

CANADA **track and traffic** 50¢

MAGAZINE FOR MOTORSPORT ENTHUSIASTS

JUNE 1967

**Shell 4000**  
**full story**

**Road Tests:**  
**New Fiat 124**  
**Renault R16**

**Champion-**  
**ship cars**  
**at Mosport**

**Road Impressions:**  
**Volvo 123 GT**

MR ANDRE LEMIEUX  
200 BOULEVARD DEGUIRE  
ST LAURENT 9 QUE



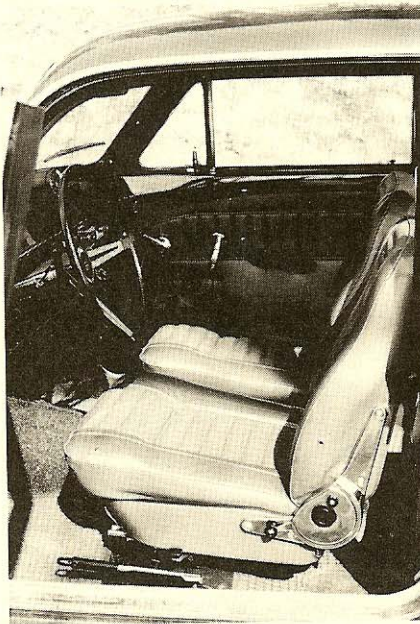
# R ROAD IMPRESSIONS

## VOLVO 123GT

□ Volvo has done it again with their latest, the 123GT. With a minimum of alterations, the standard 122 Canadian has been transformed into a fire-breather.

Back in 1962, we tested the Volvo Canadian and in our summary pointed out that while we were completely satisfied with that particular model, we would have liked to see a special version available with 100 hp. Well, Volvo finally came out with this new hotter machine in the form of the Volvo 123 GT, and after putting the car through our testing program, we were more than satisfied with the car's brilliant performance.

Volvo has always rated high in our books as far as a true enthusiasts' sedan is concerned and after driving the 123, we will say it rates as a leader.



The 123 uses the strong and reliable Volvo 115 bhp four-cylinder powerplant. The special engine equipment, which transforms the car's personality, has made the standard Volvo sedan into an exciting sports family car.

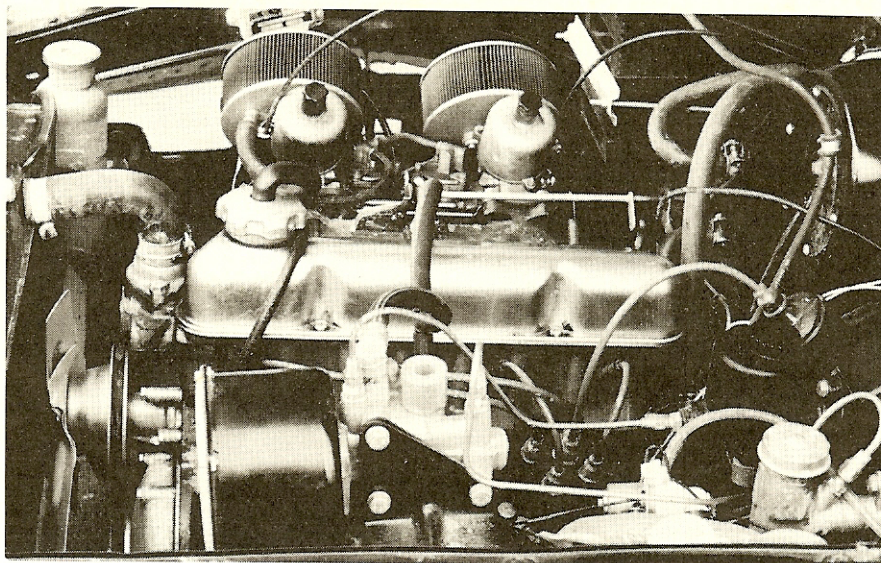
All of the special equipment is dealer-installed and while you can take the standard 122 and turn it into the GT, cost is considerably less by ordering the GT from a dealer since the extras are included as standard equipment on the 123.

The special equipment list reads as follows: 115 hp engine; alternator; electrically operated overdrive; limited-slip differential; radial ply tires; heavy duty shocks; GT steering wheel; tachometer; fully reclining front seats and built-in dash tray.

The increase in horsepower (90







to 115) from the Volvo Canadian has naturally made considerable difference in the car's acceleration. We were able to move the GT from rest to 60 in 10 seconds flat which is roughly four to five seconds quicker than the 122.

But, the real story behind this new machine, aside from extra luxury and driving comfort, is the GT's ability to respond like a true rally car over rough, tight twisty roads.

Using top revs at all times we took the GT over the roughest terrain we could find and the car took it all in stride. Driving a car of this nature causes one to become almost over-enthusiastic and it is hard not to imagine yourself in the thick of competition when you sit behind the wheel of the 123.

Handling the GT is a breeze and even an inexperienced driver will find it difficult to run into any trouble.

The suspension setup on the Volvo has been beautifully matched to the car and with the addition of the Goodyear radial ply tires, the 123's ability to hang on in the corners is greatly enhanced.

Front suspension is independent with steering knuckles carried in ball joints. Springing is by coil and stabilizer bar, while rear suspension is by rigid axle carried in longitudinal rubber-journalled support arms and torque rods. The axle is located transversely by means of a rubber-journalled track rod, and springing is by coils.

The 123 performs at maximum rpms without any fuss and our belief that Volvo has always made one of the strongest engines available was proven during the time we had the car. On top of this the engine does its job without making

any disturbing noises. When you shift into overdrive the Volvo becomes comparable to a big American sedan as far as noise level is concerned. Using the electrically operated overdrive is done by a simple flick of the wrist, the overdrive control being mounted on the right side of the steering column and operating as simply as a directional light.

It's almost impossible to imagine any improvements being added to the standard Volvo, but that's exactly what has happened to the GT. The Swedes have made a good car into a great machine and there has been nothing left out in this ideal sedan.

There are few cars that can turn us on the way Volvo does and we are confident that anyone who tries the GT will not disagree with us.

#### SPECIFICATIONS

##### ENGINE—

Number of cylinders: 4 with overhead valves and five-bearing crankshaft.  
Capacity: 109 cu. in. (1.78 liters).  
Bore: 3.313 in. (84.14 mm.).  
Stroke: 3.15 in. (80.00 mm.).  
Carburetion: two horizontal carburetors.  
BHP: 115 SAE @ 6,000 rpm.  
Torque: 112 lb. ft. SAE @ 4,000 rpm.  
Compression ratio: 10.0:1.

##### COOLING SYSTEM—

Sealed. Water cooling with pump and thermostat. Capacity approx. 1 3/4 gal. Anti-freeze installed at factory.

##### ELECTRICAL SYSTEM—

Voltage: 12 v.  
Battery capacity: 60 amp. hrs.  
Generator output: max. 360 w.  
Starter motor: 1 hp.

##### CLUTCH—

Diaphragm spring type.

##### TRANSMISSION—

Four-speed, fully synchronized with floor-mounted gear lever and electrically operated overdrive.

##### REAR AXLE—

Hypoid type.  
Ratio: 4.56:1 with limited-slip differential.

##### STEERING GEAR—

Cam and roller type.

Turning circle: between curbs, 31' 2";  
between walls, 33' 2".

##### FRONT SUSPENSION—

Independent front wheel suspension in rubber-journalled support arms. Steering knuckles carried in ball joints. Coil springs. Stabilizer.

##### REAR SUSPENSION—

Rigid rear axle carried in longitudinal rubber-journalled support arms and torque rods. The axle is located transversely by means of a rubber-journalled track rod. Coil springs.

##### SHOCK ABSORBERS—

H.D. telescopic shock absorbers front and rear.

##### BRAKE SYSTEM—

Front: self-adjusting disc brakes.  
Rear: self-centering drum brakes. (drum diameter, 9 in.).  
A relief valve in the brake system prevents the rear wheel from locking in the case of emergency braking.  
All vehicles fitted with a brake servo system.

##### BODY—

Unit construction, all-welded steel body, completely rust-proofed and treated with underbody sealing. Stiffening closed box profiles fitted around all body openings.

##### FUEL TANK—

Located at rear. Capacity approximately 10 gallons.

##### INSTRUMENTATION—

Speedometer, tachometer, fuel and water temperature gauges, odometer and trip-meter. Warning lamps for charging, oil pressure, full headlights and directional signals.

##### EQUIPMENT—

Automatic back-up lights. Continuously variable instrument lighting. Map-reading light. Fully reclining front seats. Three-point, factory-installed safety belts on front seats. Laminated windshield. Two-speed electric windshield wipers. Windwasher. Thermostat-controlled heater system with large capacity, two-speed fan and warm air duct to rear seats. Dazzle-free rearview mirror. Outside mirror. Four-way emergency flashers. Cigarette lighter. Spare wheel. Jack. Tools.

##### MAIN DIMENSIONS AND WEIGHTS—

Wheelbase: 102 1/2".  
Track, front: 51 3/4".  
Track, rear: 51 3/4".  
Overall length: 175".  
Overall width: 63 3/4".  
Overall height, unladen: 59 1/4".  
Curb weight (approx.): 2,515 lb.

##### SPECIAL EQUIPMENT.

##### STANDARD ON THE GT—

115 hp engine, alternator; M41 transmission with electrically-operated overdrive; radial ply tires; H.D. shock absorbers; GT steering wheel; tachometer; fully reclining front seats; built-in dash tray.