 1985-1998, 2.3 liter, 114-131 hp, especially in later models, popular for its reliability.
- B230FT - 1985-1989, 2.3-liter turbo, 155-165 hp. Conflicting reports about the availability of this engine type in the 240 series.



cylinder engine types calculated with overhead camshaft(s): B19, B21, B23, B200, B230, B204 and B234.

From 1974 onwards, the lower camshaft was moved to the cylinder head. The base of the lower block remained largely the same. Despite their underlying camshafts, the B18 and B20 are also considered red-block engines among enthusiasts. Think of the 140 series, Amazon, P1800, and the 544 series.

The green, triple-bearing B16 is not included. Well-maintained redblocks that have not been rebuilt and have clocked up well over 600,000 kilometers are not uncommon. The cast-iron four-cylinder engines with aluminum heads, overhead camshafts, and two or four valves per cylinder are a favorite among DIY enthusiasts.

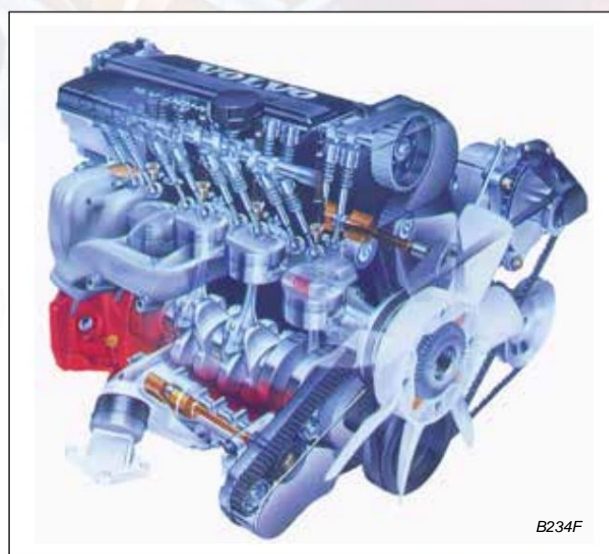
The 360 series also had redblocks. Before the 360 series, there were two versions of the 340 with redblocks: the 340 GLS and the DLS 2.0. The unnamed B17 is actually based on the redblock family.

was designed in collaboration with Peugeot and Renault (PRV). And let's not forget the 164, built until 1974, with a three-liter inline six-cylinder engine and dual carburetors (B30A) or fuel injection (B30E). This engine is essentially a B20 and a half. The B30 was available until 1974, but didn't have an overhead camshaft and—despite the red-painted cast iron lower engine—are therefore not included in this red block overview.

As with the B18, B20, and B30, the later redblock engines also have a single carburetor in the A version, while the B version has two. The E and F are injection models, with high and low compression, respectively, due to US regulations. Below is an overview of the series with redblocks in the front.

## Volvo 740 series 1984-1992

Best known for its characteristic angular design, the Estate's enormous loading capacity and for its solidity, reliability and



# after indestructible

Safety. The 740 Estate was available from 1985. Large load space, popular with families and as a commercial vehicle. Available with petrol and diesel engines.

■ B200, 2.0 liter (rare), depending on year and market. The B200ET in the early 740 Turbo, the B200 FT in the later versions.

■ B230E and B230F, 740 GLE (Grand Luxer Executive) - injection, 100-130 hp

■ B230FT - 740 Turbo, 2.3 liter 155-165 hp, sporty turbo version, extra options.

■ B234F - 740 GLT (Grand Luxe Touring), 2.3 liter 16-valve naturally aspirated injection engine, 155 hp

■ B204GT - 740 16V Turbo, 2.0 liter 16-valve turbo engine, 200 hp, without catalytic converter.

## Volvo 760 series 1982-1990

Especially in early 760 Turbos (before the introduction of the catalytic converter requirement) - depending on the emission requirements - sen.

■ In some markets, four-cylinder engines were installed, such as the B230ET. It was the first turbocharged version.

■ B23ET/FT, 2.3 liter with Bosch Motronic, 165 hp. A parts list lists the year of manufacture as 1983-1990.

■ B230ET - 1984-1988, 182 hp, 260 Nm

■ B230F - 1985-1988, 114 hp, 136 Nm, Bosch LH 2.2 injection system. More commonly installed in the 740.

■ B230FT - 1985-1990, 155-165 hp, 187 Nm, without catalytic converter. After 1990, fewer engines of this type were installed in the 700 series.

These had a few more horsepower thanks to an improved turbo. The B230FT was known as a more reliable version compared to the B230ET.

## Volvo 780 1986-1990

Exclusive two-door coupé designed in collaboration with the Italian design studio Bertone. Based on the chassis and mechanics of the Volvo 760, it features a distinctive body and interior. 8,518 units were produced worldwide.

■ B200ET - 1986 cc with turbo, 160 hp at 5,500 rpm.

■ B230FT - 2316 cc turbocharged, 165 hp, 254 Nm, depending on market and year, manual or automatic.

■ B204GT - 200 hp, 290 Nm, availability depending on market and year, manual or automatic, no catalytic converter.

## Volvo 940 series 1990-1998

The Volvo 940 was available as a four-door sedan and a five-door estate. This model was also popular for its robustness, reliability, and the spacious load space of the estate version. The 940 was available with a four-cylinder petrol engine, either turbocharged or with a turbocharged four-cylinder, or with a six-cylinder diesel engine, either turbocharged or with a four-cylinder. A total of 246,704 sedans and 231,677 estates were built.

■ B200F - 1990-1992, two-liter, approximately 111 hp, 5-speed manual transmission

■ B230FB - 1992-1998, 2.3 liter, approximately 131 hp, Bosch LH-Jetronic or Regina FI, depending on the market. Manual or automatic transmission. Later also available with the B230 FD with a "tame" camshaft and 116 hp.

■ B230FT, 1991-1998, 2.3-liter turbo, approximately 165-171 hp, 231-264 Nm, depending on the year of manufacture, with a possible upgrade to B230FK in later years. Manual or automatic transmission.

■ B230FK - 1996-1998, 2.3 liter, 135 hp, 220 Nm. Same engine as the B230FT, but with a low-pressure turbo and a different ECU.



B21

## Volvo 960 series 1990-1994

More luxurious versions of the 940 series, including a modified dashboard and a more luxurious interior. Available as a four-door with a multi-link rear axle and a five-door (Estate).

Manual or automatic transmission. Due to favorable tax regulations in those countries for engines up to two liters, it was specifically built for the Italian, Portuguese, and Belgian markets. It was imported several times from those countries, both commercially and privately.

■ B204GT - two-liter four-cylinder 16-valve turbo 200 hp, 290 Nm. Availability depends on market and year, manual or automatic, no catalytic converter. Fairly rare variant. It's unclear which years it will be available.

■ B204FT - 1990-1994, two-liter four-cylinder 16-valve turbo with catalytic converter, 190 hp at 5300 rpm, 280 Nm at 2950 rpm.

*VKM Editorial Team, with thanks to Sven de Ridder and Willem van Strik for their contributions.*



B204GTFT



In the early 1980s, the automotive world was in a state of flux. Manufacturers were experimenting with new technologies, materials, and shapes to anticipate changing market demands and stricter environmental regulations. In this context, Volvo presented the LPC concept car in 1983, a car far ahead of its time that continues to intrigue with its innovative character.

# LPC concept car

Lightweight materials, alternative fuels, and extremely low fuel consumption—key words for today's cars. Yet these were precisely the qualities that formed the basis for the LPC 2000, Light Component Project. This was a concept car study focused on the future and the environment, presented by Volvo Car Corporation in the late spring of 1983.

## What is the Volvo LPC?

The Volvo LPC, which stands for "Lightweight Prototype Car" or "Lightweight Performance Concept" (the exact meaning varies depending on the source), was a concept car that showcased Volvo's vision for the future of passenger cars. The goal was to design a car that was not only lighter and more efficient, but also safer and more comfortable for its occupants.

Volvo, already known at the time for its focus on safety, saw an opportunity in lightweight technology to

to improve performance, fuel consumption and environmental impact without compromising the brand's core values.

The idea for the LPC was born in 1979, partly from an electric car study Volvo Cars conducted in 1976 under the leadership of the brilliant engineer Rolf Melde, and partly from an ultralight small car project called Ellen. The brief: a drivable prototype for a future lightweight car that was extremely fuel-efficient, yet also very safe and practical by the year 2000. The team, led by Melde, would take advantage of both new materials and new technologies that existed and were being developed. The LPC had to accommodate at least two people, have a maximum weight of 700 kg, and consume less than four liters per 100 km (4.4 mpg), a nearly impossible task in 1979.

There was a 1.3-liter three-cylinder magnesium engine that managed to squeeze out 50 hp. A larger 1.4-liter engine ran on rapeseed oil and produced 90 hp. The transmission was a five-speed manual or a CVT. The 0-100 km time was just over 11 seconds. They didn't quite achieve the target fuel consumption, which came to 4.2 l/100 km.

## Design and technology

The Volvo LPC's appearance was futuristic and aerodynamic, with sleek lines and a wedge-shaped profile that clearly deviated from production cars of the time. The concept car had a remarkably low drag coefficient, which contributed to lower fuel consumption and improved performance.

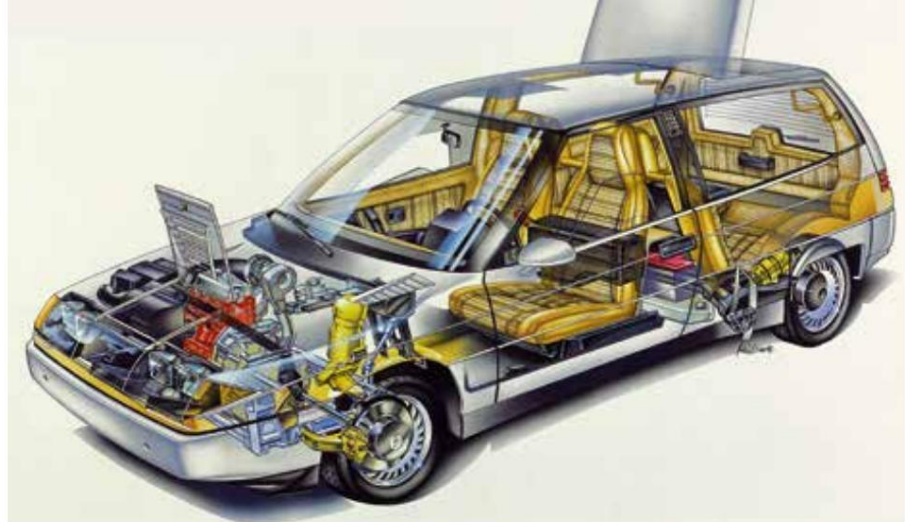
The car's body was of a modular design, which would help offset the higher cost of the exotic materials used. The resistance of the

Drag resistance varied from the drag coefficient of  $C_d = 0.25$  to  $0.28$ .

**Lightweight construction:** The LPC utilized advanced materials like aluminum and plastic to reduce weight. This was revolutionary at a time when steel was still the norm.

**Innovative drivetrain:** Although the concept model was never fully functional, it experimented with various fuel-efficient engines and possibly even alternative drivetrains.

**Interior and safety:** The LPC's interior was designed for comfort and safety. Think adjustable seats, a well-organized dashboard, and advanced safety systems that weren't yet available on the market.



**Environmental friendliness:** The lighter weight and more fuel-efficient engines made the LPC an environmentally conscious concept long before sustainability became a hot topic in the automotive industry.

demonstrated Volvo's ambition to push the boundaries of automotive technology and continue to innovate. Today, many of the themes central to the LPC—lightweight construction, safety, and sustainability—remain relevant and form the foundation of Volvo's strategy.

#### **Key Features** Aerodynamics: The

LPC was designed to minimize air resistance, which not only improved performance but also fuel economy.

**Use of new materials:** By choosing lighter materials, the car not only became more economical, but also more agile and safer in the event of a collision.

**Safety innovations:** Volvo experimented with new safety systems, including improved crumple zones and passenger protection, which later found their way into production cars.

### **Influence on later Volvo models**

Although the Volvo LPC never went into production, the concept model certainly left its mark.

Many of the technologies and design principles used later returned in Volvo's production cars.

Consider the intensive use of safe, lightweight materials and the constant pursuit of an optimal balance between performance, comfort, safety and environmental awareness.

The 1983 Volvo LPC concept car wasn't just a study; it was a statement of Volvo's vision for the future. By experimenting with new materials, shapes, and technologies, the LPC further strengthened Volvo's reputation as a pioneer in safety and innovation. The lessons learned from the LPC are still evident in Volvo's approach to automotive engineering and sustainability today.

### **The legacy of the Volvo LPC**

The 1983 LPC is a great example of how concept cars can shape a brand's course. The model

*Hans van Ginkel*



# De 360 RSX1 & RSX2



**In the automotive world, there are sometimes models known only to a select audience, but enjoy an almost mythical status among connoisseurs. The Volvo 360 RSX1 and RSX2, released in 1987, undoubtedly belong in this category.**



These special editions, specially made for the Swiss market, combine Scandinavian solidity with Swiss exclusivity. In this article, we delve into the history, specifications, and unique features of these two Volvo gems.

## The origin

In the late 1980s, it became clear that the Swiss market preferred sporty, well-equipped, yet reliable cars. Volvo Switzerland therefore decided, in collaboration with the factory in Born (Netherlands), to produce a limited edition of the Volvo 360, the RSX1 and RSX2.

The models were built in very limited numbers – estimated at only a few dozen, making them extremely rare collector's items today.

## Technical specifications

Both models were based on the Volvo 360 GLT, but received several modifications that clearly distinguished them from the standard versions:

- Engine: 2.0 liter four-cylinder in-line engine, injection, good for approximately 115 hp.
- Transmission: Five-speed manual transmission, coupled with the renowned 'transaxle' design for optimal weight distribution.
- Chassis: Lowered sports suspension, stiffer springs and modified dampers for improved road holding in the Swiss mountains.
- Brakes: Enlarged disc brakes front and rear, with special brake pads for improved performance during sporty driving.
- Some examples were equipped with a limited slip differential.

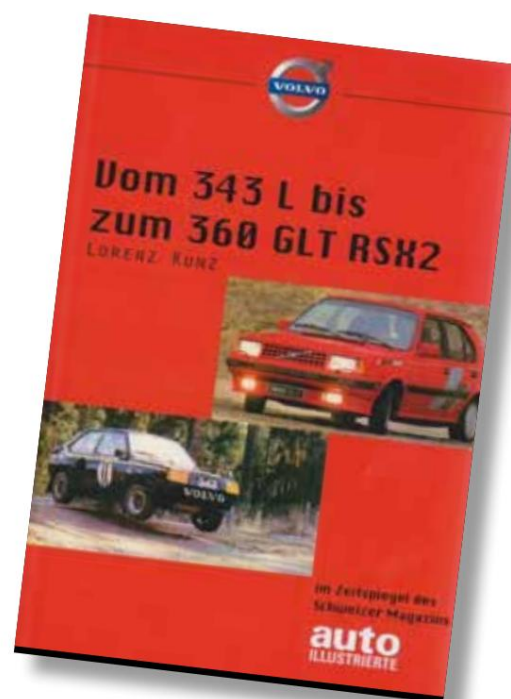
## Equipment and unique features

- RSX1 Exterior: The RSX1 was recognizable by its striking stripes, special alloy wheels, and sporty front spoiler. This version also often had fog lights integrated into the front bumper.

- Exterior RSX2: The RSX2 still went

a step further, with wider side skirts, a small rear spoiler and sometimes even a different metallic paint colour exclusive to this series.

- Interior: Both models featured deep sports seats, a leather sports steering wheel, and additional instruments such as a voltmeter and oil pressure gauge. The dashboard was often finished with an aluminum look or wood inlay, depending on customer preference.
- Comfort: Luxury was also present, with electric windows, central locking and a high-quality audio system as standard, which was very progressive for that time.



## Two unique models from 1987 that caused a stir in Switzerland

### Production numbers and rarity

The exact production numbers for the Volvo 360 RSX1 and RSX2 haven't been officially announced, but estimates range from 25 to a maximum of 50 units per model. This means they are true rarities today, rarely seen on the used car market. A few well-preserved examples remain in the hands of enthusiasts in Switzerland. Occasionally, one surfaces at an international Volvo meeting.

### Why the RSX1 and RSX2 are so special

What makes these Volvos so special is not only their limited production run, but also the typically Swiss attention to detail. The combination of sportiness, reliability, and comfort was groundbreaking for its time. Moreover, the cars have a certain no-nonsense look, entirely in line with the Volvo philosophy, but with a playful touch, as bespoke Swiss design can be.

The RSX1 and RSX2 today  
For collectors and enthusiasts of classic Volvos, the RSX1 and RSX2 are the absolute "holy grail." Their value is steadily increasing, thanks in part to their history and unique specifications.

In the Netherlands and Belgium they are

Still relatively unknown. That only increases the chances of ever owning one for those who search hard and are lucky. As far as we know, there are still four or five driving examples in the Netherlands. These cars were imported and come mainly from Switzerland. My good friend René in Switzerland once owned four 360 RSXs, two white and two red, but wanted to sell a few for space reasons. René also has about fifteen or ten beautiful classic Volvos in his garage.

The white one is now owned by Fred Oosterveen, and a red RSX is owned by Harry van Lint. The red one with the gray body kit was once in my possession, but I've lost track of it.

According to René, there must be at least two more 360 RSXs running in Switzerland.

### Conclusion

The Volvo 360 RSX1 and RSX2 are true curiosities within Volvo's rich history. Anyone who sees one can count themselves lucky: they are not only unique appearances, but also a prime example of collaboration between brand and market. They demonstrate that even in the 1980s, Volvo was willing to think outside the box and create something special for a specific audience. In short, a piece of automotive Swiss folklore that will make many a Volvo heart beat faster.

*Hans van Ginkel*



FOR

YOURVOLVOCLASSIC

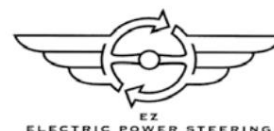
## Garage Van West

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# Comfort and driving pleasure

## The Wonders of Conservative Recovery

### Outward appearance...

After the adventures of finding my 1970 1800E, ensuring safety and reliability

installation of a correct black metal grille (I bought the car with the later plastic version), the B20 emblem on it, chrome number plate holders, stone chip rubbers and mud flaps.

Including new rubber seals and trim. All these improvements meant that, despite the imperfections in the bodywork, I could enjoy looking at the car's exterior, at least from a distance, and thankfully, I still do.



The dashboard in all its glory.

After the engine swap (see VKM 111, 112, and 113), this story ends for now with improving comfort and driving pleasure. Because that's what it should ultimately be about, in my opinion: tinkering with and maintaining a classic car is a lot of fun, but driving it often is even more fun and very satisfying. And what's also important: finding joy just by looking at your classic car. So one of the first things I did after buying it in 2021 was finding and

I wanted to keep the rims that were on it from the later E and ES, because personally I find the original cloverleaves of the 1970 E an ugly anachronism (Volvo designers do make mistakes sometimes... ;-). So I had the supplied rims treated, varnished and fitted with decorative rings.

### Interior architecture

In the cabin, on day two, all the pedal rubbers needed replacing.

A simple modification that made driving much easier. I bought the car with only some strange, homemade panels on the door and in the left-hand footwell; the rest of the panels were missing. Driving was therefore a noisy adventure, preferably with earphones; talking to a potential passenger was only possible at walking pace. But you get used to everything, and finally I installed a completely new interior from VP.

Over the next few years I gradually replaced the glass on the front and rear turn signals. The reversing light was also repaired and the entire license plate light housing and glass were cleaned. For practical reasons (rain, noise) I replaced all the door seals and the scraper seals on the door windows; finally, I had the outdated windshield and rear window with their defective heating replaced,



Everything is now correct at the back!

I was completely exhausted after driving back and forth to Lapland in a bare-bones 1800. What a relief! I felt like it was completely silent inside, I could chat normally on the highway again, and everything looked much better, of course. Of course, the entire interior was emptied, cleaned, and, where necessary, sealed.

Once the car was empty, I was able to inspect the floor properly and luckily there were no unpleasant surprises.

What a fun discovery: in the dirt under the carpet, there actually turned out to be a 10-cent coin...



From 1970! That can't be a coincidence, you might think—but I couldn't find any information about a possible old American custom involving lucky coins in cars. It now sits in the ashtray as a talisman, of course.

Disappointing stories often circulate about the fit of the VP interiors, but in my case, everything went relatively smoothly. Only the chrome strip in the upper door panels doesn't line up neatly with the window cranks on one side; I'll have to check that with VP. There were still a few challenges: the plastic molds for the armrests and the bumpers around the door panels turned out to be in reasonable condition, but I couldn't find ready-made upholstery that would match my light beige interior. Anton from TonCar then personally filled the molds for me and covered them with beautiful leather, along with the dashboard top. So, an unexpected touch of luxury amidst the other wall coverings of the original vinyl!

Anton also took care of the padding, mechanisms, and adjustable lumbar support of the front seats. I found the original upholstery, just like that of the rear seat, still in good enough condition, and I'm perfectly fine with the minor color variations. Cleaning and lubricating the seat rails is also recommended! At the Volvo Classic Show, I found what I needed to restore the window winders and sun visors to their former glory.

With a view to restoring the bodywork in the future, I've loosely laid the new carpet, including felt padding. It should settle nicely.

The door panels are in order again

I've temporarily added some extra heat-resistant insulation to the bulkhead forward, which works. When the electrical system was replaced, the upper part of the bulkhead was already fitted with new, original insulation. With the old carpet, which, aside from discoloration, was still in reasonable condition after 53 years, I was even able to make a fellow club member happy...

### Dotting the i's

Under the original plastic grille on the rear shelf I mounted a modern single, oval speaker

which is controlled by a bluetooth unit, hidden under the dashboard. This way I can

great sound, via mobile phone play radio or music. Because I sought and found the view after a long search search on eBay for the beautiful, original A Volvo radio that matched the instrument panel. Putting on a leather steering wheel cover proved to be a fun job and made driving much easier. The same applied to the finally smooth operation of the windshield washers, heater cables, and direct ventilation through the vent in the windshield. Specialist Eric Dezittere even had a correct, reconditioned Smiths clock for me (surprisingly, it actually works, Rob!).

The last jobs in 2024 were replacing a steering wheel cover, the hood insulation, the trunk lining (both front), the foam collar around the steering wheel, and the rubber around the gear lever. Finally, I also bought new leather luggage straps and the corresponding brackets for the rear.

back at VP and completed the interior as usual.

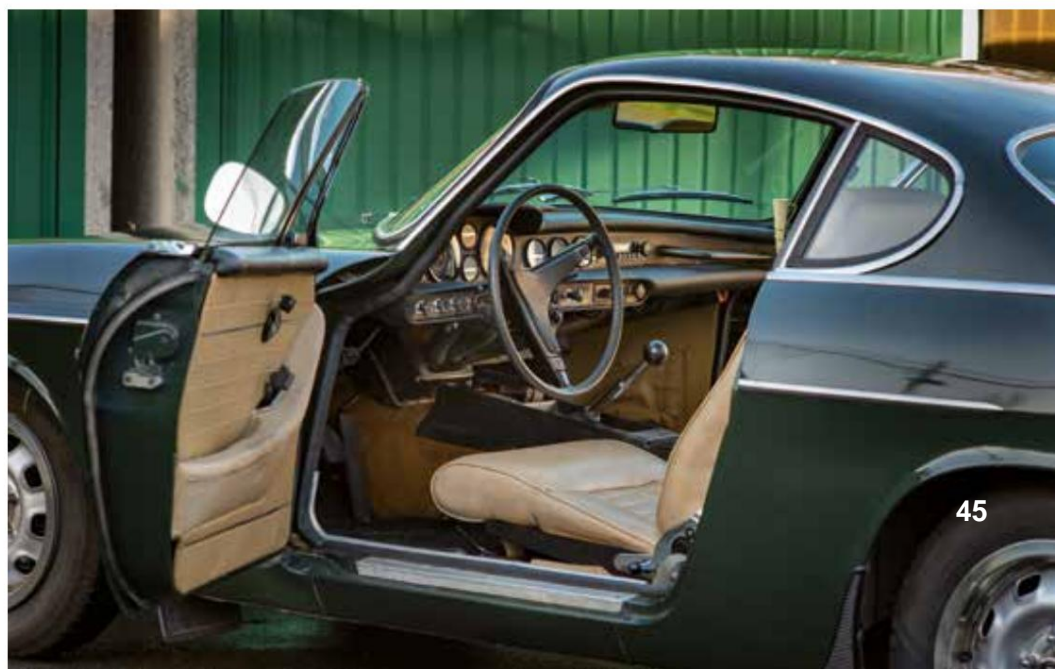
### What now...?

Aside from the upper door panels with their imperfect chrome strips and new side window levers (the correct ones are still nowhere to be found for the American 1970 E), I've been driving around as happy as a child for a year now, in a classic that always starts flawlessly, in which everything works, with a nice interior and nothing but excellent driving characteristics. A real pleasure, and a huge difference from five years ago, when I bought the car. For now, only regular maintenance, which is also nice. With the somewhat more extensive maintenance coming up, new brake lines and suspension rubbers are already waiting; I can also expect an overhaul of the heater and brake booster in the foreseeable future.

But my biggest question at this point is: how am I going to tackle the bodywork in the long run? It's really out of place right now—especially at club meetings, I should be blushing with shame. So, should I go for the complete approach, strip it down completely and have all the necessary sheet metal replaced? Or, if I'm alive and well, am I satisfied with just a partial restoration, so that at least the exterior appearance won't attract any criticism? Fortunately, I don't have any life-threatening rust, so I don't need to do it for that... Anyway, I haven't decided yet.

**Joris van Nispen**

*Photos: herman-fotografie.nl*



# The WOW of the 10647



**It was Saturday, June 27, 2015, already ten years ago. The alarm went off at 6 a.m. I had a quick sandwich, grabbed my backpack the night before, and then drove to Meppen (Germany).**

At the train station, I said goodbye, and my wife whispered in my ear: "I'm not really into it, but if you have that WOW feeling, then it's OK." The journey had begun! Traveling always gives you a sense of freedom and expansiveness, especially when you're alone. On the train, during check-in, the conductor pointed out that I could sit first class, but I said it was fine.

After a good hour, I arrived in Münster and waited there for the train to Hamburg. After a tight transfer due to a delay, the next train was overcrowded; I ended up with a floor seat by the doorstep. Two hours in the considerable heat, but I was glad to be on board! Arriving in Hamburg, I quickened my pace to platform 5, but when I arrived, the train had already departed. The next train doesn't leave for another two hours. Ha, time to get some fresh air and eat some fries. After a while, when I made my way to the correct platform and looked for a seat, I met a German boy who was going to Denmark for an eight-day music festival.

Fall. We traveled together for the remainder of the journey, and he arranged a seat on the train with the conductor due to our delay. He spoke passionately about his 1950s record player, which he had purchased and restored. After looking at some photos and talking about it for half an hour, our conversations broadened. It's always nice to chat with someone. I also told him about my destination. The train slowed down and kept waiting. What was going to happen? The train was taken onto the ferry, and after disembarking, we were able to relax on deck for 45 minutes. The train continued its journey to the mainland, and around 6 p.m. we said goodbye. Just before Copenhagen, he jumped off the train.

Copenhagen was my last stop on the train to Sweden, my final destination being Karlskrona. It was already 10 p.m., so I threw on my backpack and continued on my feet. After about half an hour, I found the youth hostel and arrived at my destination.

and is a beautiful naval city (since 1680). I had planned to take a city walk and visit the museum on Sunday. I had slept for three hours when the first pub-goers rolled into the youth hostel. Sunday morning I was supposed to be picked up at 10 a.m. for the youth-

**I'm the ninth owner of this car. The previous owner completely restored it between 2003 and 2009. He was a racing driver in the 1970s and left his rallying roots in this car.**

Inn. How strange, to step into a stranger's place like that! It was five to ten, I was waiting patiently at the entrance, and a car pulled up. We shook hands and introduced ourselves; it felt good!

I got in his car and we drove to his house, and there I saw it! As a child of about 14, I had once seen it in Coevorden and dreamed of its beautiful lines. I had traveled sixteen hours to see a Volvo 1800S and to possibly buy one.

Karlskrona is a UNESCO heritage site

Buy it. Model year 1964, with cow horn bumpers. I'd been looking for it for a while, and then a few weeks ago I found it online (mobile.de). I'd already received fifty photos from him, and we'd spoken by phone. After inspecting it, viewing it, and polishing the paint, which was dull, we went for a drive. It drove well, lots of power! When we drove back to his house, I asked him why he was selling the car. He reached for the center console, held up a set of earphones, and said, "From my wife." We looked at each other like men and laughed. I asked him, "Are they included in the price?" and he nodded, smiling. I agreed to the purchase, and then we went inside to fill out the paperwork.

A little later, we were sitting in his garden, enjoying a homemade rhubarb cake made by his wife; there was something to celebrate! Over coffee, he mentioned that he'd always dreamed of going to Scotland on the 1800s, but that never happened. I looked at him and thought, maybe I should take on this dream of his.

I savored this wonderful moment and the beautiful garden, which blended seamlessly into the woods. As we walked back to the garage, I complimented him on the beautiful (black and white) rally photos on the wall. He also had a few hanging above his workbench in the shed, and he said to me, "That's me." He took off his glasses and stood next to them. The driver was clearly visible in the photo, and lo and behold, it was really him in his younger years! Now I understood his rally influences on this 1800S I'd just bought. I asked him to email me some of these 1970s photos, and he said he would. The car was packed with an extra carburetor, part of the engine, spotlights, an extra rim, and 10 cm of bookends, etc., etc., etc. When I walked out of the garage and saw the Volvo 1800S, I had that WOW feeling and thought, "Aha, that's all right!"

The next morning at eleven o'clock, the ex-rally driver picked me up, we mailed his license plates with the export documents application, and drove to his house to put my temporary Hungarian plates on the Volvo. A Dutch company offered German insurance for three days.

I needed these plates. Before leaving, he quickly put a piece of masking tape on my door so I wouldn't forget the lights. I drove to the gas station to fill up the tank and left early in the afternoon, ready for another adventure. According to my calculations, the car was getting 8 liters of fuel at 110 km/h, so I got out of the car every two hours to fill up. When I pulled onto the road at a gas station in Malmö, I pulled the top of the gear lever off—oops! I pulled the car over and calmly looked at how it worked and fixed it. Fortunately, I was able to continue.

Then I crossed the bridge and went through the tunnel to Denmark. After 400 km, I checked the tires and oil level; everything was still OK. Along the way, I stopped for a bite to eat at a restaurant, making sure I had a good view of the car. Other people had the same "WOW" feeling, and at one point, four people were standing around the car, even taking pictures. A quick bite of fries, and then I was on my way.

After over fourteen hours of travel, I arrived in Sleen at 3:30 a.m. My son Jarno HAD to be woken up to see the car. He was jumping around the car in his pajamas, probably feeling the same "WOW" feeling, I thought.

I was very happy to be home safe and sound (after this exciting adventure of driving back 1000 km without any breakdown!).

### 2025

In recent years, the Opel Corsa seats that were in it have been replaced by



Recaro seats and the original rear bench have been replaced. The cow horn bumpers are also back. We've had so much fun with it lately! There are always onlookers, people taking pictures, and I was even overtaken and stopped once by another Volvo enthusiast who wanted to take a look at the car. Over the years, we've driven many tours through Drenthe and Overijssel. Visiting the Goodwood Revival with my brother in 2017, and the Eifel Rally Festival in 2019 with my son were highlights.

Now, almost ten years later, I feel immense gratitude for owning this 1800S. We hope to continue riding together for many years to come, and above all, to enjoy it!

**Gerwin Klingenberg**

## specifications

- B23E engine from a Volvo 242 GLT
- Gearbox M46
- Two double Weber carburetors
- Power of almost 200 hp
- Handmade manifold and exhaust





For Volvo, this is obviously more important than just focusing on the brand's—although still fascinating—history. Hence this completely new and larger building instead of the old museum, says Viktoria Wallner.

**Large but intimate**

The building uses a great deal of wood to create a connection with the Swedish landscape, and it works. Despite its size, the building never feels cold or impersonal. On the contrary, it feels warm and intimate—quite an achievement!

*Testimonial of a crash*

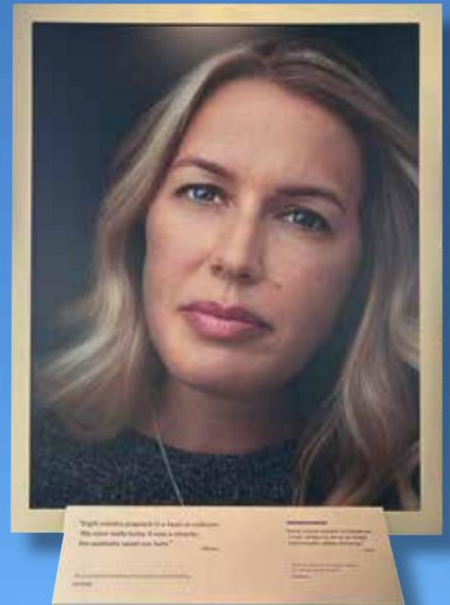
**Towards a world full of Volvo**

Although we, with our Dutch experiences(...) dislike public transport, it is of excellent quality in Gothenburg and so we happily took the tram from our hotel. The modern XC90 stayed at home for a while.

Arriving at World of Volvo (read: WoV), accessing the parking garage for visitors does indeed seem a bit complicated, partly due to the large-scale construction work on a new theme park nearby. After all, WoV is located in an event area that includes an existing amusement park and, soon, Oceania (a water theme park). An interesting

mix that may possibly lead to cross-pollination in terms of mutual visitors. From an architectural standpoint alone, WoV is well worth a visit. Designed by Henning Larsen Architects (Copenhagen), the goal was to create a landmark where you can (quote) "freely move in and out of various experiences with the Volvo brand."

Our club members tend to think of the brand from the past. That's understandable, but WoV wants to offer an experience that blends the past (where you come from), the present (what you do), and more importantly, where you're going as a brand, the future. That's



# World of Volvo: Volv



Recently, two editors visited World of Volvo, the new 'experience center' for our favorite brand. It's a somewhat sensitive spot, as complaints from our club quickly followed its completion in 2024: "Partially not open yet, a bit tucked away in a corner, megalomaniac, no longer a proper museum, hard to find," etc., etc.

Understandable criticism, but unlike the critics, we thoroughly enjoyed the visit, which took longer than expected. To clarify this contrast in experience, in addition to sharing our experiences, we contacted Viktoria Wallner, Chief Experience & Operating Officer at World of Volvo, to ask a few questions.

Not only is the building beautiful, but the various exhibitions and (digital) presentations of all aspects of the brand are also beautifully designed and executed. While a few elements weren't yet in use, this was largely offset by the rest of the presentation.

### Volvo's values

Perhaps the whole thing is a bit too "corporate" for some, but in some respects it's also very relevant to the values the Volvo brand has traditionally stood for, such as safety. This is impressively illustrated with large testimonials from people who survived serious crashes thanks to Volvo's safety features and designs.

But how do you convey the impact of a crash without a seatbelt at 30 km/h? Spoiler alert: drop yourself from a stack of eight chairs and see what the result is. Not good, that much is clear... In vivid presentations, all aspects of the Volvo brand are shown, whether it's cars, public transport, racing, earthmoving, or road transport—everything is covered. And just to be clear: also presented in a clear and fun way for children.

During our visit (it was Christmas holidays) it was of course busier

To reassure members: it is certainly not Disneyland and there is of course an extensive collection of (historic) vehicles that is well displayed.

Not very extensive and perhaps far from complete in the opinion of the enthusiast, but that's not the emphasis. The focus is more on the development of the various vehicles than on the need to provide a complete historical overview.

So, in addition to classics, we see buses and earth-moving machines, but also fire trucks and other emergency vehicles, and even various concept cars.

After a well-spent morning there was still time to take a look at the (life size!) Vol-vo Lego cars and for lunch in the excellent restaurant.

A nice end to our visit.

### A whole experience

All in all, WoV gave us a very good impression of what Volvo is and what it stands for. And, as mentioned, that encompasses much more than just the classic cars we cherish so much.

Was there absolutely nothing to criticize about WoV? Absolutely: every exhibited object has an explanatory sign. Unfortunately, they're so close to the object that taking a good photo without those rather prominent signs is quite a challenge, if not impossible. We've made that a point to note.



I passed this thought on to Viktoria. Whether she'll do anything with this comment from us Volvo nerds remains to be seen. We'd love to hear from you, the next visitors. In any case, we think WoV is highly recommended and fits in with the current trend where a mo-



Concept car from the women's design team

This museum becomes a true experience. A place where you don't just look at old things but also at everything around them. Only then will you get a better experience of—in this case—vehicles and a famous Swedish brand.

# s complete universe

than usual, but it was noticeable that a lot of visitors had children. Something you wouldn't expect from a somewhat technical experience.

But Volvo has handled this cleverly by packaging the various experiences in a fun and attractive digital package and, where possible, even offering a 'hands-on' experience.

Like the giant ball pit where you can fill the grabber bucket with balls using real Volvo excavators and try to neatly put them aside. Handy for kids who fancy a future as a (grab) crane operator, but even more often we saw fathers and mothers licking their lips while handling the handles... To our



plenty of interactive displays in WoV

# 10 QUESTIONS

Viktoria Wallner: Chief Experience & Operating Officer, World of Volvo



**Did you start as a manager at WoV right away, or did you first hold another position elsewhere, for example at Volvo or a museum?**

**VW** I started as Chief Experience Officer, but for some time now, I've also been leading the day-to-day operations. I have twenty years of experience working with other major (sports) brands such as Adidas, Reebok, and Puma.

**How big is the WoV team?**

**VW** Our exhibition team consists of ten employees, ranging from administrative staff to guides and educational staff. We also have ten people working at the information desks, front office, and as event hosts. Last but not least, we have four people working in the shop, plus a five-person event team.

**How did the idea for a new museum (or experience) come about?**

**VW** Volvo consists of Volvo Cars and the Volvo Group, and the aim of both is not only to give back to the city that means so much to Volvo, but also to better showcase the brand for the future.

**What was the briefing for the architect?**

**VW** There was already a Volvo museum, of course, but Volvo is much more than its past. So the briefing was: "Create a building that can not only be a landmark within the city but also be built according to Scandinavian norms and values: welcoming, open, and inclusive, but also sustainable and a pleasant meeting place for the future."

**What was the reason for this location?**

**VW** The goal was a landmark in the heart of the city, preferably close to other event locations. And we achieved that.

**Did you receive cooperation from the city during the implementation?**

**VW** We are indeed working together with Gothenburg and the direct (future) partners within the event area where WoV is built, such as Liseberg, Universeum, Scandinavium Arena, Oceania, etc.

**What is the relationship between WoV and the brand now that Volvo is partly in Chinese hands?**

**VW** Important to remember: the Volvo

Group affiliated companies are 100% Swedish, and Volvo Cars is owned by Geely. WoV is owned 50% by the Volvo Group and the other half by Volvo Cars. However, the focus for both business units is on design, specifically conceived for future Volvo users, combined with safety and sustainability. This is what we want to see reflected in WoV.

**Do you regularly consult with Volvo about vision, exhibitions, and development?**

**VW** Yes, we have a consultation structure with the Board of Directors and a brand activation committee with whom we regularly discuss potential exhibitions related to the brand.

In addition, we maintain contact with the project teams from various departments such as Design, Heritage, Archives, etc., both from Volvo Cars and the Volvo Group side.

**WoV also organizes other exhibitions within its building. I saw, among other things, an exhibition called "To the Moon and Back." Aside from any technical connection, that seems a bit disconnected from the Volvo brand. Is that a coincidence or intentional?**

**VW** We also want to be a platform for other museums and partners in the city. For example, "To the Moon and Back" was organized by Hasselblad's Stifelsen Museum, another iconic (editor's note: camera) brand from our city. The other exhibition on sustainable building was organized by our architectural firm, Henning Larsen. So there's always a way to fill our exhibition space responsibly.

**Are you missing any items in your collection and if so, what are you still looking for?**

**VW** We are always looking for missing pieces for our collection and, where necessary, we borrow pieces or vehicles from museums and/or private individuals to tell the story of our brand.

*Text and photos: Ineke Spijker and Ronald Bos  
Thanks to Viktoria Wallner, World of Volvo*


# +&-MEMBER CHANGES

This overview shows the new members of our association and unfortunately also the members who have passed away.  
All new members and relatives of deceased members have given permission for publication.

## New members

	Name	Place			
16186	JHA van den Oord	Tilburg	20257	GC de Wit	Surhuisterveen
18741	JW Molenaar	Enschede	20258	JCW van der Gulik	Veessen
19487	HR Schapelhouman	Havelte	20259	G. Batterink	Rottevalle
19523	W. Slijkerman	Shop	20260	TVJ Thomas	Bave
19804	BAJ Meijer	Gieterveen	20262	CJH Janssen	Oosterhout
20212	W. Kreukniet	Schager Bridge	20263	W. van der Veen	Erica
20216	DWM van Gils	Kaatsheuvel	20264	M. Lichtevelde	Boxmeer
20217	W. van Gemert	Mol	20265	W. Kooistra	Surhuisterveen
20218	PM Bax	Berlicum	20266	Mr. Hut	Veendam
20219	SWN Nielsen	Egtved	20267	JH Kroeze	Enschede
20221	MMLJ Torbijn	Wissenkerke	20268	EJ Ludwig	Eelde
20223	JGM Verheijen	Ospel	20270	A. Zijlstra	Gorredijk
20224	AJ Heilig	Ijmuiden	20271	AA Pike	Delfshuizen
20226	PGZJ Schneider	Meersel-Dreef	20272	J. Schriever	Paterswolde
20227	MJ Kuipers	Schoorl	20273	J. Mulder	Nails
20229	RJM Luijendijk	Puttershoek	20274	DA Runhart	Nijverdal
20230	P. de Bakker	Utrecht	20277	B. Cockle com	Ens
20235	R. Kappert	Luttenberg	20279	MPG Gruiters	Helmond
20237	R. de Smedt	Rebecq	20280	L. Tegelaar	Gramsbergen
20239	A. Boelen	Bodegraven	20281	J. Campfens	The Hague
20240	HJJ Ram	Wiesbaden	20283	JK Kenens	Diepenbeek
20241	BTM from Onna	Venlo	20284	CL Schellevis	Reduzum
20243	SL Kingma	Amsterdam	20285	P Roos	Heeswijk Dinther
20245	GHM Hendrix	Terwolde	20286	ML Kingma	Terkaple
20246	A. van Tienhoven	Rotterdam	20287	HAA from Amerongen	Dalfsen
20249	WAM Kemperink	Rosmalen	20288	MHH Visser	Down
20250	GA Veldman	Raalte	20291	AJW Emmen	East West and Middelbeers
20255	JJ Swan	Mijdrecht	51833	FP van Beek	Onnen
20256	RJM Ploegman	Melick			

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## REGIONS & REGISTERS



### N-NORTHWEST

**This Friday evening was North-West region on visit to Autoservice Baker North-Scharweide**

Reinout Bakker enthusiastically heads the workshop and made his beautiful garage available to us. There, Robin Tromp, who has worked there for sixteen years, explained to us about vehicle inspections.

Robin is the son of Jos, our fellow board member of

region North-West, and Reinout's son-in-law.

So it stayed in the family that night.

With 21 people, including some new and some loyal visitors, the turnout was excellent. After a long chat over coffee, tea, cookies, and gingerbread nuts,

Jos welcomed us all and the explanation could start.

A Katterug, an Amazon, a 164 and a recent XC90 T8 gave an attractive view of the e-vo-lution of Volvo from 1964 to the present!

Hans Wierbosch's Katterug was the first to be examined by Robin.

This utility vehicle, used for rallies, among other things,



You'll say: "But our cars that are over fifty years old don't need to be inspected at all, do they?"

That's certainly true. Since 2021, five-year-old classic cars - Those aged ten years or older are exempt from this inspection. But it is absolutely not unreasonable a great publication to have an expert, independent eye look at our technology every year and to ensure that we are doing our part for ourselves, but certainly also for our fellow travellers - users no potential ge - traffic on the road. And with that, there's also a greater risk of damage to our beloved vehicles.

It is mainly a cue - ring concerning safety, environment and registration of the mileage, the vehicle - gear identification and the ge - used fuel. The com - I will not mention the complete inspection requirements in this report. I will just pick out a small number.

Dark blue license plate - are only permitted on vehicles manufactured before 1 ja - in use since January 1978 - named and provided with a license plate with two groups - pen of two numbers and one group of two letters. The steering gear, wheel -

suspension, rubbers and wheel - bearings may only be - have limited clearance. The brakes may not be used at a brake - mentest, which three times her - may be obtained, maxi - 30% difference in braking force between left and right. And that's not easy for our sometimes somewhat unexpectedly gripping drum brakes!

Hans had already mentioned that he had heard a "clunk" when braking in his car last week. Robin also appeared to be having problems with the brakes - test this "sound" to fall - len. Closer inspection revealed that quite a few bolts on the front wheel - The suspension wasn't completely secured. This caused the front axle to tilt slightly. This immediately proved the value of a periodic inspection. After all, it's difficult to drive with only the rear wheels. Not to mention steering in the right direction.

to have. Robin immediately solved this problem, i.e., tightened it! The exhaust system must be sealed. If you don't poison - If you want to be alert during a ride, this is certainly not an unnecessary luxury. The view - bare bolts and nuts from manifolds and out -

and big rides, was for - seeing the necessary hands and clocks and a kilo of cycling - odometer for accurate speed readings. Our tape odometers only provide an indication -

tie of the current speed and certainly do not provide the correct - for information at rallies. An excellent solution at an attractive price, according to Hans.



clamps must be present and preferably also secured.

Also, take a look at the tires. Five years is quite old, but actually too old. And if you think cheap tires are enough, forget it.

These usually dry out even faster than fresh bread. The cause is usually a lack of plasticizers (in the tires, not the bread). These can also be completely worn out after 10,000 kilometers. So, the same rule applies here: cheap is expensive, and we're not even talking about safety. Some rust in and around the sills is fine and certainly doesn't necessarily lead to rejection.

After this, Robin also took a critical look at the Amazon and the 164. Advancing technology is therefore no guarantee of quick success. More components also means a greater chance of hidden defects and potential rejection.

There was plenty of conversation afterwards while enjoying snacks and drinks. Reinout and Robin were offered a delicious snack by Jos, as a thank you for the wonderful and hospitable welcome. After this informative evening, we all went home satisfied and full of safe intentions. It's good to know that there are still garages like Autoservice Bakker, with dedicated mechanics who are passionate about classic cars and can provide the necessary care and attention to the maintenance and safety of our Volvos.

So we can continue rolling like this for years to come!

**Rox Wardenaar**

# WVWEST

During the very successful "End of Year Celebration" of Regio-West, we said goodbye to Jan Pieter Bal, board member and secretary of Regio-West. As a token of appreciation, he received a beautiful bouquet of flowers and a VKO gift certificate.

Jan Pieter was our regional secretary from 2006 to 2015. Astrid Snijder took over from 2015 to 2023.

Partly because of her move



She resigned as secretary in Brabant. We then called on Jan Pieter Bal again, and fortunately, he was willing to act as interim secretary for a period.

to resume secretariat work.

He has always fulfilled that role with great adequacy and skill, as always, and our collaboration has always been very pleasant. We also found his input very valuable. But time flies, and the two interim years agreed upon with him have also flown by.

Unfortunately, we have not yet succeeded in finding new board members in the intervening period.

so not a new Regional Secretary either. This obviously has our full attention and until we have been able to fill that vacancy,

We will resolve matters internally to the best of our ability. For the time being, we have divided the secretarial work as follows: the undersigned will temporarily serve as the contact person and perform all related tasks, and Joan Tacx will handle the website postings and newsletter distribution.

We hope to soon find reinforcements for the Regional Board, and we therefore urgently appeal to our members if they are interested in joining us for a while to get a taste of what we do as a Regional Board. They are very welcome.

**Frans van der Geer**

*Chairman/Treasurer/  
secretary VKV Region West.*

### **Gerrit Schotte's special collection of vintage cars**

Our valued member Gerrit Schotte has a unique collection of beautiful vintage Volvos. Some time ago, he called me to ask if we, as the West Region, would be interested in viewing his collection.

That question did not fall on deaf ears.





Gerrit clearly visible and audible

Of course, we were happy to take advantage of that offer. We then agreed on a date.

That this activity was appreciated by our members became clear when we placed the announcement in our newsletter and opened registration for this activity, because in no time the registration was fully booked. This

It was limited to fifty people, and it soon became clear we'd have to turn some people down. I can already reveal that those members will have a second chance next spring. The time had finally come, November 15th. We received a very warm welcome in Delfgauw, in the company hall with adjoining greenhouse, where Gerrit's collection was displayed. What's special about his collection is that it includes both Volvo trucks and Volvo cars. And not just any classics; several examples are so-called "side-valve" models. If I remember correctly, his oldest example is even a truck from 1929.

Upon arrival there was coffee and tea with a delicious biscuit for everyone and later even various drinks with nuts etc. We were really welcomed.

Turn. When almost everyone was present, I gave a welcome speech in which I thanked Gerrit for the opportunity. It's great that members are willing to do this for other members. Then I gave him the floor to tell his story about his hobby. To be clearly visible and, above all, audible to everyone, Gerrit climbed onto the open back of one of his trucks.

His story made it clear that his love for Volvos wasn't inherited from a stranger. His father had, in fact, bought a Volvo 445 Duett a while back and has never driven anything other than a Volvo since.

Because his father had a construction company where Gerrit became a partner and later took over the company, there was a need for a truck. So that became a Volvo truck.

car. Gerrit started his hobby at a very early age: building a classic Volvo collection.

After he took over his construction company and retired from professional work, his collection was further expanded.

Gerrit has made many trips (internationally) in one of his classic Volvos. It's impressive to hear about all the places he's been, especially with his classic trucks, even as far as the Arctic Circle.

What also became clear from his story is that maintaining a Volvo truck is a completely different matter than maintaining a classic Volvo car. Finding parts is often a real challenge, and they usually have to be sourced from all over the place.

After Gerrit had told his story, a-



Very real oldtimers

Everyone had the opportunity to thoroughly examine the displayed cars. There was a wealth of documentation and photographs from his collection, giving a good impression of, among other things, his many long-distance travels and the various restorations.

Because the day after our visit there was also a meeting of the Volvo Side Valve Register planned,

Ed Blonk, well-known to us, had already added his (gorgeous) Volvo side-valve van to Gerrit Schotte's collection. It fit in perfectly, by the way.

We enjoyed all the beauty of Gerrit's special collection and his hospitality, for which we would like to thank you again.

*Frans van der Geer*

what she should pay attention to in general terms. Once the eighteen participants have arrived, we'll start the day. Jaap Blijleven and Cor Kraaijeveld will explain. Jaap will work on the top of the car, and Cor on the underside.

Jaap covers the doors, windows, seats, seatbelts, front and rear lights, windshield wipers, windshield washers, and tires, among other things. Cor puts his Amazon Combi on the lift and addresses the front axle, rear axle, bearings, steering, rubber seals, leaks, brake pads, discs, drums, shock absorbers, and rust on load-bearing components.

We also mention the theme 'Winter-proofing'. We are in the winter season again, so we

we have to be there. Prepare for this. Many of us put our cars in storage. So, we won't be driving for a few months.

So how do you properly park the car? Do we just throw a blanket over it and be done with it? A key consideration is gasoline. Current fuels age faster and also attract moisture (due to the ethanol). Many of us fill up with the more expensive 98L, but this isn't always ethanol-free. So keep an eye on it. And trickle charging the battery wouldn't hurt either.

Of course, there's also a category of "drivers who drive through." The question is: if people want to brave the winter, what are the things they should pay attention to? What's the best thing to check before it gets really cold?

## MIDDLE

### News from the region: Central Region

We concluded 2025 with a Technology Theme Day, with the topic: 'Does my classic Volvo still meet the MOT Standard?' Cars that are fifty years old or older do not need to be

More inspections are required, but how do you check if the car is still MOT-compliant? In other words, "Am I still driving safely?" During this theme day, we delved into this in more detail so that participants would be able to



It's important that the tires and brakes are in good condition, but also consider the coolant and windshield washer fluid. These must be frost-resistant. When it gets really cold, the battery's condition becomes a priority.

Monday is over. We've learned a lot! But even though our Volvos, fifty years or older, are no longer subject to MOT inspections, it certainly doesn't hurt to have them checked every two or three years at a Volvo classic car dealership.

A battery that performs well above freezing can easily lose its power below zero. And a properly functioning window ventilation system prevents windows from fogging up. At about one o'clock in the afternoon we close the-

In 2026 we will have a new program with all kinds of fun events. Keep an eye on the calendar! We hope to see you at the next Volvo Classic Car event!

# ZZUID

## Technical report evening lubricants at VKO Waalwijk

On Friday evening, October 31st, the board of Regio Zuid organized a technical evening in "our" new VKO in Waalwijk.

As with all activities organized by the regional board, interest was also high this evening; there were more people than we could accommodate at the VKO.

Verhoeven, who had made the VKO available for this evening and whose team had agreed to provide guided tours in split groups after the presentation.

Then Cees's presentation; I was curious. My knowledge pretty much stops at type designations like 15W40 / 20W50 / 75W90. Pretty soon after Cees started his presentation, I started feeling a bit dizzy.

That evening, Mr. Cees Sonneveldt, former head of production technology at Q8, gave a presentation on the development of lubricants (oils) over the years. In particular, he discussed which type is most suitable for classic engines like those in our Volvos up to the 1980s, before the introduction of the catalytic converter.

Where oil comes from and how it is made, as well as its functions such as lubricating, cooling, cleaning and sealing, was still easy to follow and remember.

It's good that Luuk decided to post the entire presentation on the website so everyone can read it again at their leisure. <https://www.volvokv.nl/>

documentation/  
regions and registers/  
engine oil development

Cees already gave the same presentation for the North West Region in 2024, a report can be found in VKM 107. Very

As always, we were welcomed by Han and of course there was plenty of coffee and an abundance of "kuuks-kes" available.

He also thanked Wilbert



What does it say on that oil can?

The tour of the new VKO was impressive. There's an incredible amount of new and used parts, too many to list, right down to the smallest clip. Everything is very well organized and clearly laid out.

In the backyard, there are still several containers containing a huge amount of used parts that still need to be sorted. There's certainly still a lot of work to be done, but what a tremendous achievement Wilbert and his team of volunteers have made over the past year. Everyone was impressed.

Confident that the

With the parts supply for our Volvos perfectly fine, and now knowing the difference between olive oil and lubricant, I drove home. It was another pleasant and interesting evening.

**Jos Kroon**

## Key Day Region South, October 25, 2025

On a gloomy, wet Saturday in late October, I was up early for a wrenching day in Milhee-ze. I had a long drive and was scheduled to arrive early, so it was still dark when I left. Lights, windshield wipers, and the fan

on; you wish something better for your Katterug and yourself. But I'd been looking forward to it for a long time, because in the spring it turned out the carburetor needed a new jet tube and needle to get the engine running as smoothly on gasoline as it normally does on LPG. I'd bought a jet tube he'd modified from Han Misdom, a jet needle, and some other necessary materials elsewhere, and set aside a day for the job. But oh dear, everything was so tight. And how far can you go with force?

inspection and getting tactical tips. The Van Dinther family was in full attendance, walking around with interest and offering valuable advice where needed. We also enjoyed a delicious sandwich meal. By the time the wrenching day came to an end the weather had cleared up somewhat. And the Katterug was running like a dream again on the way back. A perfect end to a truly autumn day.

**Klaas de Dood**

**Visit to a private museum: DAF passion in Heerlen** On Saturday,

November 22, 2025, we were not only welcomed by the Volvo classic car club flag, but also by three beautiful Volvo 850 T5s.

R. In the center was an 850 in dark olive pearl, flanked by a sedan and an estate in cream yellow. These cars belonged to our host's son-in-law.

Upon entering, we see a DAF 32 pickup truck with a hood bearing the Oostwegel logo. Then we spot about forty DAFs lined up in a row. After being welcomed by Han and Elly, we enjoy a cup of coffee or tea and a slice of Limburg pie.

During the introduction, Han mentioned that the meeting was attended not only by members from the Southern region, but also by participants from Lisse, Schagerbrug, Alkmaar and Lommel (Belgium), who had made the trip to Heerlen for this unique DAF collection.

Museum owner Maurice Oostwegel then talks about himself and his

His father owned a precious metals company, where, among other things, the state mines had platinum products cast. Soon, related non-precious metal products were also produced, resulting in the creation of a precision mechanical industrial workshop alongside the precious metal forging facility.

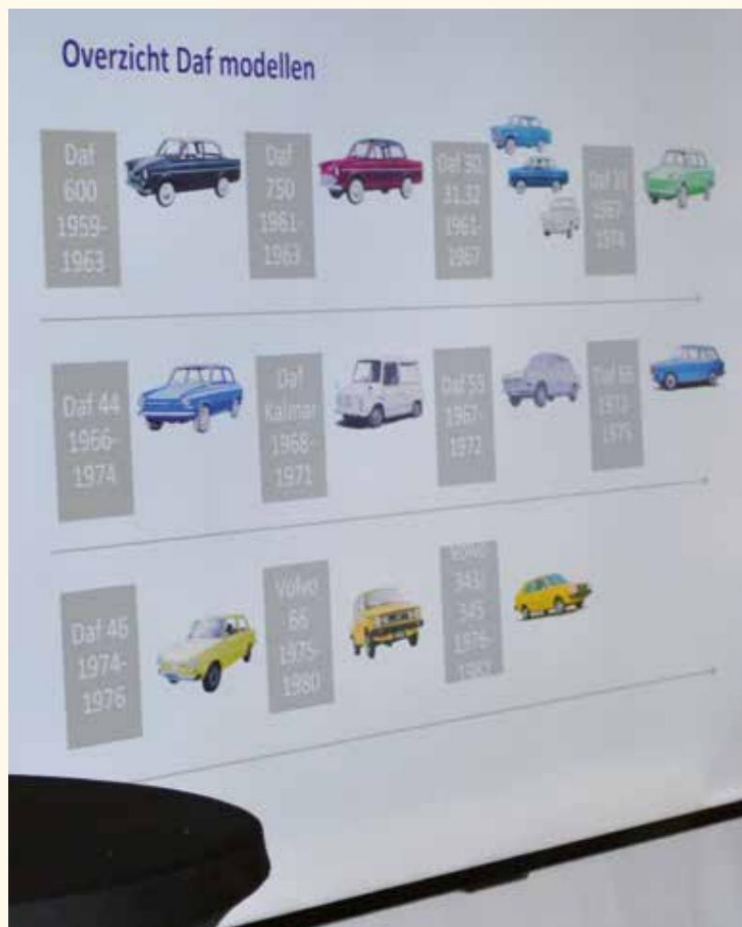
Oostwegel's father's company car was a DAF

This resulted in the creation of Trade Port Trailerservice in Venlo, Parkstad Trailerservice in Heerlen, and Oostwegel Special Products & Precision Engineering Industry in Heerlen. The latter two companies have merged and produce high-quality products using Okuma CNC lathes and milling machines.

After a brief consultation with Han, it was decided to wait until the next wrenching day so that appropriate tools, expertise, and experience could be deployed.

In Milheeze, we received a warm welcome at Auto van Dinther, a friendly garage for older Volvos. And with real car knowledge, going beyond the magic of "ctrl-alt-del" for today's tablets on wheels. I removed the carburetor myself and marveled at what expert force can accomplish. I reinstalled the mechanism myself, and then just had to wait for the adjustment.

In the meantime, I had a nice time watching and talking with other tinkerers. Besides standard work like lubricating and changing the oil, brake inspections, including bleeding and changing the fluid, were also covered several times. Some cars required significant adjustments to the ignition and carburetor. And, importantly, the opportunity for expert advice



Mr. Oostwegels gives an overview of all models

delivery. While delivering parts to the state mines, young Maurice could ride along, hidden in the delivery van. This is how the DAF seed was planted.

After studying business economics, he became an accountant and started a financial administration office. When his father's business suffered due to the mine closures, he used his business administration expertise to restructure the company so that it became profitable again after two years.

very small tolerances. These companies are currently run by his children.

Maurice's hobby is collecting DAF passenger cars, which he approaches with the same energetic dedication as he manages his companies. The quality of the DAFs in the collection, all restored by Toon van Heumen, demonstrates not only Toon's craftsmanship but also his commitment to the very best; everything must be perfect.

As an experienced business expert, Maurice breaks down the process of buying a new car into three steps: a good car sells itself, there must be a good feeling with the salesperson, and last but not least, he must convince his wife Margo. At Ger Wagemans' florist, a large number of cars are sold according to the now well-known specifications.

He does this by, among other things, lending a DAF 33 Combi to NedCar. He also has a soft spot for the industrial mining heritage in the eastern mining region. A piece of the ladder of the Lange Jan, the only remnant of the 135-metre-high chimney of the Heerlen Oranje Nassau mine, is cherished and will hopefully become part of

ten, which complied with US law at the time. Finally, the so-called third type 600. All DAF 600 models have a 600cc air-cooled boxer engine developed by Van Doorne, automatic variomatic transmission, and a high roof, so you could sit in the car with your hat on.

Participating in rallies and even racing a Formula 3 car with Variomatic. As part of this revised marketing strategy, the DAF Marathon version, both the 55 and 66, with a 1300 cc engine, was eventually launched.

Naturally, the collection includes all bodywork variants: sedan, station wagon, van (even the very rare 66 van) and coupé.

Besides this "Born in Born" DAFs, we see a Swedish-built DAF Kalmar, which was used by the Swedish postal service and a DAF 66 YA developed for the Dutch army.

The collection also includes a Volvo 66 sedan with thick bumpers.

Besides this DAF collection, which also includes a beach car, two pickup trucks, and a 600 waiting for restoration on a lower floor, there are also a few oddballs such as VWs (Beetle and Samba bus), a Porsche 356, and a MK2 Jaguar. These cars are also in good condition.

current status.

Afterwards, there's the customary chat with snacks and drinks. Deeply impressed by the collection, but especially by the warm welcome from the Oostwegel family, everyone goes home satisfied and content.

**Maurice Hermans**

### From the boardroom table

At the time of writing, we are still busy developing the 2026 annual program. Not all dates have been finalized yet. Therefore, keep an eye on the newsletters and the website calendar for the latest information.

After the DAF 600 came the 750 with a 750cc engine, followed by the Daffodil (DAF 30, 31, and 32). The bodywork of these DAFs is more rectangular, which, among other things, increased interior space. There is also a van version of the DAF 32, converted to the then-current roadside assistance model, and a DAF 32 Combi, a van version with a rear seat.

In addition to the aforementioned 33 Combi, which has been loaned to VDL-NedCar, there is also a DAF 33 van that has been converted so that the Bouvier can also come along.

A major change in the DAF's body design came with the Michelotti-designed DAF 44, now with an 850cc engine. This DAF was built both in Eindhoven and later in Born.

The DAF 44 was succeeded by the DAF 46, with the same engine but, to save weight, only half the size of the Variomatic, and therefore also with a single belt. This DAF 46 was also sold under the DAF name during the Volvo era.

Starting with the DAF 55 (in the same body style as the 44), the air-cooled boxer engine was replaced by a 1100cc four-cylinder water-cooled engine purchased from Renault. With this car, DAF is trying to change its old-fashioned image by going along with



A bouquet of flowers was ordered, to which Margo, with a broad smile, indicated that she knew what time it was. The interest in preserving the Dutch industrial heritage and manufacturing industry goes beyond collecting DAF passenger cars.

Together with several former directors of VDL-NedCar, Maurice contributed to the collection of various passenger cars that were once produced in the former DAF factories in Born.

making the cultural heritage of South Limburg possible. After the introduction there will be a tour of the DAF collection.

Maurice has four different versions of the DAF 600: The first model from 1958, with turn signals on the center pillar and small headlights. The second model has large headlights and turn signals on the front. An American version of the second DAF 600 model has a 2 cm larger bumper guard.

# PP1800

## Successful Raid

After a pleasant Saturday evening with friends, the alarm goes off very early on Sunday, November 9.

The day of the Strooptocht begins with a lot of decision-making anxiety: should I take the P1800S or the sublimely driving 480 ES? Since I'm tinkering with the P1800S, the decision is easy: it's going to be a day out with the 480 ES.

On to Rheden (Gld) where we have to report for delicious coffee and pastries at restaurant De Ruif at Heuvenweg 6.

But on my way from North Holland, I first picked up my regular buddy Peter Ynema in Apeldoorn. After a quick cup of coffee, we headed to Rhe-den.

It was cloudy but dry, and arriving a little later, we found a happy group of Volvo drivers loudly cheering for each other. Steven Jan Gerritsen opened the meeting and warmly welcomed everyone. He expressed surprise that fifty participants were present, divided into 27 cars.

Of course it existed-

Part of the cars from P1800s, but there was also a traditional Dutch Volvo 66 (owned by our PR employee Marieke Franse), a few beautiful cars from the 100 and 200 series and our 480.

Before we left, Ludger van Zwetselaar spoke and commemorated the passing of Willem van der Waal. Willem was a board member, organizer, and participant in the many day and weekend rides for many years.

Ludger also used this moment to point out that there's a vacancy on the board of the P1800 register. Who's who?

Sign up to Ludger!  
It was also a pleasure to have board member Marc Harleman present. He expressed his honor to honor a member celebrating his 25th anniversary. It was Markus van der Werf, who happily accepted the gift certificate. Everyone then got behind the wheel and, following the route map, set off on a scenic drive. We passed through Doesburg, Bronkhorst, Didam, and other places.

Velp, Rozendaal (Gld) and the suburbs of Arnhem.

Having lunch on the road is



Always a highlight. Peter and I met Gerda and Woud van der Vegt at the "Gou-den Karper" restaurant in Hummelo and enjoyed the various lunch dishes, including (non-alcoholic, of course) drinks.

The route was picked up again, with the golden-coloured trees standing out even more in the weak sunshine that occasionally broke through.

Woud managed to entice us to deviate from the route and visit Biljoen Castle in Velp and Rosendael Castle in Rozendal. Woud is involved with the Gelders Landschap (Gelderland Landscape) and was able to provide many details. Unfortunately, we didn't have enough time to visit the castles.

to visit, but the 'picture' was beautiful!

Arrived at again

At Restaurant De Ruif, we reflected on a pleasant day and a beautiful ride. The three-course dinner served afterwards was exquisite.

At some point, Ludger thanked our day organizer, Steven Jan, for his ride. Applause! It was hard to break up the successful day and start the journey home.

After a delightful six hundred kilometers on the 480, I came home with a broad smile. The day was fantastic again!

**André de Reus**

We received a message from social media, which has been relatively quiet lately,



the next post: It was not completely quiet, for example, at the beginning of November the Strooptocht of the P1800 register was held.

Esther joined in, completely unfamiliar with this world. "Today I got to go on a Volvo Club Stroop tour with Marieke. With a register of hut-sefluts (car types and a pile of numbers that my brain refuses to remember).

Lots of conversations about classic Volvo cars with even more model numbers and letters. Don't ask me to reproduce this.

We significantly reduced the average age of the participants. A beautiful ride through the Achterhoek region, including Posbank, Rheden, Bronkhorst, Rha, Humme-loooooo, past Zutphen, and through Doesburg, not necessarily in that order. Along the Lijkweg, which is a fascinating route.

I was the navigator, for the first time. I'd never done it before, so I think I can do it. We had a fantastic day.

We started with coffee and delicious apple pie. We finished with a three-course dinner at De Ruif restaurant, which was excellent.

# J Youth

## Invitation for a tour on Voorne-Putten

Ever since I started participating in tour rides, I've had the idea of organizing a ride from my hometown myself. I started this about a year ago.

I wanted to reflect the diversity of the island of Voorne-Putten in the ride. That's why the route starts with a view of the Maasvlakte, with its large factories and impressive harbor.

The starting point is in the Voornes dunes, which are part of the Natura 2000 area. Voorne-Putten also boasts forests, dikes through expansive polders, and old fortified towns. I connected all these beautiful spots to create a single route.

I drove this route with my brother. After this test, I made a few changes, such as removing streets where cars are not allowed.

After the necessary adjustments I was happy with the route, but then?

Organizing a ride requires more than just planning.

I requested and received support from the Youth Register. After contacting the Youth Register, I started looking for a suitable restaurant, we agreed on a date with the Southwest region, and added the trip to the VKV calendar. After regular contact with the Youth Register, I joined the board; they were happy to have someone on board.



In addition to the written route description, I also developed the route in a ball-and-arrow format. I did my best to make it as easy as possible, so it's a great opportunity for inexperienced participants to gain experience with the ball-and-arrow method.

All those beautiful places are only half as beautiful without the accompanying history, that's why I have the route-

A description of fun facts is included. The route description includes references to the facts about the places you'll be passing, making it an educational day as well!

I'm pleased to announce that the Voor-ne-Putten Route is already on the agenda. The ride will take place on May 2nd, and registration opens on March 2nd.

After the ride, there's the option of a buffet. Still haven't had enough of beautiful Voorne-Putten?

An overnight stay with a 10% discount is possible! This way, you can enjoy a lovely walk through the dunes the next day.

I already have lots of ideas for the next tour/activity. So this is the first, but certainly not the last, ride I'll organize for the club.

**Lars van den Band,**  
board member of the youth register.

## IN MEMORIAM



# Eddy Slootman

Eddy passed away very unexpectedly. Eddy was Agnes's husband and a dedicated tinkerer on his Volvos. He and Marc had been working in their workshop for over 35 years, first in Lieren and for the past two years in their new workshop in Ederveen.

Eddy was very active in the East Region where he was treasurer for many years.

We will miss Eddy very much, a lot of knowledge about Volvos has been lost.

*East Region*

# NORTH

## A new relay in an old jacket

One of the topics during the lecture was how to install a new relay in an old jacket.

The procedure is as follows:



Drill 2.5mm holes



Fit new relay



Final result

1. Screw the old relay onto a piece of wood and place the piece of wood in the vice.
2. Drill out the Pertinax plate so that the aluminum housing remains intact.
3. Remove the old relay

4. Fit the new relay into the aluminum housing (remove the mounting tab if necessary).
5. Fill the aluminum housing 60% with black sealant
6. Place the new relay in the aluminum housing
7. After drying, cut away excess sealant.

## Measuring is Knowing

To measure is to know. That's how Rob Funcke kicked off the technical evening of Regio Noord, discussing car electricity, particularly with regard to the Amazon. The evening was opened by Flok Boer, after which the participants enjoyed a cup of coffee and a slice of cake (provided by EJCate-ring - Beilen).

The very pleasant location was also the owner's address, but this was for the last time as they were moving to larger premises. Due to the high level of interest, this was the second evening after November 6th (with approximately 25 attendees) to meet the substantial demand.

Despite the fact that Rob could not answer all the questions from the largely experienced audience, he still held his own when it came to

a very clear explanation with his PowerPoint presentation.

The emphasis here was on the electrical diagrams.

In response to comments from the audience about enlarging and coloring electrical diagrams, Rob had a better alternative. The Volvo Classic Car Association website filters the diagrams by component. So, for example, if your windshield wipers are malfunctioning, you can view the wiring diagram for that component separately.

We went through these diagrams one by one and everyone was indeed convinced that this is a perfect addition to troubleshooting.

Since electricity cannot be seen, this was made a little clearer by comparing it to water:

LED lighting was also discussed. It was warned that, especially with the headlights, insurance companies should first check whether this is acceptable. While LED lighting certainly provides more light output and less power consumption, it's a no-go for those who value originality. In the case of poor-quality taillights, painting the reflectors behind the lights "traffic white" is also an option.

equality to create better visibility.

Because there are still numerous 6-volt systems operating within our Volvo Association, this topic was also discussed several times during the evening. At 6 volts, the pressure is halved, requiring thicker cables and making all connections more critical regarding grounding and other issues.

A very good tip from Rob was to always take the ground to the fault point when troubleshooting. By this, he means connecting a cable directly to the battery ground to check whether the fault is a ground issue or not. This could be achieved with a long jumper cable.

He also offered various tips, drawn from personal experience, which everyone gratefully accepted. Everyone also received the PowerPoint presentation by email to take home, a useful reference.

When thanking Rob and concluding the very informative evening, Flok mentioned that Rob would be interested in hosting similar evenings for other regions. So, if you're interested, please contact Regio Noord.

## ELEKTRICITEIT IN VERGELIJKING MET WATER

Elektriciteit	Water
Volt (spanning)	Druk in bar
Ampère	Water
Watt (vermogen)	Aantal liters water
Watt per uur	Aantal liters water per uur
Dikte van de draad (snoer) in mm <sup>2</sup>	Dikte buis (12, 15 of 22 mm)
Aantal watt = volt x ampère	Aantal liters water = bar x liters water

# SW-SOUTHWEST

## Year-end closing and program 2026 from the South-West region

Introduction: our South-West Region consists of all of Zeeland and a bit of Brabant, or a large Bolus with a sausage roll.

Looking back at 2025:

This spring, Ger organised a ride on Palm Sunday called Grensloos Gezegend (Blessed Without Borders), which started with coffee and some treats.

At the start of the ride, the pastor blessed our Volvos "for many safe kilometers" outside the Maria Hemelvaart Church in Nispen.

The ride concluded with a three-course dinner. We gathered in the morning and evening at Café "de Goud-den Leeuw" in Nispen.

The well-attended Technical Day was, as usual, a large ga-

rage Volvo Cappendijk in Goes, for technical problems, tinkering, appraisals and social contacts.

Peter wanted to keep the Zeeland ride alive and organize it together with people from "out of Zeeland" who want to showcase the beauty of their region with a well-designed ride, good refreshments before and after, a pleasant visit along the way, and a local specialty. This year's Zeeland ride took place in

Tholen, and it was a resounding success. "Tholen, you can't miss it" was planned by Marja and Jaap, with support from Peter and Marinka. We had anticipated 80 to 120 participants, but in the end, we had 110 people visit. Unfortunately, we didn't have enough rally badges ordered.



The end of the year was in Philipine with Mossels.

Agenda for 2026:

- March 21st Flood route in the Hoeksewaard May 2nd Tour
- of Voorne-Put-ten, with the Youth Register
- June 4th Shipwork Ar-nemuiden
- Technical day: where, how, and what are still unknown, but keep an eye on the agenda.

The Zeeland ride takes place at the end of September in the 'Pocket of South Beveland', laid out by Timo with assistance from region South-west..

If you have any ideas, please feel free to contact us!

*On behalf of the Regional Board South-West: **Ruud, Frank, Pieter, Wim and Peter***

# Invitation to open days in April 2026

## Boy Herben Collection

You are very welcome to come and take a look in our showroom, where our entire stock is also on display. parts for sale at great prices. And who knows, maybe your dream Volvo will finally be among them what you've been looking for for years!

Date: Friday April 3 and Saturday April 4

Time: between 11am and 5pm

Address: Wethoudersangersstraat 27 in Beek, South Limburg

Website: [www.boyherben.com](http://www.boyherben.com)

Admission: free and without obligation

A nice cup of coffee and a piece of pie from the house.

Tip: Combine this special opportunity with a visit to Maastricht or enjoy the Limburg nature and/or in one of the many culinary restaurants in the region.

## AS GOOD AS NEW

Advertisements for the "as good as new" section will be placed if they meet the following conditions:

1. They were sent to the correct email address: redactie@volvokv.nl
2. Begin by specifying the category you want your ad to appear in. You can choose from: Offered (cars or parts), Wanted (cars or parts), or Other.
3. At the end of your advertisement, please state: Membership number (if applicable, mandatory), name, postal code and city, telephone number and e-mail address.

Advertisements must be submitted by the deadline for submitting the next issue of VKM to the email address redactie@volvokv.nl only.

Advertisements submitted too late are at risk of not being placed and will be removed if possible.

Carry over to the next VKM. The deadline for submissions can be found at the front of each magazine. VKV members must include their membership number and place advertisements free of charge. The advertisement may not include a company name; only private individuals may use this option. The editors reserve the right to reject advertisements without giving reasons.

Non-members can place an advertisement for 15 euros each time. Payment is only possible by transferring the 15 euros advertising fee to bank account NL56RA-BO0147377064, payable to Volvo Classic Car Association in Varsseveld, stating 'advertisement ZGAN'.

Please note: the amount must be received before the closing date of the next issue of VKM! Only advertisements relating to Volvos will be included. Only one car may be listed per issue of VKM. The advertisement may be a maximum of 300 characters. Use as few abbreviations as possible.

Supplied photos, max. 1 per advertisement, will be published. The editors are not liable for any errors.

## CAR OFFERED

Beautiful **Volvo 164**, owned by a surgeon in New York, time to say goodbye after 20 years. Maintenance was done by Wim Bottinga, good condition, new tires.



The, stainless steel exhaust, stainless steel bodywork, LPG tank, 123 ignition, many spare parts. Price: €15,000. Wout Klap-pe Almere klappe.vdkamp@kpnmail.nl 06-20545464

Due to my age, I'm selling my beautiful 1987 **Jubilee Volvo 244**. The car is in top condition inside and out. It was extensively featured in Volvo Drive no. 66 (2022) and in *Volvologisch*.



September 2025. Koos van Reesch, Doetinchem. Koos@vanreesch.nl. 0622150258.

Volvo P221 Estate, built in 1966, recently restored, ivory white with a light brown interior and headrests. B20A engine with electric overdrive, petrol and LPG.



Asking price € 24,250.00. K. Schipper kschipper422@hotmail.com 3045 PL Rotterdam 0654770166

**Volvo 1800ES 1972** DH-45-66 From the USA in 1993, side indicators removed, older resto 2010 incl. interior, color light blue, 89. With LPG. In



2009 reconditioned B20E engine installed. Runs poorly on petrol, runs great on gas. Due to lack of time, I rarely leave the garage. Bidding starts at €20,000.

member number 17734. Olaf Fugers 5611 KS Eindhoven 06-4141 1146 o.fugers@gmail.com

After nearly 60 (!) years with its first owner, it's now time for another enthusiast to take care of it due to his passing at the age of 98. This 1967 **Volvo 144** has certainly lived, but it has always been well-maintained and is fully roadworthy.

The car belonged to my uncle. They had no children. Asking price: €5,000. 0032 473 59 75 48 (Jos)



**Unique 760, 2.8 GLE Automatic** 1983 2849 cc  
Green, velour upholstery, door trim also in green fabric.  
Original Volvo radio/cassette system.  
Stainless steel trim. Original alloy wheels. Air conditioning, heated seats, tinted glass, alloy wheels with Michelin tires, odometer reading 51,673 km. 0683640339  
jencbruinenberg@live.nl



including new ball and needle bearings, auxiliary shaft, some original syn-chromesh rings and seals/  
Gaskets. Never used due to switching to M41/overdrive.  
Since then it has been stored dry and regularly turned. Price: 550 euros. A



Good car for less than the cost of new parts.  
Sjef van Giersbergen, 5481BB Schijndel.

Jgiersbergen@kpnmail.nl

## OTHER OFFERED

**Original Volvo 480 workshop manual.** Part 2; sections 4 to 9.

Dutch edition 1978/88, in original ring binder. Price: €75, excluding shipping costs.

Sjef van Giersbergen, 5481BB Schijndel.  
jgiersbergen@kpnmail.nl



## PARTS OFFERED

**Volvo M40 gearbox** 254593/314031. From my 1968 P220. Carefully rebuilt in 1984

**Two doors** (left, right) complete and trunk lid of volvo ama-zon two-door 1967. Member no.: 07301, Hub.

Starmans, 6026 TA Maarheeze, hub.  
star@xs4all.nl, tel: 0495593622

# Anti-rust recommended

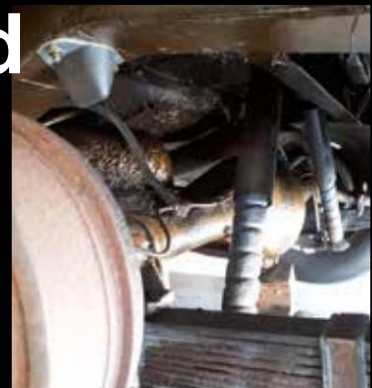
In early 2025, I had the underside of my Duett treated with anti-rust treatment after a regional activity at the Anti-Rust Center in Alphen aan den Rijn, where I immediately agreed to the treatment.

My Duett has sentimental value

I received it because it's been registered in my name for a long time. So much so that I felt it was important to have it done. There were a few bad spots that needed to be fixed first, but the result is impressive.

being.

HvdHorst



# Good on the tires but...

When you walk, like here in Arnhem, you see something new.  
A very rarely used one, I'm afraid.

**Johan van Markesteijn**

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