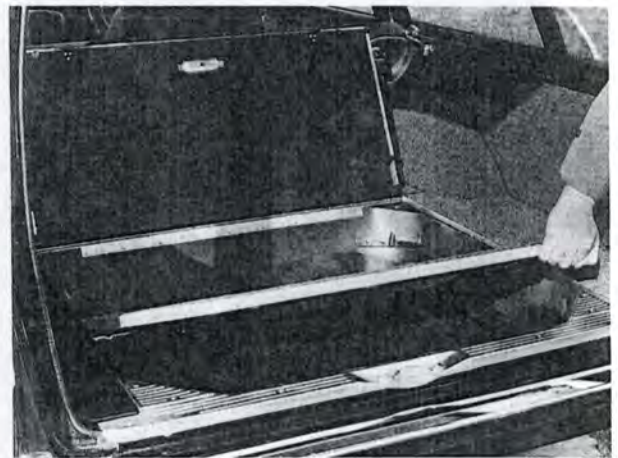




The "extra" window at each side readily identifies the new Volvo. Other features include the rear-wing mounting for the spare wheel, under-floor locker, and rear seat release which can be operated from either side.



New Volvo estate cars

Latest 145 model plus 'S' version

ALTHOUGH it has been on the Swedish market for some time, the Volvo 145 estate car is offered in Britain for the first time from today onwards. Built to the specification of the 142 and 144 two-door and four-door saloon models, it reveals a high degree of luxury in finish and equipment and has well-above average carrying capacity. As will be seen from the photographs, its appearance is businesslike rather than beautiful and its appeal lies in its quality and practical features.

No sacrifice of rear-seat comfort has been made in comparison with the saloon equivalent as the seat height has not been raised and headroom is, therefore, preserved. The folding arrangements are particularly simple: the cushion is mounted on sliding arms which enable it to be swung easily forward into a vertical position against the backs of the front squabs. Thanks to inter-connection of the locks which retain the rear squab, the task of folding it forward can be done from either side, and a fill-in panel automatically completes a dead flat floor.

With seats folded, the rear floor offers a length of 74 in. with a maximum width of

52 in., reduced to 42 in. at the wheel arches. When the rear seats are in use as such, the length is reduced to 44½ in. The height of the cargo space is 33 in. and access is via a full-width top-hinged, tail gate which gives a maximum opening width of 46 in. which, with a floor height of 24 in., gives easy loading. The tail gate swings well clear of the user's head and is retained in its open position by gas-cylinder "springs".

The spare wheel, often a problem, fits vertically into a well on the left-hand side of the rear compartment, where it is neatly concealed by a quickly detachable cover and can usually be removed without disturbing the luggage. On the opposite side, an adjustable panel in the floor covers a large well which houses tools and a further useful feature is a sizable compartment under the main floor, which is reached by lifting two hinged panels and enables valuable items such as cameras to be stowed away out of sight.

As already indicated, the details of the specification follow those of the 144 saloon except for stiffer rear springs and extra bump stops to deal with the greater maxi-

mum load—in this case 1,070 lb. A ground clearance of 7 in. caters for use over rough ground.

In standard 145 form, the 1,778 c.c. four-cylinder o.h.v. engine has a single carburetter, a compression ratio of 8.7:1 and an output of 75 b.h.p. (net) at 4,700 r.p.m. Additionally, the 145S model is offered, the difference being a twin-carburetter version of the engine, with a 10:1 compression ratio and a maximum output of 103 b.h.p. at 5,600 r.p.m.

Wherever appropriate, both these models have the same equipment as the saloon but notable additional refinements include an extra interior light for the rear compartment, pivoted rear side windows for through ventilation, electric heating for the rear window and wiring provision for rear-door screen wipers and washers (which are available as extras).

The prices of these new models are: **145**: basic, £1,190 (total with purchase tax, £1,522 12s. 9d.). **145S**: basic, £1,235 (total £1,580 2s. 9d.).

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