

Volvo calls its 850 line "the most exciting Volvo since the 444 hit Amorican shores in the mid-60s." The all-new front-wheel drive sedan is equipped with semi-independent rear suspension, a transverse-mounted 2.4 liter five-cylinder engine, five-speed manual transmission four-wheel disc brakes with ABS, and driver- and passenger-side air bags.

"The 850 is a new kind of Volvo," said Mats Ola Palm, chairman of Volvo Cars of North America, inc. "Its nimble handling and lively performance will appeal to people who may never have considered a Volvo before."

Ford tries to build on Ranger's success

Trying to make what's been a success even better, designers at Ford Motor Co. have given a slippery new look and made mechanical improvements to the 1933 Ford Kanger.

The nation's best-selling compact pickup truck the past six years, the Ranger is "a truck for the 99s and beyond. The 1993 Ford Ranger blends Ford Compact toughness and versalitity with contemporary stylling and car-like comfort and convenience," said Ford Vice President Ross H. Roberts.

The Ranger received a total facelift: a new hood, headlamps, grille, bumper, and an optional front valance panel. The hood is lower than on earlier Ranger models and there are four more inches of overhang.

New sheet metal and flush plass contribute to vehicle acrodynamics and reduces wind noise. New cast aluminum

wheels and tri-color taillamps round out the new look. The four-wheel-drive models have an even more aggressive appearance.

The Ranger line offers three different types of engines, a 2.3 liter, four-cylinder Twin Plugengine; the 4.0 liter V6, while the 44 offers Ford's 3.0 liter 146 horsepower V6.

Undermeath, suspension and steering systems have been modified to accommodate the plekup's wider stance.

Car and Driver complimented a "neatly laid out" interior of the Ranger, a 4.0 liter engine with more than enough power to "stave off embarrassment," and a "reasonably quiet" cabin C/D panned the pickup's rear-end bounce on severo bumps and the cab's lack of space.

But the magazine concluded, "A good thing has been made much better."



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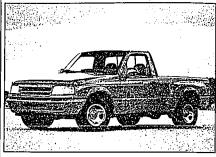


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The Ford Ranger Flare Side

Saturn welcomes wagon family

Changes in this year's offer-ings from Saturn will be signifi-cant in 1993, the car line's third model year.

Saturn debuts a new family of wagons and a "high-value" coupe — which join a Saturn sedan and a performance-ori-ented coupe. Saturn now offers seven models.

A driver's side airbag will be installed on all seven models in 1993. Saturn also offers a new optional traction control system to improve driving on slippery

surfaces.

Saturn's SW1 and SW2 wagons are extensions of the fourdoor line. When the split folding
rear seat backs are lowered, the
wagons' cargo volume is 56.3 cubic feet. With the seats up, volume is 28.3 cubic feet. Modifications were made to the sedan's
spaceframe to accommodate the
design of the larger rear cargo
area.

area. Last year's single coupe mod-

el is renamed SC2 for 1932."

while "SC1" has been reserved for the entry-level SC1. Both modele share the same space frame and a 95.2 inch wheelbase, but the SC1 has different fenders and exposed headlamps. The Saturn SL/SL1 sedams. The Saturn SL/SL1 sedams. Will wagen, and SC1 coupe are powered by a 1.3-liter single-overhead cam four cylinder. Saturn's SL2 sedams, SW2 wagens and SC2 coupes have a single dual overhead cam variant of the 1.3-liter design, fitted with 16 valves.

In reviewing the SW2 station wagen, Motor Trend said they were "most impressed" by progress made in quieting the car's 16-valve engine, calling it "smooth, powerful, and well-baved." They also complimented the car's "sprightly handling" and "pleasant ride. The magazine had a beef with rear seat room, but overall, dubbed it a "nifty piece with attractive styling."

