



We couldn't make it any tougher, so we made it faster.

People who are very good at finding faults in sports cars have only been able to find one in the Volvo 1800S: that it was a shade too heavy, and, for some people, a shade too slow.

That's because we built the 1800S to be one sports car that wouldn't require a \$20,000-a-year income to buy, a \$10,000 savings account to service and a graduate degree in engineering to repair. And the very things which made the 1800S strong enough to achieve this goal also made it a little heavy.

As a measure of its strength, the 1800S weighed in at 2460

pounds. Yet, in spite of this burden, it was still fast enough to win two SCCA National F-Production championships.

And if what the 1800S did on the tracks in those two years isn't enough to silence any critics, then what we've done to it this year should.

We've made it even faster. Not by making it light and flimsy. But by giving it a new engine.

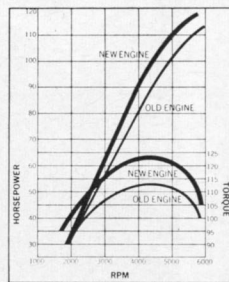
The Volvo 1800S engine is now larger (two litres) and more powerful (118 SAE bhp).

If you know enough about cars to understand this maga-

zine, the torque and power curves (to the right) will tell you about the new engine far more quickly than we could.

If you don't, suffice it to say that with its new engine the 1800S comes off the line faster. And shoves you deeper into your leather-covered bucket seat whenever you floor it.

Of course, the Volvo 1800S is still as strong as before. So it's still the same weight. But isn't it better for your engine to have a few more pounds to pull around than for you to have a few pounds less to keep pushing into your mechanic's?



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