



Volvo shows off its commitment to the environment  
with the ecological S60R model

## SCX® PRESENTS THE VOLVO S60R

All the tradition and class of this Swedish car maker  
is back on the SCX® track



The **Volvo S60R** presented by **SCX®** is the car driven by the Swede Robert Dahlgren. With its whole bodywork in a bright green colour, this is the model that the Polestar Racing driver took to second place on the podium at the Swedish touring car championship in 2007.

The first thing to catch the eye in this **SCX®** model is its bright green colour scheme all over the bodywork, with a design simulating plants all along the car, giving it a spectacular appearance. Added to this is the combination between the dominant green and the white of the front end, covered with a wealth of logos; together with the pair of long, narrow headlights, this gives it a 100% competitive look.

Striking features include two air intakes at the front, one of them with the Volvo logo. Also worth noticing are the graphics on the bodywork, showing two leafy plants, in reference to the green features of the engine under the bonnet of this **Volvo S60R** from **SCX®**.



The car's race number, 6, appears on the sides, next to the driver's name, R. Dahlgren, and the Volvo Green Racing parasol. The Volvo Original name is printed on the sides in large letters, and underneath it the Castrol and Flexifuel brands. The wheels are in eye-catching grey and the tyres have the Sport Maxx logo in yellow.



The cabin of the **Volvo S60R** features the driver with detailed overalls and helmet, as well as the anti-roll bars to protect its occupants. The rear view of the model once more includes the driver's name, R. Dahlgren, and the large, aggressive Tengtools logo highly visible at the top. Nor do the the two large tail lights or the exhaust pipe – here too accompanied by sponsors' logos – detract from the car's looks. This is certainly not a car that will go unnoticed on your **SCX**<sup>®</sup> track.

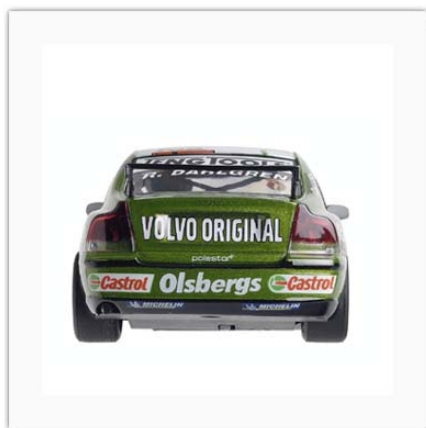


## Track Trials



The **Volvo S60R** is a long, stylish circuit model with a surprising ability to move its considerable volume of bodywork around fast.

The absence of wider sections in the car's bodywork, being a saloon, affects the width of the **SCX®** model, which is a touch skittish on the bends. The rear end holds itself in and all that remains to do is to give it power at the right moment, which with this car is when it is back on the straight. You can cover lap after lap without any risk of turning over, knowing that the car's other measurements work in favour of a good pace.



In fact, the relation between the length of the car and its narrowness give it a rectangular performance: on the bends the rear end tends to drift in and when you accelerate, far from the car coming off the road in wide skids, what it does is launch it in search of the next straight. The nose feels very secure, which means you can go through possible "lurching" spots with no worries at all. It is a pleasant car to drive.

- Tests conducted without supplementary magnet

### Sport Table of Measurements

Wheelbase	84mm	Car weight	86.5g
Distance	99.5mm	Bodyshell weight	31.6g
Rear wheeltrack	56mm	Transmission type	4x2 direct rear
Front wheeltrack	56mm	Transmission ratio	9/27 = 3
Front wheel diameter	19.5mm	Screws	5 (2 + 2 + 1)
Rear wheel diameter	20mm	Other	Pivoting cradle

Motor	Rx42b, 2007 version
Traction	Rear
Front	Ø 18.3 x 9.8mm
Rear	Ø 18.3 x 9.8mm





## The Real Volvo S60R

The **Volvo S60R** is based on the S60 PCC prototype, with a 2.5-litre cylinder capacity, 300 horsepower, a maximum speed of 250km/h and an acceleration of 0 to 100km/h in 5.8 seconds. With these sports features, the R model outperforms the other two versions in the range, the S60 T5 and the S60 2.4T, with 250 and 200hp and 2.3 and 2.4-litre capacity, respectively. All three models have a turbocompressor and five in-line cylinders.

On the model reproduced here by **SCX**<sup>®</sup> there is a choice between a six-speed manual gearbox or a Geartronic-type automatic five-speed model. The brake discs are 330mm in diameter.

The most striking feature of the **Volvo S60R** is its all-wheel drive (AWD) and sports chassis with three modes (Comfort, Sport and Advanced Sport), selected at the dashboard. Both systems are microprocessor-controlled. The first chassis option, Comfort, maximises the protection of the bodywork against uneven surfaces. The second, Sport, gives good performance during normal driving. The third, Advanced Sport, is designed for journeys where there may be large numbers of bends in the road.

The real version of the car brought to you by **SCX**<sup>®</sup> was driven by the Swede Robert Dahlgren, just 28 years of age but no rookie as he made his début in karting in 1989 and has driven in different formulas and championships. Dahlgren, who competed in his fourth STCC in 2007, is one of Volvo's brightest hopes to win the Swedish championship.

Volvo, set up by the Swedes Assan Gabrielsson and Gustaf Larson, is the manufacturer with the best image in areas such as safety for occupants. It is currently going through a comfortable period in terms of sales, thanks to its latest models, which are on a par with those of top manufacturers.

The company is the first to compete with alternative fuels, such as E85 ethanol, in accordance with FIA Super 2000 rules. In 2007 the Swedish driver Robert Dahlgren finished second in his country's touring car championship, the STCC, behind the wheel of his Volvo S60R.

The Swedish Touring Car Championship (STCC) saw its 12<sup>th</sup> edition in 2007. The STCC includes eleven races, held at weekends from May to September. The following circuits are used for the championship, in order: Sturup Raceway, Ring Knutstorp, Mantorp Park, Gelleråsen, Anderstorp, Våler banen, Falkenberg's Motorbana, Gelleråsen, Ring Knutstorp, Sturup Raceway and Mantorp Park.

The STCC is a competition which tries to bring young rising stars together with experienced drivers from the country in a single championship. The main novelty in the 2007 STCC was that both petrol and bioethanol were allowed, the aim being for the latter to become standard in the championship in the near future.