



Caresto Hot Rod Jakob woody

Hot Rod Jakob Woody is a unique combination of classical car building and craftsmanship allied with modern technology and design. As a part of the Caresto Edition line this unique convertible is the first diesel powered Hot Rod in our line. In the following pages you can find out more about the Hot Rod Jakob Woody and see the facts.

The car has only been on one exhibition since it's reveal, the response has been over expectations and the car was awarded the Boyd Coddington Memorial Award at Elmia 2009. (Swedens SEMA)

The Caresto Hot Rod Jakob Woody has been featured in magazines during 2009.

About us:

Caresto was founded in 1996, we are a design and coach builder based in Sweden. During the years Caresto have had the opportunity to create and deliver many exciting cars and automotive creations to our clients.



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This is the interpretation of what the very first Volvo would look like as a Hot Rod woody. After receiving the "Hot Rod of the Year award" and "Most Innovative Car" in the Mecca of Hot Rods, USA, Caresto decided to up the ante and go for a true "woody" based upon the 1927 Jakob original.

Instead of obtaining inspiration from an old Ford or any existing woddie, Caresto decided to build an enviromentally friendly Hot Rod. The similarities between old and new are remarkable. The curvature of the bonnet has exactly the same radius. The characteristic windscreen attachment pillar that runs down the body side follows the original in detail as regards to dimensions, materials and the number of screws used. Equall to the original the radiator grille keep the characteristic mesh pattern and diagonal bar, incorporating the classic iron symbol.

The body is built by hand from raw aluminum, bent into it's final shape using a hammer and the English wheel. Hot Rod Jakob woody is smaller than the original. It is a two-seater instead of offering space for four. And it has those typical Hot Rod attributes: large wheels, no wings and a muscular rear axle.

The chassis is built of lightweight carbon fibre and hamp fibre, just like today's most advanced racing cars. The brake discs are remarkably slim, but their huge diameter (345mm) guarantee the braking surface is still going to be more than sufficient.

It's lean, elegant and stylishly minimalistic. Largely because most of the components have been hidden away inside the body. For instance the springs and dampers, the electrical components and exhaust system.





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The wheels are made of aluminium instead of wood, but they are exactly in the same size. The massive tyres with their specially milled tread in the form of Volvo's iron symbol give an assertive, modern aura. While the charming luggage compartment at the very front – features an elegant leather case.



The result is that the body and axles look like they are floating in the air. A closer look at the seating compartment reveals deeply rounded backrests instead of a single flat bench, creating a robust and sporty atmosphere. The seats are upholstered in light brown hide. The piping and the upright rifling on the backrest, resembles the original, while the perforated flat upper section behind the seat echoes more modern styling cues.

"I really love combining old solutions with my very own ideas. Creating a fine balance between high-tech and tradition that works seamlessly. " says Leif Tufvesson.

But there are nonetheless a number of classic Volvo parts in the Hot Rod Jakob. The steering wheel comes from a 1962 P1800, as do the gear lever gaiter and steering column. The brake pedal and brake master cylinder are from the 140 Series. The M90 gearbox is Volvo's last rear-wheel drive product and comes from a Volvo 960. The engine, on the other hand, is brand new. It's a powerful Volvo D5 optimized with a NOVA 3 system from NIRANOVA, an important part to underline the lifecycle approach to this entire project.





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Technical Specifications

**Chassis:**

Carbon-fibre chassis. Steel subframe to carry the engine.

Suspension:

Front - Live front axle with built-in steering gear. Concealed control arms, spring struts featuring coil-over gas dampers

Rear - Wishbone. Internally fitted, concealed control arms and spring struts with coil-over gas dampers

Body:

Hand-beaten aluminium body and maple wood

Engine:

Volvo D5 D5244T4 a five-cylinder turbo diesel engine, installed longitudinally. Engine control: NOVA 3
Power output: 185 horsepower.
Torque: 400 Nm.

Gearbox:

5-speed manual M90 gearbox

Wheels:

Front wheels: 8x19" AEZ Forge
Rear wheels: 10x22" AEZ Forge

Tires:

Front tyres: Pirelli Scorpion special 225/55/19.
Rear tyres: Pirelli Scorpion special 295/40/22.

Brakes:

Specially manufactured brake discs.
Four-pot Brembo callipers.

Exhaust system:

Concealed installation of 3" stainless full-flow exhaust system with racing catalytic converter.

Interior:

Hand-sewn cherry red smooth and perforated hide. Foam padding.
Classic vertical piped backrest.

Paint:

Brushed aluminium.

Created and manufactured by: Caresto, Sweden

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