SUPPLEMENT TO ROAD TEST No. 28/66

See previous pages

Volvo 221 estate car

UR test of the Volvo 132S coupé described on the preceding pages was associated with a test of the 221 estate car which is fitted with the less powerful 68 b.h.p. engine (estate cars with the high power engine are not available in the U.K.). Driving this car after the coupé, a strong family resemblance is at once apparent. The facia and driving position are very similar, as is the handling. A servo makes the estate car brakes lighter but a little unprogressive in the middle of the pedal pressure range. More surprisingly the steering is also lighter, but this may be due to the slight rearward weight bias of the estate car compared with the coupé. In addition, the 221's engine is far less noisy.

The estate car has a large carrying capacity, even with the rear seat in its normal position, and is trimmed at the back with a tough, practical cloth-it is often so easy to tear carpets or trim with the corners of the sort of heavy object which needs to be carried in estate cars. There are also a ber of thoughtful details. For example, the rear doors are arranged so that one folds up and the other folds down to increase the load space, and the door that lifts upwards is automatically opened and held open by a strut incorporating a spring of compressed gas. Similarly a rubber-covered step on the rear bumper facilitates access to the special Volvo roof rack that can be fitted.



Performance

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Weight

Kerb weight (unladen w	ith	fu	el	fo	r	
approximately 50 miles)						. 23.1 cwt.
Front/rear distribution						48/52
Weight laden as tested			٠.			. 26.9 cwt
Wean lap speed banked	cir	cu	it		2	88 0 m n h
Best one-way 1-mile	00					90 9 mnh
Maximile speed—Mean						84.9 m.p.h.
Best						88.3 m.p.h.
이 프레이트 아이를 그리지 않는데 그 집에 이번 하는데 하다 하다.						The second secon

Acceleration times

m.p.h.														
0-30														sec.
														4.2
0-40								r						7.3
0-50														11.2
0-60														16.6
0-70									3%		8		å	25.3
0-80												•	•	40.1
						То	p			2,0		100	•	3rd
m.p.h.						se								sec.
10-30														7.2
20-40						0	6							
30-50						-								6.6
					ា	0.	3							7.3
40-60					1	1.	7							9.6
50-70						5.								13.0
60-80					2	1.	8							10.0
Eugl	_	 	 	 										

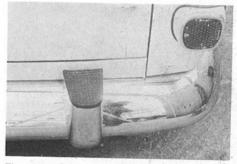
Fuel consumption

	OI.	v	U	TC	ш	ш	ιþ	u	UI	ш										
m.p	.h.																		r	n.p.g.
30																				42.6
40																				37.5
50																				33.4
60																				28.9
70										٠.										27.9
Tou	rin	g	(CO	ns	u	mp	tie	on		m	id	w	ay		be	etv	ve	en	30
m.p	.h.		an	d	n	na	iix	nι	ım		les	S	5	%		all	ov	vai	nc	e for
acce	elei	rat	ioi	1)													28	3.0	n	n.p.g.
Ove	ral																23	3.9	n	n.p.a.
											(:	=	1	1.8	3	itr	es,	/10	00	km.)

Estate car body has clean lines. Upper door is automatically raised when lower door is opened and held by a strut with a spring of compressed gas.



Rear luggage space is large with seat folded forward.



Thoughtful detail: step in bumper for access to roof to which special Volvo roof rack can be fitted.

