

USED CAR TEST

No. 367

1969
Volvo 164
Automatic

PRICES

Car for sale at Wallington, Surrey, at	£1,495
Typical trade advertised price for same age and model in average condition	£1,380
Total cost of car when new including tax	£2,211
Depreciation over 2½ years	£816
Annual depreciation as proportion of cost new	13 per cent

DATA

Date first registered	19 November 1969
Number of owners	1
Tax expires	31 December 1972
M.O.T.	Not yet needed
Fuel consumption	16-18 mpg
Oil consumption	200 mpp
Mileometer reading	29,497

PERFORMANCE CHECK

(Figures in brackets are those of the original Road Test, published 9 April 1970).

0 to 30 mph	4.9 sec (5.0)
0 to 40 mph	7.2 sec (7.1)
0 to 50 mph	10.3 sec (9.6)
0 to 60 mph	14.1 sec (12.8)
0 to 70 mph	18.8 sec (17.3)
0 to 80 mph	25.6 sec (23.0)
0 to 90 mph	43.8 sec (35.6)
In top gear:	
50 to 70 mph	13.5 sec (—)
60 to 80 mph	16.0 sec (—)
70 to 90 mph	25.0 sec (20.4)
Standing ¼ mile	19.1 sec (19.0)
Standing Km	35.5 sec (34.7)

TYRES

Size: 165-15in. Pirelli Cinturato.
Approx. cost per replacement cover £11.10.
Depth of original tread 9mm; remaining tread depth 5mm on all but right front 7mm and spare 4mm.

TOOLS

Two screwdrivers, adjustable spanner, pliers, tommy bar, wheel and plug spanner, jack.

CAR FOR SALE AT:

Barrie Collins Motor Co. Ltd., 268 London Road, Wallington, Surrey. Tel: 01-647 5527.

WITH the notable exceptions of the Austin Maxi, 1800 and 2200 and, recently, the Ford Consul, anyone needing a decent amount of room in the back had to look to one or two cars in the 3-litre bracket. For reasons best known to themselves — but unacceptable to the large-family man who values comfort for all car occupants — the majority of designers everywhere continue to consider rear seat passengers as second-class travellers, who must be less than 5ft 9in. if they insist on being comfortable. Volvo are not one of the guilty in this respect. Both the 2-litre 144 and 3-litre 164 have a proper amount of rear room, without sacrifice of driver or luggage accommodation. With the 164 one gains a valuable bonus of refinement and smoothness which to some extent masks the extra performance available from the 2,978 c.c. six-cylinder push-rod engine.

As in our original and only Road Test of the big Volvo, this generally well-kept 1969 example was fitted with the Borg Warner Type 35 automatic transmission. On the test car (as in that first test) we found the steering column selector unpleasantly stiff at first, although after a while one gets used to that. All of its functions still work properly, including the kick-down change which precludes any full throttle top gear acceleration figures below 60 mph. Change quality is average — smooth by medium-capacity automatic standards — in other words tolerably smooth although a reasonable driver of a manual gearbox car will be smoother. Similarly kick-down delay is around the normal second or so for this transmission. The rather heavy throttle pedal makes the car seem less responsive than it really is. We noticed something of a clonk somewhere between the power unit and back wheels on reversals of drive, but were not certain whether it came from play in the drive line or the trailing-link-and-radius-rod-located live-axle rear suspension.

Power-assistance for the recirculating ball steering works well and is welcome, since the unassisted cars have slightly lower-geared direction. The Volvo has excellent straight stability and a reasonable amount of response to the wheel; it is not of course a particularly sporting-charactered car, having an average amount of understeer, but one can nevertheless make one's way along winding roads with reasonable speed. Ride is quite good without being exceptional and the 164 feels strong and all-of-a-piece rather than particularly smooth over poorer surfaces. One is grateful for the handsome squared-up shape when manoeuvring, all corners being visible from the driving seat.

Fuel consumption is on the high side as usual for this car, averaging between 17 and 19 mpg, though on long journeys at middling cruising speeds one can clear 20 mpg. Oil consumption worked out at 200 miles per pint, compared with 220 on the Road Test car, which was thought to be lower than it should be because of a rocker-cover gasket leak.

One mainly very welcome extra fitted is a Golde steel sunshine roof, admittedly on the small side, but much more thief-resistant than the fabric sort and very pleasant to use on fine days. It is surprisingly quiet when open even at high speed, but makes a disappointing amount of wind roar when shut, starting at about 45 mph. Engine noise is nicely subdued around

town and not objectionable on the open road.

Brakes work well, requiring only medium effort, though as on the Road Test car prolonged medium-heavy braking from 80-odd produced noticeable rumble and some fade. Wheel balance could be better. Generally speaking however this is a good example of a pretty satisfactory car.

Condition Summary

Bodywork

On the whole this is very sound, and has obviously been looked after carefully, at any rate as far as the outside is concerned. There



are two small dents in the back edge of the boot lid, but only on the right-hand corner of the front skirt under the bumper is there any marked paint damage, some having flaked off, possibly due to a small bump which is betrayed by a nearby scratch. Brightwork is well preserved too and the underneath looked satisfactory; as far as the rear silencer the exhaust system looked original but reasonably good, whilst the silencer and tailpipe were obviously nearly new.

The inside has not fared so well, details letting it down somewhat. There were a disappointing number of dark stains on the front upholstery, suggesting that something had been spilt. In the back, the rear of the driver's seat had been scratched apparently by something sharp edged placed in the parcel netting. One back floor carpet was stained yellowish. Seats however are in excellent order with nicely cleaned material.

Equipment

The speedometer with its excellent push-button trip zero is remarkably accurate, although anyone relying on its accuracy completely must beware of parallax error which can lead one into going slightly faster than the apparent point of the indicating strip as seen from the driver's eye height seems to suggest. Minor electrical bothers are easily remedied — the nearside sidelamp didn't work, nor did the handy horn-ring, and the indicators did not self-cancel. We thought the wipers seemed a bit slow on top speed setting.

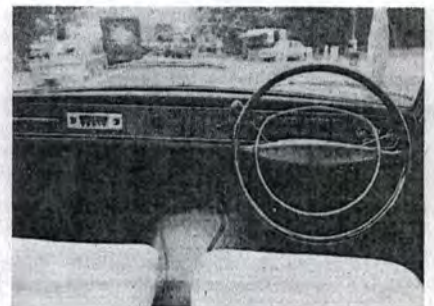
Accessories

Sensible convex wing mirrors give a good all-round view behind. Fog and spotlamps (Hella) wired through the sidelamps both work. A Pye wireless is fitted which works, but is unusually sensitive to interference from passing

cars, possibly due to poor electrical contact between aerial sections.

About the Volvo

Basically a development of the well-established 144 series, Volvo's six-cylinder 164 first appeared in August 1968. With 3 1/2 in. more wheelbase and the same width and track, it is 2 1/2 in. longer and weighs nearly 300 lb more than the 2-litre. Many body panels are shared with the 144, but the front and bonnet are different, partly to make room for the longer engine. This is essentially a conventional ohv push-rod unit, with the same bore and stroke (88.9x80mm) as the B20 2-litre four-cylinder engine, two Stromberg carburettors and a viscous coupling to keep fan noise down. The car continues in production with mostly small changes, the most notable being the offering of electronic fuel injection last year. □



Above: Straightforward plain dashboard and typically large diameter steering wheel are usual Volvo features

Left: Roomy interior is practical and apart from some stains in good condition. Boot is generous too and sensibly rubber-floored; tools and handbook remain with car. Engine remained clean during the test period and is easily accessible



Below: Handsome bold lines for a useful and generally quite refined motor car. Goldie sunshine roof is pleasant to have, though some undue wind noise is generated

