

Volvo radio command car

Known affectionately as 'Sugga' (or 'sow') for its obvious resemblance to a pig, the Volvo radio command car was produced for the Swedish Army in the mid-fifties. Based on a Volvo light-truck chassis, it follows the automotive layout of the WW2 Dodge WC ³/₄-ton series, with a front-mounted six-cylinder side-valve engine driving through a four-speed gearbox and two-speed transfer case; vacuum-operated differential locks were fitted to enhance the off-road performance. Aside from the somewhat brutal military front end and 'rugged' wheel arches, the body was that of the company's standard taxi cab of the late 'forties.... though it has to be said that even Swedish taxis probably didn't have the folding cycle rack at the rear fitted to most Suggas.



For: fully-enclosed body; wonderful art-deco instrument panel; unusual.

Against: slow and thirsty; no spares support in the UK.

Nomenclature: car, 5-seater, 4x4, command/radio; Volvo TP21 P2104.

Engine: Volvo ED; six cylinder; 3650cc; side valve; power output 90bhp at 3600rpm.

Transmission: 4F1Rx2; part-time 4x4.

Suspension: semi-elliptical leaf springs; live axles.

Brakes: hydraulic.

Construction: ladder chassis with steel body.

Electrical system: 12V.

Dimensions

Length, 177in; width, 75in; height, 77in.

Wheelbase, 105in.

Weight, 6336 lb.



◀ **Volvo Sugga** In honour of its pig-like snout, the Volvo P2104/TP21 was nicknamed 'sugga' - Swedish for 'sow' - but its official title is 'radiopersonterrängbil 915'. The design was introduced in 1953 using the 4x4 light-truck chassis and rather brutal front-end sheet metal which had been developed for the contemporary TL11 truck. The most common variant was the four-seater radio-command car shown here which carried a four-door saloon body with a folding cycle rack on the rear'; there was also a seven-seater station wagon variant known as the P2104 'special'. Power was provided by a very Dodge-like Volvo ED side-valve six-cylinder engine of 3645cc driving both axles through a 4F1Rx2 transmission with vacuum-operated differential locks. A total of 720 were made over a five-year period.



**BEHIND
YOUR
BACK**

▼ **Scammell Explorer** The FV11301 Scammell Explorer recovery tractor was a post-war replacement for the WW2 Pioneer from which it differed in two major areas. Firstly, the front axle was driven, which can only have been an advantage... but, secondly, the wonderful Gardner 6LW diesel engine of the Pioneer was replaced by a Scammell-Meadows 6PC630 petrol unit of 1,375cc

with a thirst like a navy in the July sun which, of course, was most decidedly not an advantage. Like the Pioneer, there were walking-beam axles at the rear, whilst the front axle was similarly hung from a central pivot and suspended on a transverse leaf spring. Recovery equipment consisted of a 15-ton under-chassis winch and 2-3 ton two-position extending jib with its own power winch.

