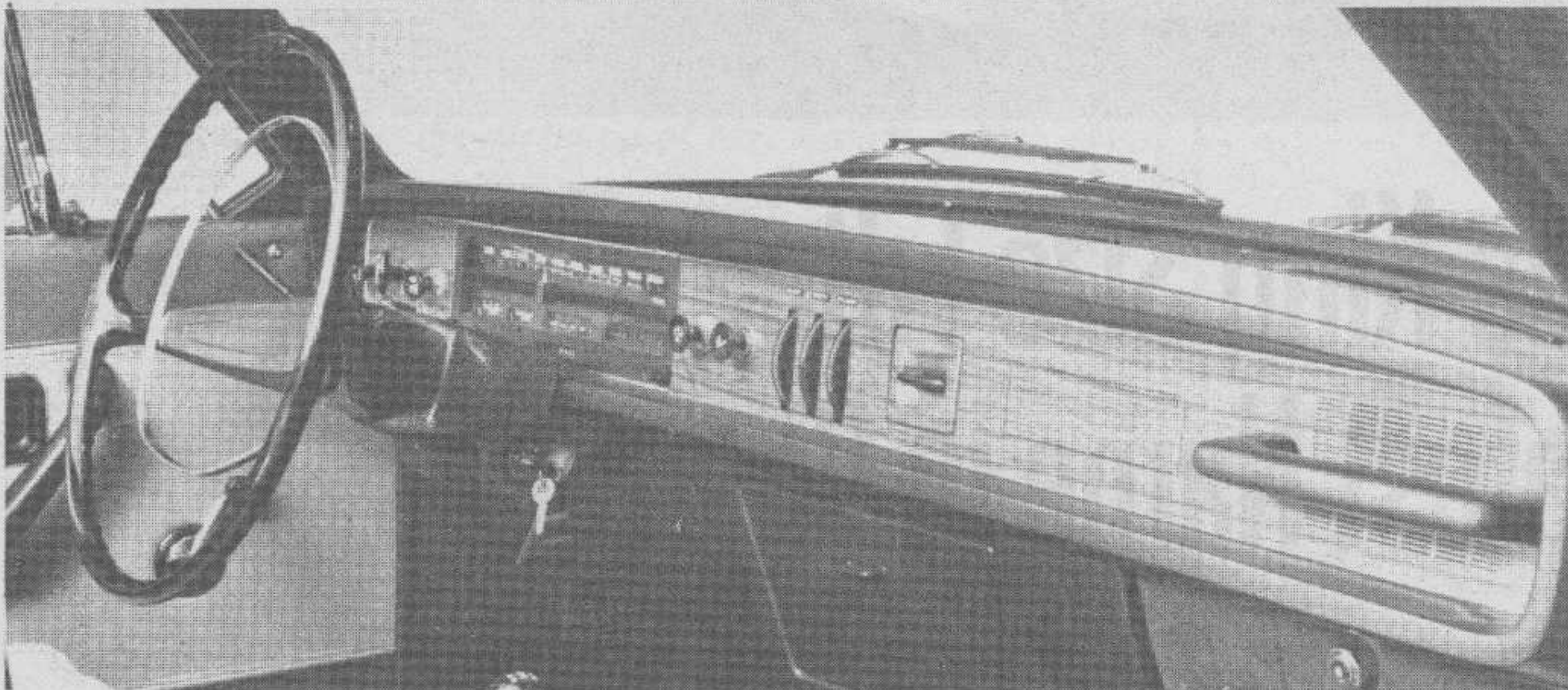


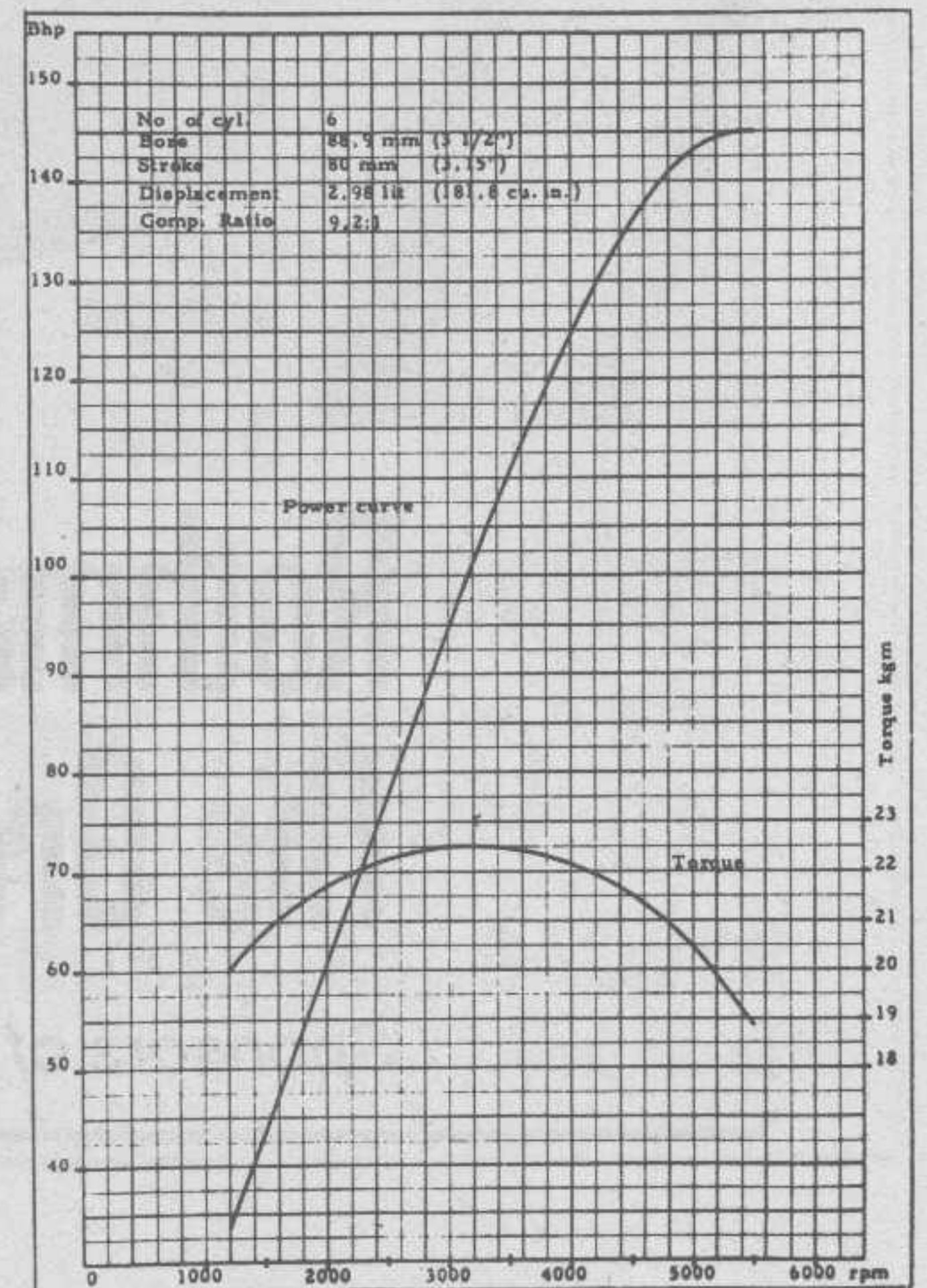
NEW VOLVO SERIES..



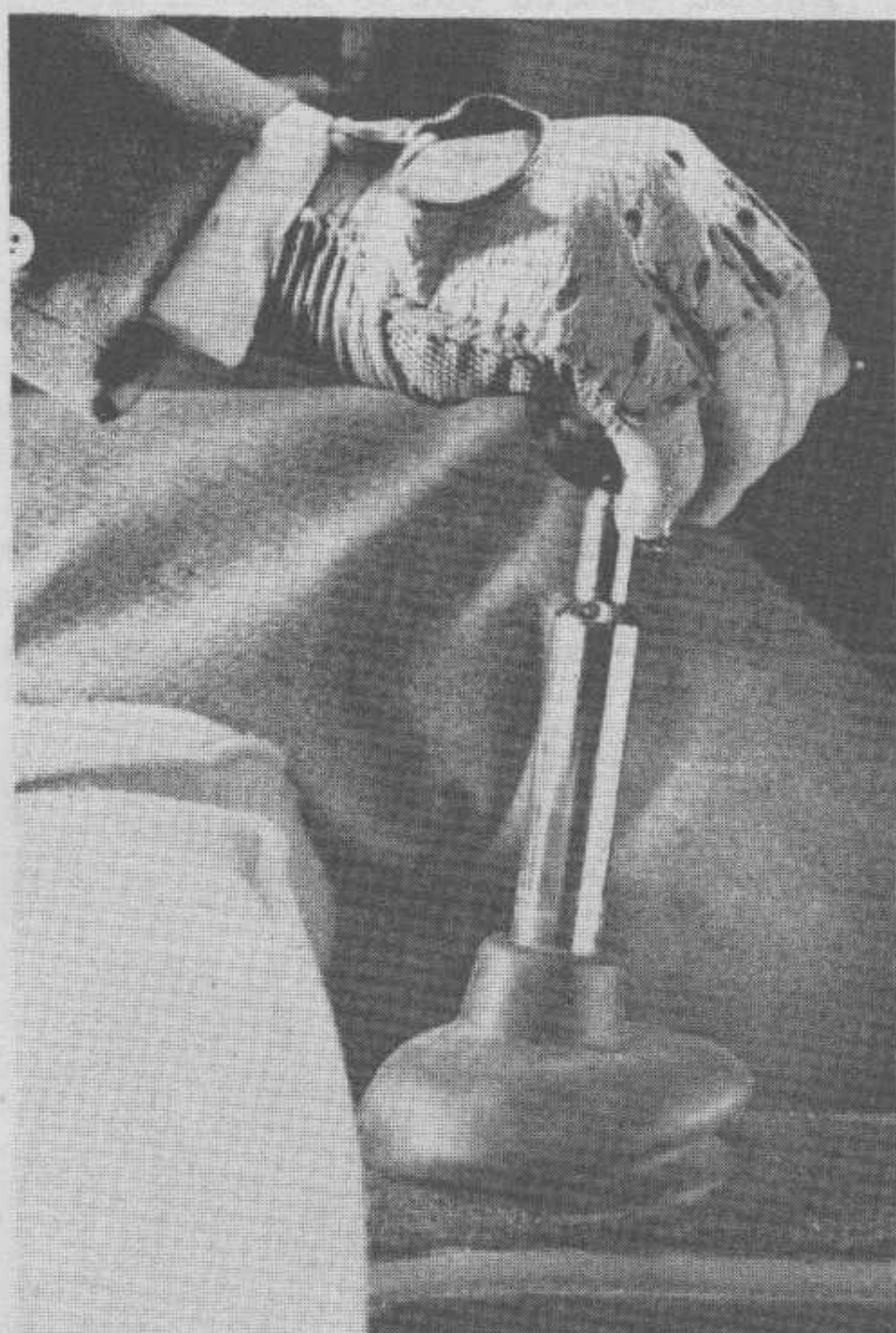
..SERIES 160 ▲ MODEL 164



Volvo Series 160, model number 164 is rather reminiscent of Vanden Plas efforts with BMC cars, is aimed at high performance luxury market. In shot above, longer wheelbase is not immediately obvious, though styling changes are. Electric sunroofs are becoming a popular option in Sweden (left), interior design is merely updated and more luxurious version of 140 series (below left). Below is graph of the new 3-litre engine's output characteristics.



Volvo gets into gear in the Australian Luxury car market



VOLVO is about to make a different attack on the Australian market with an entirely new model designed to compete in the high performance luxury car market. The 160 Series as it will be known, will be introduced at first in a single model—called the 164. This is a four door sedan based on the 140 Series, but with a longer wheelbase, new 3-litre six cylinder engine, and restyled body. It will be on sale in Australia by April/May of 1969 and should sell for less than \$6000.

The Volvo rumours department is still running full house and local Volvo fanciers are predicting that a Repco-head version of a 2-litre Volvo 142 will be eligible for the 1969 "Hardie Ferodo 500." It's just a rumor but one every Volvo enthusiast would like to see come off. Another long-range forecast is for a special hot 2-litre 142, which could be equipped with fuel injection!

The Volvo model range may seem complicated to those who are not familiar with the type numbers, so we'll outline them briefly. Volvo catalogues its models in two different forms—engine and body type. The body types run in coded series as basic models with the number of doors affecting their termination.

The 120 series with two or four doors is designated 122 or 124, and the 140 series follows the same pattern. The exception to the rule is the 123GT—and the number 3 as termination refers to its special hot trim—not some bizarre door formation.

The engine terminology is even simpler. B is the basic block coding and the numbering is taken from the engine capacity—B18 is of course for an 1800cc engine, and the new luxury 164 model has a B30 engine, so it is really a B18 with two extra pots tacked on.

The 164 is Volvo's most important addition to the range. Based on the 140 series, it has two extra cylinders on the B18 block and gives 145 bhp and 163 ft./lbs. of torque. It is a longer-wheelbase car (by 3in.) and will be presented in Australia in four forms, including manual or automatic transmission, and a special model with electrically operated sun roof.

Common to all versions are variable ratio steering, new rear axle, new low-rpm cooling fan, electrically heated rear window and luxury fittings to the interior. The best features of the 140 Series are naturally retained: four wheel disc brakes and dual circuit braking system, exhaust gas emission control, and remote control linkage on the manual gear shift.

The 164 is very similar in appearance to the 140 Series, though the new body panels—chiefly in the front—remind us of the type of treatment the Vanden Plas coachbuilders gave several models in the BMC range. Despite the larger capacity

engine, it is by no means a sportman's car because of additional weight although it provides the very best in high performance motoring in the luxury field for which it was built.

At less than \$6000 it should be a popular local seller, particularly with hire car firms, because it presents such a realistic alternative to luxury transportation in the American full-sized sedan tradition.

Appearance-wise the new Volvo 164 is completely uncomplicated, but we should point out that those vents on either side of the grille are provided for extra headlamps if required. The interior is well-worked to retain the best 140 series features with an added touch of luxury.

The seats are leather with wide, cushy front buckets (the driver has a special control to adjust all positions easily while on the move) and the floor is fully carpeted. There is a new console and gear-shift design.

The electrically heated rear window has fine wire cast in the glass—easily the most effective and best proved system developed so far.

Technically, Volvo has put a lot of development work into two particular areas of the mechanicals. The front end is beefed up and is fitted with a special variable steering ratio, and the rear axle, designed for higher engine, torque output, features new wheel bearings. The steering is particularly good, for it overcomes many of the problems normally associated with bulky luxury car packages. The Americans take the easy way out and power-assist their steering systems, but many drivers feel this is always accompanied by a loss of feel—particularly at high speeds.

Volvo's variable ratio gives an 18.3 to 1 ratio when the car is being driven straight ahead and this varies progressively to an ultimate 26:1 turn ratio at full lock. The result is a nice firm wheel at high speeds and a light easy-to-turn wheel at parking speeds. If you're still not satisfied power assistance is optional.

The rear axle uses a new type of tapered roller bearing which ensures that lateral stresses (when cornering) are absorbed by both wheels. The bearings are lubricated with oil—not packed with grease.

Although we hear the 3-litre is available in various stages of tune, Sweden produces one basic engine for export, in the interests of simplicity. Australia gets the twin carburetors of the Zenith/Stromberg type. These are equipped with the full anti-emission gear to meet the American regulations and in fact come fully adjusted and lead-sealed. The viscous-type fan uncouples above 3000 rpm to decrease noise and limit the power drag.

The 164 series gives Australian Volvo dealers a comprehensive sweep of the quality car market. It now has cars ranging in price from the 122S at a basic \$3565 to the Sports Coupe and now the 164 luxury limousine both at the near-\$6000 mark.