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The new Volvo XC60

Volvo has always had a somewhat solid reputation, not to say stolid. Commodious its models might have been, comfortable and safe too. However they all seemed to lack that certain 'oomph', that touch of excitement motorists look for these days.

Well, if that was your perception, think again. The new XC60 is something else. At first sight it is smoother, more streamlined than any of its predecessors. The front has that 'slightly oriental' look with its swept back headlights that accentuate the wedge-shaped nose and V-shaped bonnet. It even looks ever so slightly aggressive with its 20-inch wheels.

The concept of the XC60 is in essence an SUV crossover. It stages down from the XC90 and is aimed at the medium-sized family that would find the seven seats and overall size unnecessary to their way of life, yet who still want the visual kudos of an obviously high class, well designed, comfortably appointed, quality car.

As with all Volvos that have gone before, safety is a feature that's high on the list of advantages to owning one of these models. It has all the bells and whistles you would expect in terms of front and side impact protection, whiplash protection and solid construction. It now is the first to offer 'City Safety'. This is a feature directed specifically at those low impact collisions that are so common in slow moving, city traffic and motorway tailbacks. If the vehicle in front stops and the Volvo's driver fails to either notice or take action in time, the car brakes itself! Volvo can truly claim this car is the safest they have ever produced.

Three models are presented; the 2.4D AWD (163 PS) - a

five-cylinder turbo charged, front-wheel-drive vehicle costing £24,750; the D5 AWD (185 PS) - another five-cylinder turbo charged, all-wheel-drive vehicle costing £25,750; and the T6 AWD (285 PS) - a six-cylinder turbo charged petrol model costing £31,995.

The 2.4-litre diesel will take you from 0 to 62 mph in 10 seconds or just over according to transmission choice. It comes with a choice of six-speed Geartronic or six-speed manual transmissions. Combined fuel consumption with the former is a claimed 34 mpg and the latter 37.7 mpg. Maximum speed of the manual version is 121 mph and the Geartronic 118 mph.

The D5 also offers a choice of the two transmissions either of which will get you away in 9 seconds or slightly over. Combined fuel consumption here is a claimed 37.7 mpg for the manual form and 34 mpg for the Geartronic.

The T6 is available only with the Geartronic transmission. It will shift you away from 0 to 62 in just a breath over 7 seconds. It's maximum speed is 130 mph and its claimed combined fuel consumption is just 23.7 mpg, but what would you expect from a 3-litre, 6-cylinder power train?

The XC60, whichever model you choose, is essentially a coupé but a coupé with a difference. The designers have managed to combine functional with fun, and suavity with safety.

WIN the XC60 for the weekend including an overnight stay in a 4 star hotel

see next page for details

WIN

the XC60 for the weekend including an overnight stay in a 4 star hotel

Just complete the word search - All words are found in the Volvo road test article (19 in total).

Please post your entries to John Darke Competition, Lincolnshire Life, County House, 9 Checkpoint Court, Sadler Road, Lincoln LN6 3PW

T	V	O	L	V	O	C	A	R	N
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Rules

Prize cannot be exchanged for cash.
 The weekend prize to be taken on Saturday 31st January 2009.
 Drivers must be between the ages of 25yrs - 80yrs
 John Darke LTD will cover accommodation costs
 Bed and breakfast for 2 people sharing
 Competition closing date 31/12/08
 Competition draw date 9/1/09
 Winners will be notified in writing
 Employees of John Darke LTD and Lincolnshire Life magazine are not eligible to enter

Entry Form

Name:

Address:

.....

Contact number:

(daytime).....

(evening)

e-mail

If you would like to receive information on the new XC60. Please tick the box
 Personal details will not be passed on to a third party

Driving any of these beautiful vehicles is a revelation. The adjustability of the 'cockpit' has already been mentioned but the seat itself just seems to enfold you lovingly with support in all the right places. The traditional centre console is there but gone are all the traditional buttons. They have been replaced by very responsive, touch-sensitive ones. This matches the way the car drives, it is just so responsive. Even the slightest toe movement on that accelerator will whisk you along in the smoothest way possible. You just know from the feel of the car that road holding, regardless of tarmac condition, will be as perfect as you could want it to be. And as for cornering, body roll is hardly noticeable. In spite of its considerable pedigree and traditional dignity, this car is also built for fun. You can throw it about with élan. Naughty really but oh so tempting! Visibility is another huge plus point. Somehow you just know, nothing will be able to take you by surprise whatever the traffic conditions.

As for being a passenger well, what's to be said? Comfort is everything if you aren't involved with the driving and whether you're in the back or front seat, there is ample space for head, legs and all those odds and ends we all seem to find indispensable on even the shortest runs.

What about its baggage carrying ability? Well it comes across there too though admittedly there are more commodious vehicles on the road. The problem, if problem it can said to be, is the deeply sloping tailgate that gives it its coupé credentials. The luggage compartment does however boast 1455 litres of available space and the tailgate arrangement offers a novel feature. It's split so the bottom section is hinged to lift out and up over the top section which means you can usefully open the boot in a pretty confined space. That's very useful if someone parks up too close and you need to get into the back.

Anyway, here are some additional dimensions in case you want to compare it with your present steed (all three models are the same with the exception of weight):

- Length: 4628mm. Width: 1891mm (with mirrors 2142mm). Height: 1713mm.
- Kerb Weight: 2.4D AWD - 1865kg.
- D5 AWD - 1869kg.
- T6 AWD - 1901kg.
- Max. Poss. Towing 750kg.

Well you pays your money and you makes your choice. Personally, given the chance, I would give more than a second thought to having one of these vehicles. But then I'm probably biased towards Volvos. Whatever your prejudices however, it can't be denied, with the new XC60, you certainly get a great deal for your money in more ways than one.

Robert Lloyd

