



A SPORTS COUPE from Volvo? Sure, it may seem incongruent. Volvos are the sort of sedans and wagons one generally pictures as hauling happy Yuppie families to soccer matches or transporting an upwardly mobile couple to dinner at Oakland, California's Chez Paniche. But even Yuppies like sporty automobiles (that's why many buy BMWs) and this may be the reason Volvo has once again commissioned Italian automotive stylist Nuccio Bertone to design a toney coupe body for the 760 chassis.

The fruit of Bertone's labors is the 780 Coupe, a limited-production 2-door that bears a distinct family resemblance to the 760 4-door. Except that (in the company's words) "virtu-


ally every body panel is unique to this model." So are the bumpers, spoilers, lights, wheels and a lot more.

For example, the interior is distinctive and features leather upholstery for the deeply contoured front bucket seats, which are electrically adjustable and can be programmed to respond to a number of preselected settings. The driver's seat is also equipped with Volvo's Supplemental Restraint System comprising an inflatable side cushion and knee bolster.

Rear seats are also contoured and leather-covered. Elm accent paneling along the dash and door panels, ABS, full instrumentation, climate control, power-operated moonroof and a superior-quality audio system are among

the many touches that make the 780 Coupe an elegant alternative.

Like the 760 upon which it is based, the 780 Coupe is powered by the company's consortium-built V-6. This 2849-cc, even-firing, 145-bhp sohc engine is coupled to Volvo's 4-speed automatic transmission and is capable of propelling the 3330-lb 2-door to a top speed of 115 mph. Suspension, though fundamentally 760, is tuned for better handling and a sportier feel.

As the flagship of Volvo's fleet, the 780 Coupe is expensive—about \$34,000. But for affluent Americans who may already be familiar with this distinctive marque, the Bertone-designed sports coupe replaces parochialism with panache. 

SPECIFICATIONS

Base price, base model	est \$33,000	Fuel capacity, U.S. gal.	15.8	Transmission	4A
Country of origin	Sweden	Fuel economy (EPA), mpg:		Final-drive ratio	3.73:1
Body/seats	cpe/4	Federal	18	Suspension, f/r	ind/live
Layout	F/R	California	18	Brakes, f/r	disc/disc, ABS
Wheelbase, in.	109.1	Engine	sohc V-6	Tires	205/60R-15
Track, f/r	57.9/57.5	Bore x stroke, mm	91.0 x 73.0	Steering type	rack & pinion (p)
Length	188.8	Displacement, cc	2849	Turning circle, ft	32.2
Width	69.3	Compression ratio	9.5:1	Turns, lock-to-lock	3.5
Height	55.1	Bhp @ rpm, net	145 @ 5100		
Curb weight, lb	3230	Torque @ rpm, lb-ft	173 @ 3750		