

The 1983 Volvo Turbos



Turbo

Two-door sedan
Four-door sedan
Wagon

Four-cylinder Turbo
Four-cylinder Turbo
Four-cylinder Turbo

Automotive writers still find themselves groping for an apt description: "Spectacular." "A blast." "Like cutting in an afterburner."

According to *CAR AND DRIVER*'s Rich Ceppos, "The turbocharged version of the venerable 2.1-liter B21F four-cylinder engine is enough to transform a pleasant car into one that suggests *joie de vivre* . . . Actually 'refined' is a word that comes to mind as you wheel the Turbo down the road. Everything seems to work with a fluidity, with a harmony, that's lacking in most other cars. No small detail has been left unpolished.

"The Turbo is one of those cars that just flat feel good to drive. Almost everything about it seems to have been carefully developed. The driving position is a perfect example. The small, padded steering wheel, the pedals, and the shifter all seem perfectly and naturally placed. The chairlike driver's seat, one of the most supportive touring seats in any car, offers an adjustable lower cushion, a lumbar support, and a reclining backrest.

"The controls, too, operate with satisfying precision. The shift linkage is crisp and jewel-like. The clutch take-up is velvety and linear. And the steering is sensitive, direct, and accurate.

"The Turbo arrows down the highway, solid and stable. The ride is Mercedes-taut. The body is drum-tight and rattle-free.

"After all these years, Volvo has scienced-out every nook and cranny, and the result is a big sedan that does a whole lot of things awfully well."

As MOTOR TREND puts it: "You keep hoping for a stray Saab 900 Turbo, or even a BMW you can sniff out, and then send scrambling to the roadside while you blow its doors in."

D. K. Hyde-White adds his perspective in *AUTO SHOWCASE*: "From afar,

the Volvo Turbo appears as just another load-up-the-wife-kids-dogs-cats-and-barbecue utility vehicle, but *vis-a-vis*, it becomes apparent that it is indeed a glamorous movie star merely hiding out in working man's clothes. Here I was in a vehicle that is absolutely the antithesis of the sports cars I have come to know and love, and I actually *enjoyed* driving it. Not only that, mind you, but this particular station wagon can be flung around corners more quickly than some British sports cars of the not-too-distant past."

Of course, part of what Mr. Hyde-White enjoyed is attributable to traditional Volvo design. Like all Volvo wagons, the Turbo's overall size and turning radius are virtually the same as those of the Turbo sedan—very unwagon-like characteristics, to be sure. About that sportscar handling, specifically, the Turbo wagon comes equipped with a small-diameter steering wheel, to quicken the steering response, and a deliberately taut suspension. It's balanced by special front and rear stabilizer bars and runs on five-spoke, alloy rims fitted out with steel-belted radial tires.

Now, on those occasions when you're not out hunting Saabs and BMWs, remember you can also enjoy the practical side of this wagon. "There's a very human amount of space inside the thing," as Larry Griffin points out in *CAR AND DRIVER*, 'nice ergonomics, good visibility, and a big, flat floor in the back that lies beneath a skyscraping amount of vertical space. Space for youthful brood, some middle-aged rubber plants, or an aging Airedale.' Most importantly, notes *CROSSROAD*, "beyond the high-tech engine, the bun-warmer driver's seat, the power windows . . . the Volvo Turbo wagon is still a Volvo—strong, heavy, solid, and designed first and foremost to get its owner from A to B for years to come."



✓

