

USED CAR TEST

No. 325

1968 Volvo 144S

PRICES

Car for sale at Wallington at	£1,125
Typical trade value for same age and model in average condition	£925
Total cost of car when new including tax	£1,472
Depreciation over 3½ years	£547
Annual depreciation as proportion of cost new	10½ per cent

DATA

Date first registered	11 January 1968
Number of owners	1
Tax expires	Car will be sold untaxed
MoT	1 January 1972
Fuel consumption	20.7 mpg
Oil consumption	negligible
Mileometer reading	37,961

PERFORMANCE CHECK

(Figures in brackets are those of the original Road Test, published 6 July 1967).

0 to 30 mph	4.6 sec (4.1)
0 to 40 mph	6.9 sec (6.3)
0 to 50 mph	10.1 sec (9.0)
0 to 60 mph	13.9 sec (12.6)
0 to 70 mph	18.2 sec (17.0)
0 to 80 mph	25.9 sec (23.7)
0 to 90 mph	40.5 sec (37.6)
In top gear:	
10 to 30 mph	— sec (11.8)
20 to 40 mph	12.6 sec (11.4)
30 to 50 mph	11.9 sec (10.8)
40 to 60 mph	11.5 sec (10.1)
50 to 70 mph	11.2 sec (9.7)
60 to 30 mph	16.8 sec (14.3)
70 to 90 mph	24.3 sec (21.8)
Standing ¼ mile	19.2 sec (18.6)
Standing Km	35.7 sec (34.6)

TYRES

Size: 165-15in. Pirelli Cinturato all round. Approx. cost per replacement tyre £9.68 (tubeless)
Depth of original tread 9 mm; remaining tread depth 6mm all round, 2 mm on spare.

TOOLS

Jack and wheelbrace, pliers, adjustable spanner, box spanner and tommy bar, two screwdrivers.

CAR FOR SALE AT:

Jack Rose Ltd, Stafford Road, Wallington, Surrey.



VOLVOS have established a tremendous reputation for durability and long life, pretty well the equal of that of Volkswagen but at the luxury end of the market. Swedish conditions, with very severe winters, demand more than the usual amount of underbody rust-proofing if the car is to last, and all Volvos are very well protected from salt-spray corrosion. The mechanical reliability is also excellent and secondhand Volvos appear to offer good value, even when like this one they have covered high mileages.

Volvo owners are something of a cult, and the original owner of the specimen submitted for this test had, not surprisingly, recently taken delivery of a new 144 GL. He has obviously used the seat belt frequently and the webbing has started to fray around the buckle. Slight darkening of the headlining and a small burn over the driving seat indicate that he was also a heavy smoker.

The S version of the 144 had twin carburetors and developed 30 per cent more peak power than the plainer model. In return for this extra urge the induction is much noisier to the

point of being harsh, especially when accelerating hard. This car did not have the optional overdrive and the noise level at 70 mph was intrusive.

Controls are built to suit big, strong people and it is hard to imagine how a petite woman, for example, could cope with the heavy steering around town. Clutch and gearshift are similarly heavy to operate, especially so by standards more modern than 1966, when the car was introduced.

Ride comfort is quite good and much better than on the previous 120-series models. The same well-located live rear axle with coil springs is retained, but the geometry of the links was improved. Wheel size is 15in. dia., which is large but gives the car an exceptional ground clearance of 7½in. This, plus the generally durable nature of the whole car, make any Volvo very suitable for regular rough-road use.

Volvo seats became almost a legend at one stage and those on this model are extremely comfortable. There is height as well as sliding and rake adjustment and in the centre of each



Inset left: The whole car has been well prepared for sale and looks immaculate

Left: The original dark blue paintwork has lasted well. Bright metal, which is mainly stainless steel or aluminium, is good, with the exception of the rear bumper

Left: There is nothing to indicate inside that this is not a brand new car

Below: The engine has been cleaned down and shows no signs of any fresh oil leaks

backrest a variable lumbar pad.

The strip-type speedometer on this car was much better calibrated than the one on the car we tested in 1967, having an optimistic error of only 3 mph at 60 mph.

Performance is not quite up to the standards of the car when new, but still brisk overall, with 0 to 60 mph possible in under 14 sec without recourse to our normal violent getaway techniques. The clutch had more than enough bite to cope and the engine had no abnormal taps or rattles. The engine had been well cleaned and there were no traces of oil leaks anywhere. There is no more than the usual amount of free play in the steering and the dampers are still very effective.

Condition Summary

Bodywork

The original midnight blue paint finish is generally good, but some chips and small dents have been rather badly touched in with a brush. Bright metal, which is stainless steel or aluminium almost everywhere, is in very good condition and there are no signs of accident damage. The aluminized plastic trim over the rear number plate has started to separate and the rear bumper is beginning to pit.

Interior trim is as good as new, with the exception of the headlining already mentioned. Standard floor covering is fitted rubber mats and these are clean and undamaged.

Equipment

Everything provided on the car was in good working order. The handbrake had a "gritty" feel to it, but this will be rectified before sale.

Accessories

A push-button Motorola radio is fitted with two (front and rear) speakers. It still works well but the front speaker is loose and resonates at anything over about half volume. There are two Tex wing mirrors.

Service Record

Despite the high mileage, a full service record is still with the car and this shows it has been regularly checked at the prescribed 3,000-mile intervals.

ABOUT THE VOLVO 144

It is now five years since Volvo updated their long-established 120-series of saloons and introduced the 140 models. The new car was a much more modern-looking and squarer shape, with developed versions of the same four-cylinder engines. There was the usual choice of single or twin carburettors giving 75 or 100 bhp net and making the car an "S" with the latter engine. The last digit signified the number of doors, a 142 having two doors and the five-door estate car being the 145.

When introduced, the 144 featured disc brakes all round and a dual braking system. Radial-ply tyres were standard. Overdrive was optional on the twin-carburettor S and automatic transmission on the single-carburettor version only.

The first deliveries began to arrive in the UK at the beginning of 1967 and in October 1968 a larger 2-litre engine was introduced. From then on there have been detail annual changes, post-September 1969 models being the most different, with items like an electrically heated back window on the saloon and a rear washer and wiper on the estate car. From last year a GL version with fuel injection became available and all the 140-series received a new front grille with the headlamps outside it and a diagonal stripe like that of the six-cylinder 164. □