

MATT KAISER'S



'02 VOLVO S60



custom stereo system. The S60's passenger compartment was designed and executed by Mark and Cindy Bullfin at Mark's Custom Auto Interiors, and Kaiser's entire experience with the Mark's Custom Auto team was professional and produced what he termed as impeccable results in terms of quality and fit and finish.

The vehicle's appearance is now so unique that few people who encounter it for the first time are able to accurately guess at the sedan's Swedish origins. "Most of the time, they think it's an Audi," Matt said, laughing. He plans on further tweaking the minds of performance sedan fans through the installation of a full steel widebody for the S60 in the near future.

The one area of Matt's car which takes exception to the "Euro-only" parts philosophy is its 6,500 watt stereo system. Sponsored by Memphis Car Audio, the system features two subwoofer amps in the trunk, two additional amps, 20 speakers throughout the vehicle and of course an LCD screen in the trunk lid. A custom enclosure emblazoned with the Volvo corporate logo and illuminated in blue ties everything together in the S60's trunk. The installation was handled by Ed McGinn Custom Sound Solutions, who also played a role in much of the custom fabrication work inside and outside of the car. McGinn took

currently making the rounds of the show circuit. As a member of Team EST, Kaiser is committed to exclusively using European-sourced performance and aesthetic components on his vehicle in order to stay true to the crew's philosophy.

The first step in the Volvo's transformation started in 2008 when the sedan lost its factory blue paint job in favor of a House of Kolor three-stage candy burgundy that is one of the vehicle's most arresting features. Next up was the installation of a five-piece body kit built exclusively for the S60 by west coast Volvo specialty custom shop Evolve. The kit was painted to match the rest of the car by Hired Gun Paint Werks, a frequent Tolson collaborator that would also handle painting the Volvo's trim. The S60's exterior appearance is set off by 20-inch rims which Kaiser had stripped of their chrome, sandblasted and then powder coated and painted with a candy burgundy lip that matches the rest of the sedan's finish.

Inside Matt's Volvo are a number of surprises that would catch even the most dedicated Volvo connoisseur off guard. Gone is the stock S60 interior and in its place is a completely custom leather passenger compartment that is based on that of the 2005 Pagani Zonda S, an ultra-limited edition supercar of which just ten were produced. In fact, only one example of this Italian sports car actually resides in the United States. The conversion to a Pagani Zonda S interior is so faithful that Matt's Volvo was converted to a two-seater, with the rear accommodations having been entirely removed to accommodate the vehicle's



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Matt Kaiser's Volvo

By Benjamin Hunting Pics John Parli

It is certainly not common to see a modified Volvo at a custom car meet – especially a late-model Volvo bearing striking candy paint and aggressive styling that seems ripped right out of the pages of a World Touring Car Championship program. For Matt Kaiser, that was entirely the point. Although he had been raised his on a steady diet of the muscle cars that his father had brought home and parked in the family driveway while he was growing up, he wanted to 'dare to be different' and build a truly unique car that was like nothing else he saw on the street or at shows.

Custom cars are all about self-expression and individuality, and this independent streak is certainly evident in Kaiser's 2002

Volvo S60 sedan. The automobile, which was bone stock when it rolled into Matt's life just a few short years ago, became a platform for experimentation with the latest European custom tuning and styling techniques.

Kaiser's main inspiration for the direction that his Volvo S60 has gone in came from him meeting Paul Tolson and the Team EST (<http://teamest.net>) crew, who got him hooked on doing custom car shows. After earning a few trophies, Kaiser said, vehicle modding got "into his blood." Team EST have become important players in the world of VIP-style luxury design, and members of the group have put together some of the hottest Japanese and European custom cars

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care of not just the stereo's wiring but also most of the wiring throughout the Volvo. The shop also put together the extensive fiberglass work for the custom molded sub boxes that replaced the vehicle's rear seat, as well as the illuminated custom center console that bears the name of both CSS and Memphis Car Audio.

With a car that looks as hot as Matt's Volvo sedan, it helps to have the power to back up its aggressive personality, and this S60 certainly has the guts to make short work of any stoplight challengers. Although Kaiser did not put the car together with the track in mind, its turbocharged 2.5-liter, five-cylinder engine does feature a BSR ECU upgrade that doubles stock boost to 18 psi, BSR oversized fuel injectors to feed the motor's additional fuel needs, a custom front-mount intercooler and a 3.5-inch downpipe that leads back to a full 3.5-inch Evolve open exhaust system. Matt estimates output at just over 400 horses. The engine bay saw Ed McGunn once again lend his fabrication talents to the project, especially when it came to installing the custom intercooler.

The S60 also sports a unique cold air intake that is linked to custom hood vent cutouts that suck as much oxygen as possible into the engine. An extra shot of 75 horsepower is on hand in the form of a Nitrous Express kit, and when it comes time to haul the sedan down from triple-digit speeds the Volvo's big brake kit from sponsor Rotor steps in with a custom set of one-off gold powder coated six piston calipers up front and matching four-piston calipers out back. Handling is enhanced by a lowered suspension system that gives the S60 a great stance in addition to extra road-holding prowess that complements the grip provided by its all-wheel drive system.

Kaiser's car is set to be officially unveiled at the World of Wheels show in the first



week of March, 2011. Bringing the project to its official "conclusion" is an emotional moment for Matt, as the Volvo is a link to the man who got him started as a gearhead – his father, who passed away this fall. The candy burgundy hue that the S60 wears proudly made such an impression on the elder Kaiser that he selected it as the color for an unfinished repaint of his own 1971 Oldsmobile 442. Matt, who inherited the American muscle car, plans to carry out his dad's original plan of a black and burgundy paint scheme, giving him both old school and a new school customs to call his own and allowing him to carry on his father's spirit every time he turns the key and heads out for a cruise.



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