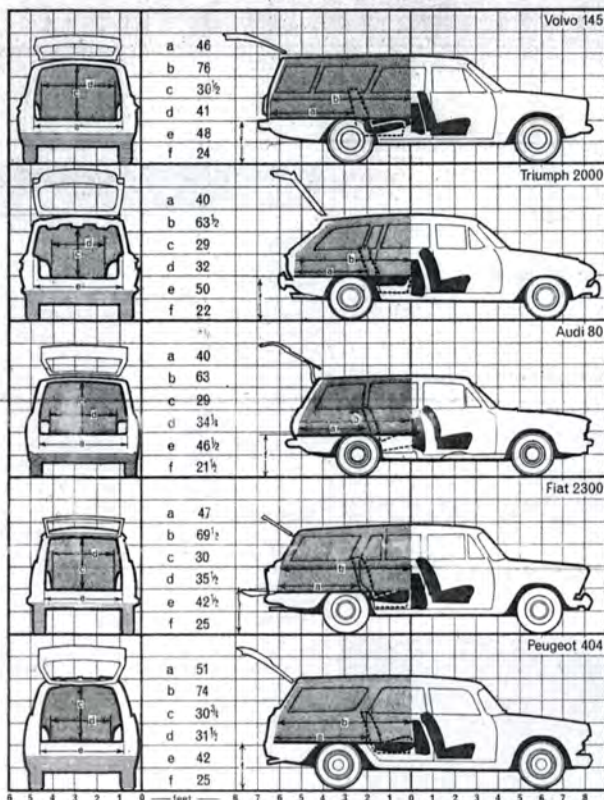


Supplement to MOTOR ROAD TEST No.17/67 ● Volvo 145

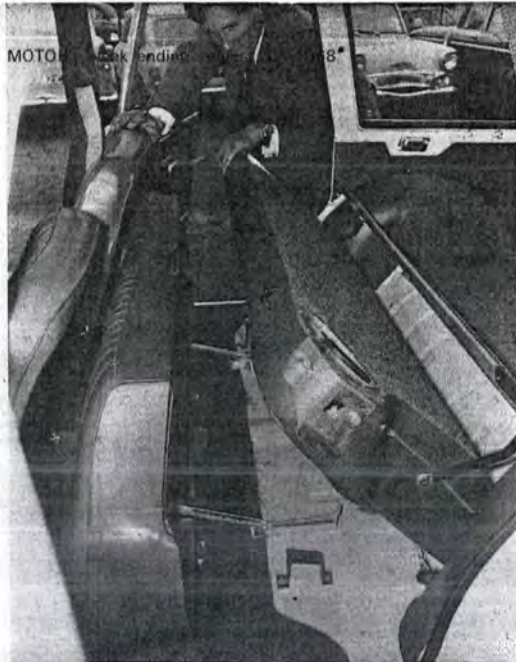


Built to last

SINCE the increasing popularity of the estate car depends on its convenience and its carrying capacity, it is worth observing that the Volvo 145 is one of the biggest in the business—perhaps almost *too* large for a shopping car. With over six foot of flat loading space, generous height and width, the Volvo would not disgrace a medium size delivery van and it does, of course, have all the normal amenities of the 144 with its safety-conscious design, lusty if rather raucous 1.8-litre engine, and a general roadability that to a large extent belies its overall dimensions.

The 145 is a typical Volvo, well engineered and built to last. It also has a whole host of good features but is marred by the absence of others such as face-level ventilation (although the heating system and its controls in particular are excellent) and an engine which is rather noisy on an open throttle, the simple paper element air filters having little sound deadening capacity. Perform-

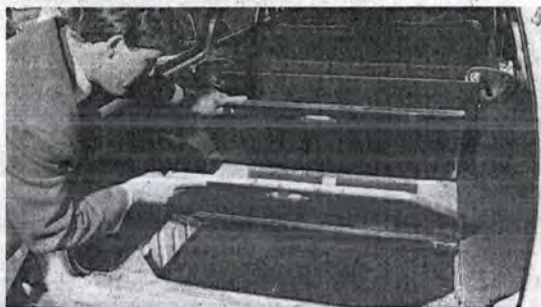
PRICE: £1,235 plus £345 2s. 9d. equals £1,580 2s. 9d.



The rear seat cushion (left) pivots and swings forward exposing pegs for the eyes on top of the seat back. Substantial levers retain the seat back for four-seater use.

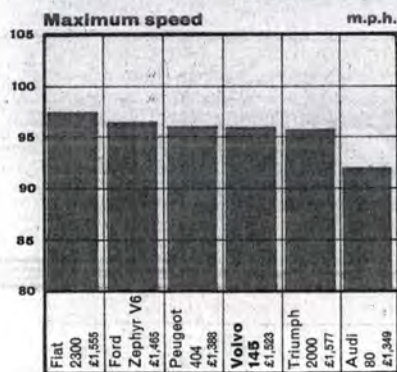


(Right) Concealed behind a removable panel retained by two thumbscrews, the spare wheel mounting is neat.

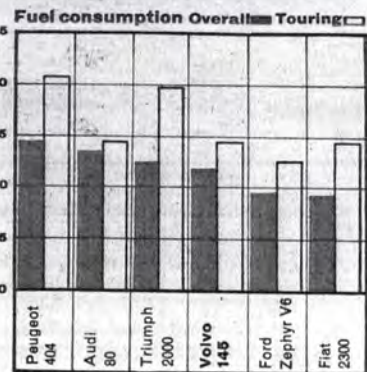
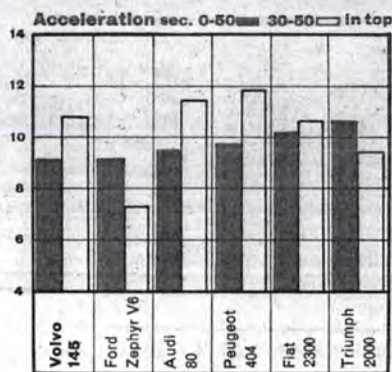


A separate locker (right) under the rear floor hides valuables from the outside world. Two half-lids are used for some reason.

Performance



* Figures quoted for saloon



Performance tests carried out by *Motor's* staff at the Motor Industry Research Association proving ground, Lindley.

Test Data: World copyright reserved; no unauthorized reproduction in whole or in part.

Conditions

Weather: Good, no wind.
 Temperature 56°-64°F. Barometer 29.95 in. Hg.
 Surface: Dry concrete and tarmacadam.
 Fuel: Premium 98 octane (R.M.I.), 4-star rating.

Maximum speeds

	m.p.h.	k.p.h.
Mean lap banked circuit	95.8	154.5
Best one-way ¼-mile	97.4	157.0
3rd gear	77	124
2nd gear } at 6,500 r.p.m.	53	85
1st gear	34	55
"Maxmile" speed: (Timed quarter mile after 1 mile accelerating from rest):		
Mean	96.0	154.7
Best	96.8	156.0

Acceleration times

m.p.h.	sec.		
0-30	4.1		
0-40	6.4		
0-50	9.1		
0-60	12.9		
0-70	18.1		
0-80	25.7		
0-90	39.8		
Standing quarter mile	19.1		
m.p.h.	Top sec.	3rd sec.	sec.
10-30	—	—	7.8

20-40	10.9	7.1
30-50	10.8	7.0
40-60	10.9	7.3
50-70	12.5	8.4
60-80	15.0	—
70-90	22.2	—

Speedometer

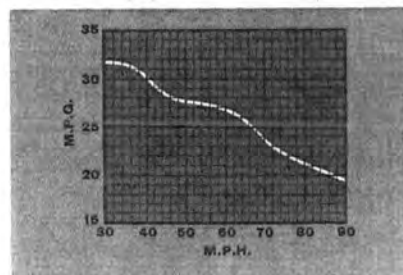
Indicated	10 20 30 40 50 60 70 80 90
True	— — 28 39 49 59 69 79 88½
Distance recorder	— — — — — — — — — 2¼% slow

Weight

Kerb weight (unladen with fuel for approximately 50 miles)	23.7 cwt.
Front/rear distribution	49½/50½
Weight laden as tested	27.5 cwt.

Fuel consumption

Touring (consumption midway between 30 m.p.h. and maximum less 5% allowance for acceleration)	24.7 m.p.g.
Overall	21.7 m.p.g. (= 13.1 litres/100km)
Total test distance	920 miles



Specification

Engine

Cylinders	In line 4
Cooling system	Water
Bore and stroke	84.14mm. (2.24in.) x 80mm. (2.03in.)
Cubic capacity	1780 c.c. (109 cu. in.)
Valves	pushrod o.h.v.
Compression ratio	10.0:1
Carburettor(s)	Twin HS 6 SU
Fuel pump	AC mechanical
Oil filter	Volvo full flow
Max. power (net)	100 b.h.p. at 5,600 r.p.m.
.. (gross)	115 b.h.p. at 6,000 r.p.m.
Max. torque (net)	107 lb. ft. at 3,500 r.p.m.
.. (gross)	112 lb. ft. at 4,000 r.p.m.

Transmission

Clutch	Borg and Beck 8½ in. s.d.p.
Internal gearbox ratios	
Top gear	1.00
3rd gear	1.36
2nd gear	1.99
1st gear	3.13
Reverse	3.25
Synchromesh	On all ratios
Final drive (type and ratio)	Hypoid bevel 4.1:1
M.p.h. at 1,000 r.p.m. in:—	
Top gear	16.3
3rd gear	11.9
2nd gear	8.2
1st gear	5.2
Tyres (size, type and make)	Goodyear 165 S 15
Wheels	Pressed steel
Rim size	4½J-15



Big enough to take the bonnet of a Jaguar XK 120, the 145 is really capacious.

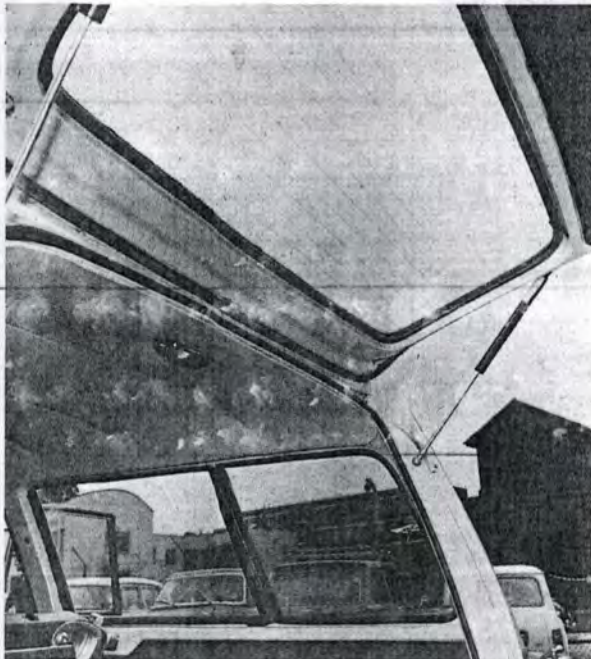
Volvo 145

continued

mance is, nevertheless, very brisk, giving the slightly heavier estate car a maximum of just under 100 m.p.h. and a 0-50 m.p.h. time of 9.1 seconds; pushing such a large body through the air makes the 145 rather uneconomical for a 2-litre although our overall 21.7 m.p.g. is probably worse than most owners are likely to get.

The 144 saloon we tested was fitted with overdrive (in conjunction with a lower final drive ratio) which made it a little more long-legged than the 145 without overdrive, and therefore more economical.

The Volvo engine comes in two states of tune, the S with twin



Small telescopic struts support the rear door which is tall enough to provide weather protection. Heated rear screen is standard for the 145.

SUs and the normal car with just a single downdraught Stromberg. Both our test cars have been in S-tune so a comparison of performance is valid. Despite its apparent bulk 145S turns the scales at 24cwt., some 1½cwt. heavier than the saloon, which suggests that strength comes from clever structural design rather than individually strong panels. Remembering that the 144S had the more favourable final drive ratio there is little difference in acceleration—25.7s to 80 m.p.h. against 23.7.

On the road the car can maintain high averages safely, helped by good gear ratios; second gear, which gives around 50 m.p.h. is frequently used for overtaking. Peak torque at 3,800 r.p.m. might sound high for a touring engine but the unit is pleasantly flexible and will pull reasonably from around 12 m.p.h. in third if you nurse the throttle; as the revs rise under hard acceleration intake roar gets noticeably harsher (although it is not objectionable on part throttle) tending to limit one's cruising speed to around 80 m.p.h. on the flat, at which the car is fairly quiet with little wind noise. It is a first-time starter, too, and needs very little choke for smooth pulling over the first mile.

One doesn't really expect to see an estate car whipping through the country roads on its door handles but if you are so minded the 145 is happy to take the treatment with some tyre squeal, not too much roll, and a gentle final oversteer at a quite respectable cornering power. The well located live axle stays in place on bumpy corners but sometimes gives a sharp vertical jerk on bumpy straights; unladen, the ride isn't very good, with quite a lot of turbulence but, laden, the car settles down to take most surfaces in a comfortable and stable fashion. Excellent seats do a lot to keep driver and passengers happy; sliding and rake adjustment are fine enough and a unique adjustable lumbar support is a boon to those with sensitive backs.

The interior is particularly well laid out for conversion from a five seater to two seats and a full loading platform. The rear door lifts up well out of the way to a height which lets tall people underneath to shelter from the elements while loading. Even with the rear seat up the flat space is generous and there is a useful locker underneath the floor to keep valuables out of sight; substantial interconnected handles (you need only use one) release the seat back and the cushion lifts up, pivoting forward so that sockets on the seat back engage on substantial dowel pins. Since it is a four-door car this is easily done from the side, and the rear doors are large enough for loading as well.

As an estate car it must offer all that anyone could want in terms of usable space; it is plenty big enough for sleeping in, too, but a bit large for parking—although good visibility and a very good lock help minimise this problem.