

"The 850 is a new kind of Volvo," said Mats Oja 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."

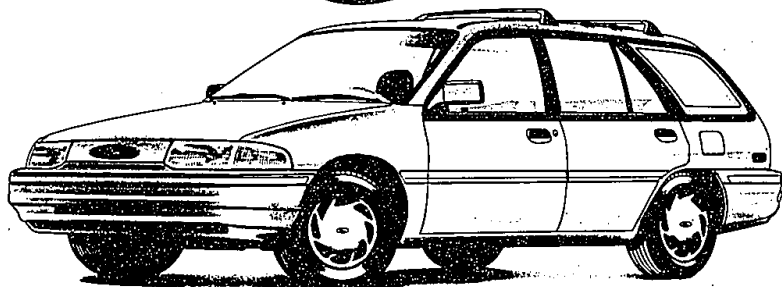
But the magazine concluded, "A good thing has been made much better."



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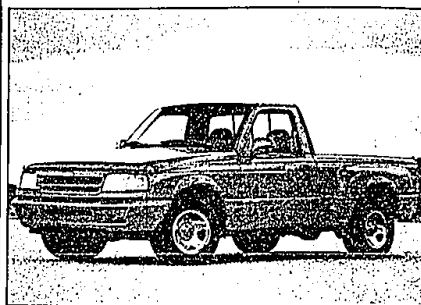


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### The Ford Ranger Flare Side

## Saturn welcomes wagon family

Changes in this year's offerings from Saturn will be significant 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-oriented 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 four-door 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 28.8 cubic feet. Modifications were made to the sedan's spaceframe to accommodate the design of the larger rear cargo area.

**Last year's single coupe mod-**

el is renamed SC2 for 1993, while "SC1" has been reserved for the entry-level SC1. Both models share the same space frame and a 99.2 inch wheelbase, but the SC1 has different fenders and exposed headlamps

The Saturn SL/SL1 sedans, SW1 wagon, and SC1 coupe are powered by a 1.9-liter single-overhead cam four cylinder. Saturn's SL2 sedans, SW2 wagons and SC2 coupes have a single dual overhead cam variant of the 1.9-liter design, fitted with 16 valves.

In reviewing the SW2 station wagon, *Motor Trend* said they were "most impressed" by progress made in quieting the car's 16-valve engine, calling it "smooth, powerful, and well-behaved." 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."



## The Saturn SW1.