

...continued Board Spotlight

In the span of a year, we ended up purchasing two additional Volvo 240's. We added a twin to "Granny" (naming him "Grandpa") - a white 1990 sedan that had been sitting unused for nearly 4 years - very much an unplanned purchase. Then, we purchased a wagon. Found just outside Charlottesville, we acquired our unnamed-as-of-yet 1989 "estate" to round out the 240 offerings (and filling up all available parking space at home!). All three are getting "the works" and coming back to life with the help of Bullock and suppliers around the country. I must admit we aren't Volvo "snobs", as we have a long time love for German autos as well, currently owning a 2017 BMW X5 and a 2017 Mercedes E300.

Jamie and I are excited to be a part of the Coastal Chapter and the bigger Volvo family (again), and look forward to meeting all the members of this great chapter in the months to come.



"Grandpa"- '90 Sedan



Unnamed- '89 Wagon



801 Windom Blvd
Chesapeake, VA 23320

P₂ / Board Spotlight

Get to know Rob Cutchins, our Chapter Vice-President.

P₃ / Member Spotlight

Meet founding member Sven Gustavson

P₅ / Chapter Events

See what's happening in Upcoming Events.

Resda



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Survey Says...

by Cole Brundage

A club membership survey was conducted in November 2022 to find out more information regarding member interests and preferences.

Club leadership is pleased to report the survey response rate was towards the upper end of industry norms for survey responses.

A few interesting findings from the survey are that the majority of respondents have been Volvo owners for over 30 years and have multiple Volvo cars. Some key insights learned from the survey are already in practice as we plan and coordinate upcoming events over the next six months.

Respondents responded most positively to some form of club repair "garage days" as a possible club service or benefit. Over 75% of respondents are interested in "drives" or "cruise" events where members would meet up and drive together to a specific destination. A majority of respondents were also interested in events located closer to the Richmond area.

Overall, club leadership appreciates the feedback provided in the survey and we are excited to implement this feedback as we plan and participate in future events.



Member Spotlight

An interview with founding member: **Sven Gustavson**

Taken from an interview conducted by Chapter President, Chuck Fiedler in early-February, 2023

Chuck: Let us begin the interview. When and where were you born?

Sven: In 1949 in Gothenburg Sweden.

Chuck: The home of Volvo! What is your VCOA member number? Do you know?

Sven: Now. I have to get my wallet.

Chuck: You can send me that later but I think it's a very low number. You must have joined immediately when they started.

Sven: No, I didn't. I just started seven, eight years ago.

Chuck: Yeah?

Sven: Yeah. I didn't get into it even though I've been around Volvos my whole life.

Chuck: Tell me a little bit about that.

Sven: Well, I guess you could say that I was actually born into Volvo. Mom and Dad both worked for Volvo in Gothenburg.

Dad was a mechanical engineer so he did a lot of writing for the truck division and Mom would do all the calligraphy for the mechanical drawings. She had beautiful handwriting.

Then in '56, while in high school, Dad had a teacher that had been to the United States - did some teaching in the States. I'm not certain why but that kind of stuck with him so in '56 Dad said, "Let's go to the United States for a couple years." and in '57 Mom and I came along. Dad was working for a company called Henriksen in Chicago which had a Scandahoovian background.

"....I guess you could say I was actually born into Volvo"

Then Volvo came over with their trucks in '58/'59 and found him and asked him if he wanted to come back, so off to California we went. He worked out there for a while with trucks and then they said "we need you back in New Jersey" so off to New Jersey we go. Volvo finally figured out that their little trucks weren't working making the long haul business here in United States going all the way from New Jersey to California, so they shut the truck division down here in the States. He went with the car division for a while and we went back to California. He worked for Volvo Western. They had an office in California in Torrance and he was the service manager. He was on the technical side where he did the writings and the Swedes would come over with their grand ideas - off to the desert with these cars to try and blow them up, and what not.

Yes, I've been around Volvos since I started driving a 544 and in time, the Amazon. I was fortunate enough to drive the first 164 that came across and had been debadged from Volvo so nobody supposedly knew what it was. Volvos can be rather distinct in their shape as a brick-looking thing. Yeah, so I got a lot of testing with cars. I got to see a lot of interesting stuff that he would bring home because we lived about two hours from Torrance and they appreciated



Irene and Sven

the mileage being built up on them.

Yeah so it's been Volvos for most of my life. I just took a little break and I bought a Saab 900 before going in the military and overseas.

Chuck: *So what service were you in?*

Sven: We were in the United States Air Force.

Chuck: *Air Force... I was Navy.*

Sven: I won't hold that against you, Chuck. So that's my whole life sort of in a nutshell

Chuck: *What are you driving now?*

Sven: Let's see what I got in my stable. Irene has an XC70, I've got an XC60 and I've got a V70 also I got for mom when she passed.

Chuck: *So they were loyal fans too, huh?*

Sven: Oh, Chuck... I've got a story about that from when they got transferred out here when they closed down Volvo Western and he got transferred to Volva Penta. He was the chief mucky muck out there in Chesapeake until he retired.

Chuck: *I go past that office two to three times a week.*

Sven: Yeah. Irene and I went by it and it's gone, and it seemed like right after they opened. It's big now. Back then it was just a brick building. Anyway, Irene and I got transferred over to England and drove across the states and went to mom and dad's. They were going to take us up to Philadelphia where we flew out and I asked Dad, "*Can we put this Saab in the garage so it won't have to sit outside?*" and, Chuck, he didn't have to think about it. His immediate response was, "*Nope.*" So it sat outside until he could bring it up to get it shipped out of Newark but "*Nope*" not in the Volvo garage.

Chuck: *How did you feel about driving a Saab as compared to a Volvo?*

Sven: Well, the power in the Saab 900 turbo is amazing. You could get yourself in trouble with that one. Front-wheel drive, and, it screamed. That was before Volvo came out with the front-wheel drive cars. Volvo didn't have anything sleek out before the 850's. The 850 was kind of a radical change and I'm glad they went that way with it.

Chuck: *Yeah I had two 544's. One was the driver and the other was the parts car. That was just a fun car to drive -- the sports car for the person that had a family.*

Sven: I wish I could find the pictures when we lived in New Jersey. A bunch of the guys got together and Volvo had sent over a couple of Penta engines. They bought a couple of boats and installed the engines on these in the 16-, 18-foot Glasspars. At that time they were heavy. They fixed up the 544 and towed these boats with the 544 to the Hudson River launching only one. While in California Dad got into some offshore racing with Volvo Engines. You were familiar with, yes?

Chuck: *I am now.*

Sven: They were quite the duo out there. That Was Dad and Bob St. Clair. He was the president of Volvo Western.

Chuck: *Yah, that's where I remember that name from.*

Sven: They had the little 20 footer with the four cylinder in it which would just fly right above the transom they had written in about 3-inch letters "Adios Toyota". I guess they were trying to get into the business offshore.

Chuck: *I have noticed on several trips that nearly 1/4 of the trucks are Volvos. I wish they had the same on cars.*

Sven: Yeah, talking of that a lot of folks stopped by. It was like the truck people, car people in Gothenburg - it was almost like you have to go to the Gustaffson house, have a drink, or let mom make dinner or something. The biggest problem that they had with trucks was they still have the problem but they're heavy. They're comfortable but they're heavy. That's the main complaint - you sacrifice one thing for the other.

Chuck: *Thank you for your time. I look forward to seeing you and Irene again soon.*

"...The Saab 900 turbo is amazing. You could get yourself in trouble with that one."

Board Spotlight

Rob Cutchins

My journey into Volvo goes back just a few years. In fact, it goes all the way back to 1988, when a hard working 25-year old, trying to make his mark on the world of business, decided it was time to buy a new car. It was time to finally get his "dream car" - a Volvo 240.

There was something about that iconic design. Parkway Volvo was the area dealer at that time (Chesapeake), and on their lot was a gorgeous deep red sedan. I knew I wouldn't walk off the lot without that car. And I didn't. If you talked to those that knew me back then, they might tell you, "Rob loved that car!". They'd likely be more inclined to say, "That car never got dirty. He washed it almost every day!" That certainly wouldn't have been far from the truth. I still like a nice, clean car - just ask my husband.

Like most 20-something's, another "flashy" and newer car caught my attention a couple of years later, and I moved on from the 240, always feeling a slight pang of regret and disappointment in letting my gorgeous, sparkling clean 240 go to some other owner who I knew certainly wouldn't love it like I did, or keep it nearly as clean.

I met my husband Jamie in 1994, and we embarked on a journey together restoring classic Chris Craft cabin cruisers for 15+ years. We restored 3 different cruisers, the last being a derelict 1968 42' motor yacht we named "Command Performance". During that time I co-founded the "Chris Craft Commander Club", which now serves over 5000 members worldwide. www.commanderclub.com

We owned the 42' for 10 years and restored it back to its former beauty, honoring its classic Chris Craft heritage. Eventually, a new business, time, and other interests took over, and we left boating behind.

Early in 2022, I began reminiscing about my old 240 and started



"Granny" - a '92 240

hunting around to see what the 240 world was like these days. I was pleased to see this iconic automobile had quite the following, and a reputation for considerable longevity based on a quality build all those years ago. That put me on the hunt to find one in reasonably decent shape that could put that 35-year old guilt for giving up my '88 all those years ago, to bed. Enter "Granny" - a 1992 white sedan in need of some TLC and someone who would bring her back to life. Purchased just outside of Washington, DC, my husband and I were now in the hobby of classic Volvo's. As an HR Director for a local hospital, as well as business owner, I'm quite busy. Luckily, I met Randy Bul-

lock of Alcon Automotive (who actually worked for Parkway Volvo "back in the day"), and with his efforts, knowledge and know-how, "Granny" made a resounding comeback visually and mechanically, even making the trek to the National Volvo meet last September.



Summer 1988
and my new 240 sedan getting a bath



"Command Performance" -
our 1968 Chris Craft Motor Yacht

Upcoming Events

The Coastal Virginia Chapter will be participating in the following upcoming events:

- March 18 - Cars & Coffee Williamsburg**
1430 Richmond Road, Williamsburg, VA 23185
8AM - 11:30
- April 29 - 3rd Annual RVA Swedes Car Show**
Crump Park
3400 Mountain Rd., Glen Allen, VA 23060
9AM-3:30PM
- May 20 - Coastal Virginia First Annual Cook-out**
Waller Mill Park
901 Airport Road, Williamsburg VA 23188
11:30AM - 2:30PM
- June - Massanutten/Wintergreen weekend**
Details forthcoming (stay tuned to FaceBook)



Volvo XC90 and XC90 Recharge Plug-in Hybrid Named 2023 IIHS
TOP SAFETY PICK+ Award Winners



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