

**WWW.VOLVOVIC.ORG.AU**

**THIS EDITION:**  
**The NEW MAGAZINE!**  
**AGM Report & NEW Officers**  
**Sneak Preview: NEW S40**  
**NEW Events Calendar**  
**NEW Register Reports**  
**NEW Tech Tips & Articles**  
**NEW Crossword Puzzle**  
**NEW Classified Ads**

**SEPTEMBER/OCTOBER  
2003**

**ISSUE No. 150**  
**MEMBER MAGAZINE**  
**FOR THE VICTORIAN,**  
**SOUTH AUSTRALIAN**  
**(INCORPORATING**  
**WESTERN AUSTRALIA)**  
**VOLVO CAR CLUBS**

# **2003 ECONOMY RUN**

**Put this date in your diary now!!**



**Sunday 16th November**

**Start: Dandenong 9:30 AM**

**VOLVO CAR CLUB  
OF VICTORIA**

**Finish on the Mornington Peninsula  
at lunchtime.**

**Roast lunch, sweets & drinks at the  
luncheon venue, and most importantly,  
children are welcome.**

**Entry forms and all details will be  
posted to you in mid-October.**

**Information? Ring Graeme Wakeling on (03) 5982-1236 A/H**



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**VOLVO CLUB OF VICTORIA INC.**  
P.O. Box 3011, Moorabbin East, VIC 3189

**PRESIDENT**

Heino Nowatzky  
Ph. 03-9423-5045 or 0425-705-045  
hnowatzky@ozemail.com.au

**VICE PRESIDENT**

James Maddison  
Ph. 0425-784-860  
jdmad2@student.monash.edu.au

**INTERIM TREASURER**

Greg Sievert  
Ph. 03-9397-5976 (AH)  
gsievert@bigpond.net.au

**SECRETARY**

Stuart Boydell  
Ph. 0411-150-246  
p1800@sbcscs.com.au

**MEMBERSHIP SECRETARY**

David Raynor  
Ph. 03-9772-0640 (AH)  
PO Box 237, Chelsea, VIC 3196

**WEB MASTER**

David McLeod  
Ph. 03-9553-2851 (AH)  
mcleod@labyrinth.net.au

**COMMITTEE MEMBERS**

Thorben Hughes  
Ph. 0416-080-046 (AH) 03-9497-1618 (AH)

Jesse Devine  
Ph. 03-9722-9582 (AH)  
random\_task43@hotmail.com

Mark James  
Ph. 03-9529-2592 (AH)  
feisty@froggy.com.au

Noel Bruin  
Ph. 0438-253-262  
volvocrazy@bigpond.com

**PUBLIC OFFICER**

John Johnson  
Ph. 0414-470-048

**SAFETY OFFICERS**

John Johnson, Ph. 0414-470-048  
Paul Frisk, Ph. 03-5968-5440 (AH)

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Lance Phillips, Peter Spencer,  
Gordon Scrambler, John Johnson

**HONORARY MEMBERS**

Robert & Shirley Kaub

**REGISTER CAPTAINS**

Within the Volvo Car Club of Victoria, each model Volvo is represented on the committee by a "Register Captain" or contact person for matters concerning that group of cars. The role of a Register Captain is determined mainly by the individual, but the position exists as a point of contact between the committee and the club member on any matters relating to the type of Volvo they drive. Register Captains are more than happy to discuss any issues relating to your car, and are a great source of information and enthusiasm. Register Captains are there to assist you, so feel free to get in touch with them.

**1800/120/PV & AOMC DELEGATE**

John Johnson  
Ph. 0414-470-048 (AH)  
SaintJohn@c031.aone.net.au

**142/144/145/164**

James Maddison  
Ph. 0425-784-860  
jdmad2@student.monash.edu.au

**244/245/264/265**

Mark Hoffmann  
Ph. 03-9335-3946 (AH) 0402-071-186 (BH)  
vol244@hotmail.com

**242GT/262C/242/262**

Lance Phillips  
Ph. 03-9707-2724 (AH)  
lancephi@outeast.cyberspace.net.au

**700/900 & S90/V90 RWD**

Rod Patton  
Ph. 03-5952-5927 (AH)

**360/440 & S40/V40**

Mark Richardson  
Ph. 03-9775-5302 (AH) 0415-219-468  
mkr@alphalink.com.au

**S60/S80/XC70/XC90**

Peter Sokolowski  
Ph. 0418-188-758  
soko@mail2me.com.au

**850/S70/V70**

Heino Nowatzky  
Ph. 0425-705-045  
hnowatzky@ozemail.com.au

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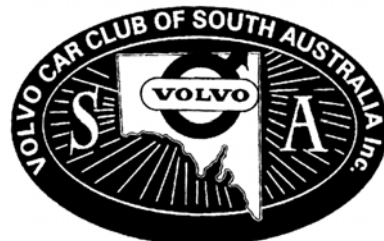
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- XC90 Review by Justin Chiew.
- Supercharge! Chapter 3.
- SA Rally Report Coverage & Pictures.
- Register Reports.
- Christmas Party Details.
- New Tech Tips.
- Pictures of Soko's XC70 getting dirty on the ULR off-road course.

**SPECIAL THANK-YOU!**

The Volvo Car Club of South Australia is currently in National Rally mode. We would like to say a special thank-you to the South Australian club officers & members for hosting this year's big event. Thanks also go out to the sponsors for their support. Look out for all the news & pictures from this event in the next edition of Rolling Australia.



**ROLLING AUSTRALIA**

SEPTEMBER/OCTOBER 2003 ISSUE NO. 150

**THE MAGAZINE FOR THE VOLVO CLUBS OF  
VICTORIA AND SOUTH AUSTRALIA  
(INCORPORATING WESTERN AUSTRALIA)**

**EDITOR**

Greg Sievert  
Ph. 03-9397-5976 (AH)  
gsievert@bigpond.net.au  
17 Lakeside Place,  
Williamstown, VIC 3016

**ASSISTANT EDITOR:** Wayne Bowers

**MARKETING AND ADVERTISING**

Peter Sokolowski  
0418-188-758  
soko@mail2me.com.au

**DEADLINE FOR SUBMISSIONS**

Next edition deadline is 10th October 2003

**DISCLAIMER:** In regard to products, services and/or procedures that are either advertised or mentioned in the editorial content of this magazine, members should determine for themselves the reliability or suitability for their own particular requirements. Advertisers must ensure at all times that their products and/or services represented are suited to the intended use. The Volvo Car Club of Victoria Incorporated cannot accept responsibility for any product or service statement made herein, and the opinions or comments from any contributor are not necessarily those of the Club, the committee, the members or the editor.

# Calendar of Events

For the latest event information, check out the Club's web site at [www.volvovic.org.au](http://www.volvovic.org.au)  
 Unless specified below, all night meetings are held on the 1st Wednesday of the month at 8pm sharp at the South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6

## September 2003

**Fri 25<sup>th</sup> National Rally in South Australia**  
 Contact: David Bennett Ph. 0418-894-380  
 Place: Clare Valley, South Australia

## October 2003

**Wed 1<sup>st</sup> Night Meeting**  
 Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

**Sun 12<sup>th</sup> Shopping Day & Lunch in Daylesford**  
 Leisurely drive to Daylesford area.  
 Shopping & lunch in town and browse the markets.  
 Contact: Heino Nowatzky Ph. 0425-705-045

## November 2003

**Wed 5<sup>th</sup> Night Meeting**  
 Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

**Sun 16<sup>th</sup> Economy Run & Lunch on Mornington Peninsula**  
 Approx 185 km drive, on sealed roads. Starts in Dandenong at 9:30am. Finishes on Mornington Peninsula with roast lunch, sweets, drinks, etc. Children are welcome! Details will be forwarded to all members by post. Mark your calendars!  
 Contact: Graeme Wakeling Ph. 03-5982-1236 (AH)

## December 2003

**Wed 3<sup>rd</sup> \*\*Voldat BBQ/Night Meeting\*\***  
 (Note: Takes place of usual night meeting)  
 Time: 7:00pm  
 Place: Voldat, 46 Roberna Road, Moorabbin.  
 Contact: John Johnson Ph. 0414-470-048

**Sat 6<sup>th</sup> Voldat Tune-up Day**  
 Time: 9:00am  
 Place: Voldat, 46 Roberna Road, Moorabbin.  
 Contact: John Johnson Ph. 0414-470-048

**Sat 13<sup>th</sup> Christmas Party @MCV**  
 Christmas Dinner & Awards Presentation @ Melbourne City Volvo - a fun, family event. Details forthcoming. Starts mid-afternoon.  
 Contact: Heino Nowatzky Ph. 0425-705-045

## January 2004

**Wed 7<sup>th</sup> \*\*NO NIGHT MEETING\*\***

**Sun 18<sup>th</sup> RACV Great Australian Rally**  
 There will be 4 start points for this major event. Route: Melbourne to Mornington.

**Mon 26<sup>th</sup> Australia Day Historic Vehicle Display**  
 Venue: King's Domain park, Melbourne

## February 2004

**Wed 4<sup>th</sup> Night Meeting**  
 Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

**Sun 8<sup>th</sup> Picnic at Hanging Rock**  
 Usually a great turn-out of Volvos! Club members meet for early breakfast at the bakery in Woodend, and convoy to the event from there.  
 Place: Hanging Rock Recreational Reserve, Woodend.

## March 2004

**Wed 3<sup>rd</sup> Night Meeting**  
 Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

**Sun 14<sup>th</sup> British & European Motor Show**  
 Volvo Club Display Day  
 This is the club's major display day. The club had a massive turn-out in 2003. Let's make it even bigger in 2004!  
 Place: Dandenong Show Grounds

## April 2004

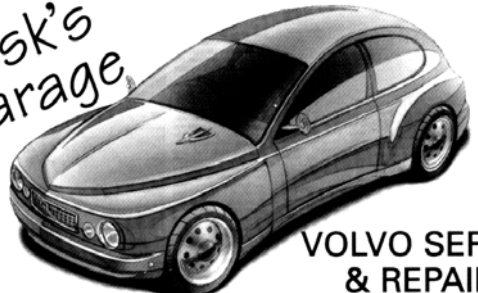
**Wed 7<sup>th</sup> Night Meeting**  
 Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

## Have your say!

Have a say on what events, functions and meetings you would prefer, or even help organise an event. We currently have the following event suggestions:

Member Parts Swap & Sell Night  
 Breakfast & sightseeing around Williamstown  
 Picnic - Newport Lakes Park  
 Pick-a-Part Crawl Day  
 Picnic & Drive - Brisbane Ranges  
 Holden Engine Plant Tour

The role of a club officer requires that the officer help organise one event during their year of tenure. All suggestions and requests welcome. **We're always looking for ideas for Night Meeting Guest Speakers!** Contact the Editor, President or one of the club officers (see contents page for contact details).



**Frisk's Garage**

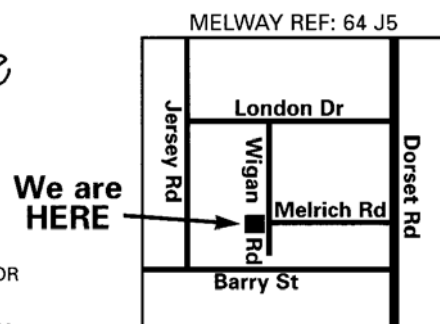
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 FAX: 9761 1593

**Frisk's Garage**

**Paul Frisk**  
 MANAGING DIRECTOR

**Marshall Hornby**  
 SERVICE MANAGER





# THE EDITOR'S DESK

Greg Sievert

03-9397-5976 (AH)

gsievert@bigpond.net.au



## WELCOME to the New ROLLING AUSTRALIA!

Well, this is it folks! If you're reading this, the first magazine from your new editor has been successfully collated, edited, printed and delivered to your doorstep. Yippee! Please excuse any technical glitches, as we're still working out the printing format, etc. This may mean that picture resolution is not what we expected. We'll learn as we go along!

As I write this, I don't even know what I've gotten into by accepting the role. My previous desktop publishing experience is limited to Powerpoint! I do know I'll be able to count on the support of Peter Sokolowski, our fearless past editor. Peter has done a great job of laying the framework for a consistently informative and professional magazine. Thanks for your years of dedication, Pete! I hope to be able to offer something Peter was struggling with – TIME! Luckily I have a

40-hour per week job, so I should be able to dedicate evenings and weekends to pulling together a magazine that delivers what the club members want to read. And I hope to do it with the added bonus of being more regular in publication date.

For starters, I expect the layout to be similar to the recent magazines, but I'm sure it will grow into something with more of my personal touches as I get the feel for it. I'm relying on you to tell me what you like and don't like, and to provide new ideas for content for the magazine. I'd really like to have more information from the members and their cars, and less "filler" material. That's an open invite for you to send me stories, tech tips, photos, questions & comments. The best way to do that is to Email gsievert@bigpond.net.au, but

I'll accept hard copy material as well (17 Lakeside Place, Williamstown VIC 3016). Just don't expect me to be able to read your handwriting if your spouse/partner/mother/teacher can't read it, OK? Enough said!

Putting the magazine out on time means we have to rely on deadlines. Here's what I'm proposing: Get your material to me by the 10th of the month prior to the magazine issue date. For example: For the November-December 2003 issue, get info to me no later than 10th October 2003. There may have to be some leeway with classified advertisements due to the short-term nature of the beast, but for regular articles (Officer's reports, SA/WA

a scanner, so if you do have photos or sketches in hard copy format, I'm willing to scan them in for the magazine. If you do send information that you want returned, please be sure to let me know.

On another page, you'll see the "Interim" Treasurer's report. Yes, it's true, nobody at the AGM wanted to take over the job. So I have agreed (under duress of course!) to take on the job until somebody else puts a hand up. See my comments regarding the job in the treasurer's report in this issue. Also, I'd like to appoint my partner, Wayne Bowers, as assistant editor. Wayne has agreed to help out with the set-up of the magazine using new (to me)

software and also with the gathering of information. I greatly appreciate any support he can provide! I may even enlist my dad, who is also a certifiable Volvo nut, to contribute some stories on his current restoration project – a 1970 1800E. Until next time, here's hoping you enjoy the



club report, Register Captain reports & general member submissions), please do your best to get info to me on time. I will harass you by Email and telephone if I don't hear from you! I know you all want to read about something other than "Greg's Volvo Projects" so please do consider submitting material for the magazine. Some thought starters are: your latest Volvo projects, newly purchased Volvos, your favourite Volvo, your first Volvo, sketches or drawings of anything Volvo-related (maybe even your kid's first Volvo rendering!), tech tips, neat aftermarket accessories, custom modifications, lifesaving crash stories, break-down & repair horror stories, travel in your Volvo, comments about your friends' impressions of Volvo cars and Volvo owners, Volvo related press articles...shall I go on? That should give you some ideas anyway! Fill up my Email box and I'll be ecstatic. I have

magazine!

Regards,

### Special note to Advertisers:

**I have taken the liberty to revise and adjust the format of many of the advertisements in this issue of the magazine. If you have any questions or concerns about your ad, please contact me ASAP.**

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# President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



## NOW HEAR THIS: AGM Report

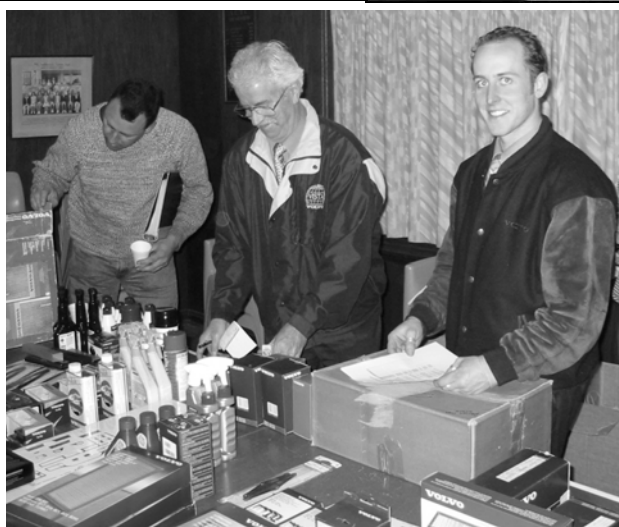
I would like to welcome the new Managing Director of Volvo Car Australia, Steve Blyth. I understand that Steve is set to shake up the image of Volvo in Australia. Watch out for the new Volvo advertisements on TV, they are set to shock us diehard Volvo owners but all may not be what it initially seems!!!!



**No, these are not terrorists with weapons of mass destruction! It's Noel and Ross checking out the latest super-mufflers Mark Richardson has on offer. Noel has mortgaged the family home to buy a pair for the V70. Lynn will be impressed!**

The club seems to be going from strength to strength. The turnout for the British & European Motor Show in March was outstanding. Both the number of vehicles and the presentation were rewarded by the Volvo Club being nominated as the equal best club display along with the Vauxhall Club. A big thank you and pat on the back to all that made this possible.

The Annual General Meeting was held on the 6th August 2003. Thank you to the following committee members who have provided loyal and outstanding service to the club and did not seek re-election: Dragan Krasic, Mike Kellam, and Mark Hoffmann. I would like to welcome the following new committee members: Noel Bruin, Thorben Hughes, and Jesse Devine. The rest of the committee remains largely the same except for a reshuffle in the Editor's position with Peter Sokolowski passing the reigns to Greg Sievert. Peter has succumbed to work pressure, as have many of the rest of us. A vacancy currently exists for the Treasurer's position with Greg temporarily filling



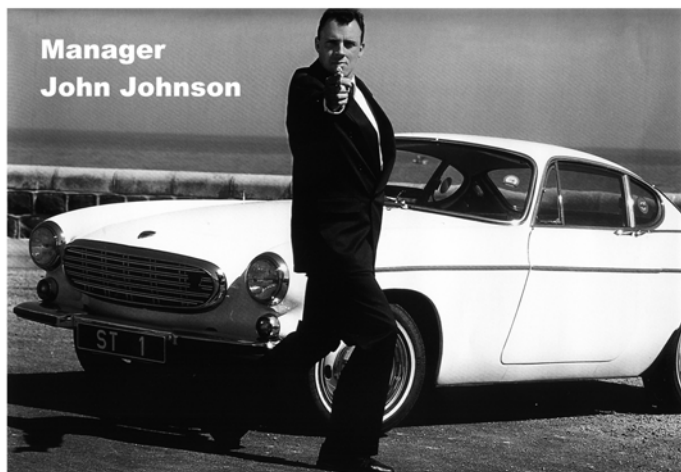
**A big thanks to Lyle & Rob from Bilja for hosting the parts sale for the evening. Some interesting "relics" were available for purchase, in addition to the usual Genuine Volvo parts & accessories.**

the position until someone nominates. If anyone is interested please feel free to contact me or Greg.

Many of us are preparing for the National Rally in Adelaide later this month. The Adelaide club have put together a great itinerary and we are all looking forward to exploring the Clare Valley, trying the wines, the Bay to Birdwood Classic Rally, trying the wines, the Pichi Richi railway, and did I mention trying the wines? I have fond memories of the fortified wines at the Seven Hills Winery and Watervale. The



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Bay to Birdwood is a very special event and I spent many years watching it from the side of the road hoping that one day I might take part (I grew up in the Adelaide Hills).

We have planned many activities for the rest of the year and hope to see you there. We have a couple of driving events with the Economy Run in November and an early, before-Christmas shopping trip up to Daylesford in October. I have also been approached to 'gather' some of the 'moderns' together to allow many of the members a chance to get acquainted with the newer Volvos. I know that many of you still think the last good Volvo was rear wheel drive but many of us have taken the plunge and love our moderns just as much as the earlier models and would be proud to show them off.

*Heino Nowatzky*

### **Carson & Murphy Tech Session - 16th August by Heino Nowatzky**

With the temperature struggling to rise above 3 degrees in the early morning, it was a struggle to get out of bed. Lance Phillips was the first one there and quickly organised everything.

Thanks Lance. The turnout was much the same as last year, with 12 hardy members presenting their cars for a closer inspection. Once again the 240's made up the bulk of the cars, with Mark Hoffmann bringing his new 240GL. My daughter Tina brought her new 164TE and caused a bit of confusion, as it is not the same 164TE that we brought to the Frisk's Tech day.

Tina now has identical twin 164TE's with only the condition varying from average for one to excellent for the other. Even the build dates match and they are only 23 numbers apart in the serial number. It passed inspection and didn't need any adjustments.

Austin kept us entertained with stories involving Volvos in his youth. I took the 144GL for a check and was pleasantly surprised when it passed the emissions test with honours. Not bad at



**Thorben & Lance chatting in the foreground. All enjoyed pizza & soft drinks provided by the Club. Special thanks to Heino & family for finding a bottle of Dr. Pepper for Greg!**

all for an original, unmolested and unmodified, old girl. A big thank you to Austin and Len and their staff that gave up their free time on a Saturday to give us the benefit of their vast experience. Those that braved the cold and attended were rewarded with smooth running Volvos with a few of those niggly little faults rectified and a greater insight into the mechanical condition of their pride and joy.

*Heino Nowatzky*



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# **Interim** Treasurer's Report \$\$

Greg Sievert -\$\$\$- 03-9397-5976 (AH) -\$\$\$- g:sievert@bigpond.net.au

## **SHOW ME THE MONEY!**

Hi All - here I am again, writing to you as the Treasurer. Well, I should say "interim" treasurer, as I was not elected for the job this year! As most of you probably know, I put my hand up for the job of Magazine Editor at the AGM, and have taken on that position. (If you haven't figured that out now, well, I probably can't help you!) So, that leaves the role of Treasurer temporarily vacant. The job is not all that difficult, and anyone with a little computer knowledge should be able to take it on with some tutoring. Let me briefly explain the roles and responsibility of the treasurer, and hopefully somebody out there will step in and take over so I can concentrate on creation of the magazine and getting that out on time.

### **HELP WANTED: Treasurer for Volvo Club of Victoria, Inc.**

**Qualifications:** Must be a member of the club, and must have a PC that is compatible with Quicken "QuickBooks" software, or have another business financial software package available to use.

**Compensation:** Sense of well being and personal satisfaction generated by organising and maintaining the Club's financial documents and keeping the officers and members abreast of any changes in the Club's financial situation.

**Job Description:** Your primary role is to maintain organised and detailed records tracking

the Club's income and expenditure. In this role, you will utilise simple computer software to log all Club financial transactions, and generate a monthly report of the Club's financial state. You will hold the Club cheque book, however your authority alone will not be sufficient to draw funds from the Club's accounts, as checks and balances are in place to ensure that there is a transparency of operation when it comes to the Club's funds. All expenditures are reviewed at the committee meetings, and cheques are counter-signed by an appointed officer.

**Day-to-Day Activities:** You will accept payments from members for their membership dues, and you will also accept payments from various advertisers and other sources. You will log these transactions and deposit the funds into the bank on a regular basis (usually shortly after the Night Meetings or Committee Meetings, where such payments are accepted). As liabilities are reviewed and approved at the Committee Meetings, you will issue and post cheques to cover such liabilities. Using the easy software, you will generate a financial report for each night meeting and committee meeting to update the Club's officers and members on the state of the Club's finances. Once per year, you will spend about 10 minutes (using the easy software) to generate a report for the Financial Auditor to use in preparing his audit of the club's finances for tax purposes.

**Working Hours:** The Treasurer's position does not require a great amount of time, however it is necessary that you regularly attend the Night Meetings and Committee Meetings. Outside the meetings, you will spend only a couple hours a month entering the club financial information into the PC and generating the necessary reports.

There you have it - not really that difficult, is it? If anyone out there is interested, I would be more than willing to sit down with you before you make any commitment and show you how it all works. I will assist in getting the software loaded onto your PC, and I will provide you with the current finances database, so you can start out with no backlog whatsoever. Here's the current treasurer's report:

Account Balance as at 14 September 2003: \$4152.01. The last magazine treasurer's report was at 31 July 2003. At that time, we had a balance of \$2334.02. Here's a summary of the income and expenses of the club since the last report:

### **INCOME:**

Advertising & Sponsorship: \$1655.00  
Night Meeting Income (Aug/Sep): \$102.05  
Membership Subscriptions: \$720.00  
Badge Sales: \$110.00  
**TOTAL INCOME: \$2587.05**

### **EXPENSES:**

Government & Bank Fees: \$17.40  
Hall Hire & Suppers: \$487.66  
Licenses and Permits: \$55.00  
Professional Fees: \$209.00  
**TOTAL EXPENSE: \$769.06**

If you have any questions or comments, please contact me by phone or Email as noted in the heading above.

Regards,  
Greg Sievert

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# VOLVO

# in the NEWS!

## Presenting The New S40

by Justin Chiew

Eight years after the launch of its first S40, Volvo is launching its first new car after the successful XC90. The New S40, which shares the P1 platform with the Ford Focus II and Mazda 3, is the first new platform from Volvo in five years.

The just superseded S40 was launched in Frankfurt in 1995 as the S4. Whilst it was initially probably one of Volvo's more underdone efforts, with the car criticised at launch for poor engine refinement and ride, the Dutch-built car heralded a new era for Volvo.

If the 850 returned driving dynamism to Volvo, then the S40 rediscovered style. Its smooth, svelte lines, penned by Peter Horbury, signified a drastic shift from the boxy efforts of previous designers.

Secondly, the S40 introduced a new naming system for Volvo. Initially launched as the S4, Volvo encountered trouble with Audi (trademark holder of that name), so a zero was added, making it the S40. However that created a second problem, as the estate variant had been named the F4 (F for flexibility) and adding a zero would result in a name shared by a certain Ferrari. From this saga arose the name V40 (V for versatility).

Over the years, the S40/V40 received numerous updates to address its shortcomings. It did have some highlights during its life, such as being the first car to achieve a four star rating in the Euro NCAP safety tests. Subject to much criticism, the

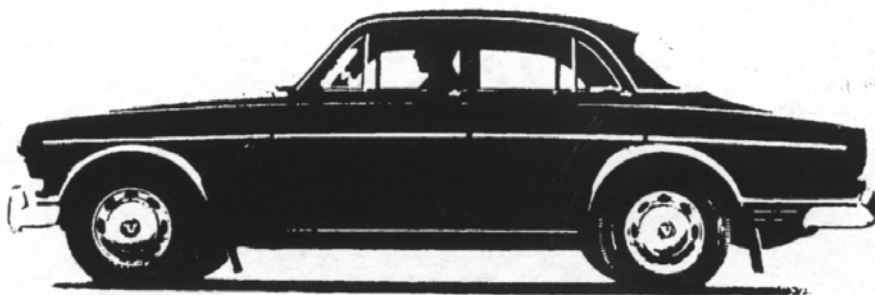


platform shared with the Mitsubishi Carisma built at the same Nedcar plant in Born, was heavily revised for model year 2001 with the Phase 2 model. Last year the Phase 3 update was released, consisting chiefly of small cosmetic changes. (Ed: Maybe Volvo should have added "Series III" badging to flog them like Ford did with the AU??) The switchblade key introduced with that update is now standard fare throughout the 2004 Volvo range.

The New S40 is an extremely promising product from Volvo. Sharing its platform with the second generation Ford Focus and Mazda 3, the S40 potentially could be the most dynamically-satisfying Volvo ever. Already the current Ford Focus, launched in 1998, is considered to be the class leader for chassis finesse, with the new platform promising to improve on what are class-leading dynamics. Given that chassis dynamics have often hurt the performance of Volvos in various



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comparisons, the S40 could reach heights in its class never achieved by its predecessor.

Photos of the New S40 show a sleek, sporty figure with a pronounced nose. For those familiar with current Volvos, the similarities to the S60 are undeniable, with both cars sharing similar coupe-like roof lines and similar front and rear styling. (Ed: I hope Volvo doesn't resort to the Audi strategy of all cars looking the same, but in small, medium and large.) The car now has projector headlights and side indicators integrated into the side mirrors, ala Mercedes. Windscreen wipers appear to be of the integrated rubber arm and blade design, as used on many German cars. Like the XC90, headlamp wipers are now replaced by high-pressure washers. (Ed: Probably a switch to plastic lenses, which require pressure washers to avoid the scratching motion of wipers.) The S70 was the last Volvo released with an external aerial, which appears to make a return in the New S40 with a small fin aerial similar to that on many German cars. Like the P2 platform Volvos (S60, V70/ XC70, S80 & XC90), the S40 maintains Volvo's pronounced shoulders, however they are smaller than on the S60, maximising interior room. A sports body kit that lowers the car by 20mm is available along with alloy wheels up to a size of 18".



On the inside, the S40 uses what Volvo terms VIVA - Volvo's Intelligent Vehicle Architecture - which maximises interior room. Of notable mention is the 'floating' centre console design, similar to that of the VCC - it is simply a floating

panel. Rumours suggest that in addition to the silver panel, a transparent panel will also be offered. The ignition key position moves to the dash, next to the instrument binnacle, and Volvo has moved to integrate the audio display with the climate control display. Like the XC90, a MiniDisc player is available, and given Volvo's recent track record, class-leading audio can be expected. The centre speaker in press photos hints at a Dolby Surround system. Three interior colours will be available: dark grey, lava grey and dark beige. There are four trim options, including T-Tec, a new material developed for



Volvo and inspired by sportswear and travel accessories.

Details on the new model are currently limited, consisting only of preliminary details released by Volvo on the 26th of August prior to the model's launch on the 8th of September at IAA Frankfurt. However, during August, Volvo accidentally posted a press release on its international media site, which included some interesting details. While the New S40 is shorter than its predecessor, it is larger in every other respect (with a wheelbase the same length as the venerable 240!) Below are the dimensions of the New S40:

Length: 4468 mm (48 mm shorter than the previous S40)  
 Width: 1770 mm (54 mm wider)  
 Height: 1452 mm (44 mm taller)  
 Wheelbase: 2640 mm (78 mm longer)  
 Front Track: 1535 mm (63 mm wider)  
 Rear Track: 1531 mm (57 mm wider)

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One potential concern about the S40 is its positioning relative to the S60. Already reports suggest the car has slightly more rear head and legroom than its larger brother, the S60, despite sharing the same coupe-like roof line. Looking at the dimensions, the S40 is actually taller than the S60. Body width and front and rear track are within 3 cm of the S60. However, the car is 10.8 cm shorter than the S60 (6.5 cm shorter wheelbase).

The problem is, these dimensions place the S40 exactly in the BMW 3-Series class (S40 is actually 1 cm longer), a class in which the S60 also competes. Given that the S40 reportedly matches or beats the S60 for interior room, promises to be more dynamically satisfying, and is simply a newer product, S60 sales will probably take a hit. It will be interesting to see if and how Volvo repositions its mid range product, adding to the numerous challenges local Volvo marketers face in revitalising the struggling brand. Sadly, Volvo's current Australian market share is amongst the lowest since the factory took over distribution, despite many overseas markets heading from strength to strength. A pity as the products are great, but too few are warming to them.

Australian sales of the New S40 are scheduled to commence at the end of the second quarter of 2004. Initial reports suggest that starting prices will be in the low \$50s, which represent a 4-5% increase over the current S40 2.0 SE at \$47,950. Australian S40s will only be equipped with 5 cylinder engines, unlike Europe which will have petrol 4 cylinder and PSA-Ford turbo diesel 4 cylinder engines available. Three engines have officially been announced, a 170HP normally aspirated 5 cylinder engine, a 220HP turbocharged 5 cylinder engine and a 136HP 2.0 4 cylinder turbodiesel. The Haldex AWD system as used in the S60, V70, S80, XC70 and XC90 models will also be available in the New S40 along with a six speed manual gearbox. For those who prefer not to worry about gear shifting, the Aisin Warner 5 speed automatic



gearboxes used in the P2 Volvos will continue in the New S40. Production of the S40 will now take place in Volvo's Belgian plant in Gent, ending decades of Dutch Volvo production.

Next year in its first full year of production, Volvo expects to sell 70,000 S40s, 28,000 of which will be destined for the US market. Swedish sales commence this year, with the rest of the world following in 2004. In the near future, we can expect the S40's sister car, the V50 Estate (codenamed P12).

The New S40 is Volvo's most promising car yet. It's a beautiful car, whose sporty styling and dynamics should win favour with the younger buyers Volvo is seeking to bring into the Volvo family with its entry-level model. It completes a portfolio of excellent vehicles and should prove to be a brilliant tool in Volvo's search to rediscover success in Australia.

(Justin is a new member and very enthusiastic Volvo aficionado - thanks for a great article and pictures Justin! Look for Justin's thorough review of the new XC90 in an upcoming issue of the magazine. Ed.)

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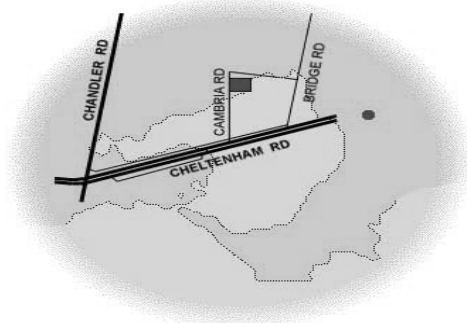
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We can ship parts all over Australia. With more than 1000 vehicles dismantled during the last decade, we consider ourselves specialists in Swedish cars and can offer the right parts, the right service and the right price from a clean and tidy sales area.

# 242GT/262C Register

Lance Phillip;

03-9707-2724 (AH)

lancephi@outeast.cyberspace.net.au

## LIVING WITH A 242GT

**The Place:** A Volvo showroom in Toowoomba in 1979.

**The object of attraction:** A silver 2 door Volvo complete with front spoiler, alloys AND the stripes of black & red.

**Reaction:** I must have one!!!

### A shaky start:

I was able to fulfil the dream in 1983 when a friend who worked for Volvo told me of a 79 GT for sale in Albury. I rang the dealer who bought the car to Melbourne for me to see. A changeover deal was struck on the 245L. I was to arrange some finance and pick the car up a week later. Out of the blue a salesman arrived with the car on Friday afternoon to change it over. Unfortunately, I was a bit overwhelmed and was left with a car but no paperwork and 1 day's interstate registration left. It was also not roadworthy. This was not a back yard dealer but an authorised Volvo dealer - not a good start to my GT ownership. Anyway, I went to Albury and had matters straightened out although I was not happy. Initially, I was also misled on the distance travelled as the dealer said it had only done "60". He was talking miles but the car had done 110,000 kms.

After this shaky start things did improve and a 'relationship' began which lasted nine and half years and covered over 200,000 kms.

### Living with a 2 door GT:

The boys were at an age where they could clip themselves into the belts and slip past the front seats without the passenger actually getting out. The dog was not happy though as he had to sit on the front floor instead of having the run of the rear of the 245.

On our first trip to Queensland with the trailer the rear was sagging a bit when we loaded up so a quick trip to the local K-mac dealer had a set of

heavy-duty coils installed in no time resulting in a level better handling car.

The bull bar and sump guard off the 245 were also fitted for some protection against roos on the interstate trips. The Cibies were also reinstalled to add some light on the matter at night.

The novelty of the 2 doors did wear off for Pam especially when passengers were to be carried and the boys were grown up. It was proving inconvenient so after 9 & 1/2 years the GT was swapped for a 264GLE followed by a 244GLE a few months later.

### National Rally 1994:

There were 4 GTs at the Rally and Pam said "maybe" we could get another one - the door was ajar!!!

A few weeks after the Rally, AVI-



199 arrived in the driveway from Stratford with its owner wanting to sell. She had already ordered a new Ford Capri convertible. The offer was accepted and GT #2 joined the family a week later but this time with no hassles.

### Family car:

This GT was used by all members of the family and 'suffered' somewhat at the hands of the boys but withstood the hard time admirably. The time came for it to move on so it emigrated to Phillip Island where Rod gave it a coat of new paint and is now enthusiastically owned and driven by daughter Claire Patton.

### BBE-827:

After a period of 122 ownership the desire to own another GT was always there. I was told of a car with low k's that 'could' be for sale! A few phone calls later I was looking at a car with

62970 kms on the clock. Due to its position in the car port the sun had affected some areas of the paint and it needed a new exhaust. I had a buyer waiting to buy my red 122S so the deals were struck and BBE 827 came home to an easy life of mainly club events. It has now covered 101,000 kms.

### Saved:

In the last year or so 3 other GTs have been saved from the wrecker or Sims Metals by spending some time in the back yard before going to a new owner for restoration.

### 242GT Register:

Craig Rasmussen started the Register in 1989 as an interest to keep track of these limited edition models. I joined him and between us try to keep

it updated. It currently has over 240 entries on database although some of these are wrecks. If there is enough interest a get together next year to celebrate 25 years in Australia maybe organised.

I have a page on [www.volvoadventures.com](http://www.volvoadventures.com) for those who would like to learn more about the model or I am quite happy to talk GT with anyone.

### Tailpiece:

I have now owned 6 x 242GTs although 3 were only short-term projects. The family would have covered 340,000 kms in the 3 that we have used long term. The GT is a car that is easy to live with and a pleasure to drive whether around the block or across Australia. Its excellent handling makes it a forgiving car if a mistake is made. At a Winton Drive Day with the BMW Club even the Porsche driving instructor who thought he had drawn the short straw had to admit that it was a good car and was impressed. It is not a rocket ship compared to today's breed of turbo cars but can still hold its head high.

*Lance Phillips, Australian & New Zealand 242GT/262C Register*

# 340/440/S/V40 Register

Mark Richardson 03-9775-5302 (AH) mkr@alphalink.com.au



## BIT\$ & BOB\$ from MARK V40 CONTEST

Latest contest from Volvo, from a bottle of laundry rinse. Keep away from children - price of V40 wagon may be hard to swallow!!

## CLEAR INDICATOR LENSES

As seen on the last meeting, I have some stock of the clear indicator lenses for Volvos.

These lenses are very popular overseas because it makes their "older" Volvo look more up-to-date like some current models that are driving around today. The range of models isn't too bad - they are available for pre-80's front, 81- front + 83- rear, 81- wagon & 700/900 series.

To see if your model is listed please contact me AH on 9775-5302.



240 Sedan Rear Clear Lenses



240 Front Clear Lenses

## SWAY (Anti-roll) BARS

Sway bars are specifically designed to control body roll or lean. They are the favourite tool of the suspension tuner since they offer less body roll, increased driver and passenger confidence, better handling balance, and simple installation. This one product gives almost all positive improvement with only minor effect to ride quality.



Hermann's Hook

The cartoonist Hermann Frenz thought in 1904 about a system to take corners more quickly and effectively, with meat hooks! If it really worked, who knows, but these days we know better and rely on companies like ipd who make their sway bars in-house. Sway bars from ipd are fully tested to their specs - if they are not happy with it, it won't go on the shelf to be sold to customers.

There are always other options.



ipd Sway Bar Kit

Sometimes cheaper alternatives are available, like in some cases genuine Volvo, and even from a recycler [wrecker] if your model doesn't have them fitted as standard, like some wagons.

Editor's comments: See elsewhere in this issue for exciting information on the new S40. I'm sure Mark will bring one to an upcoming night meeting when they become available in Australia. The car looks stunning in photos and is sure to be a hit, if buyers can accept a moderate price rise. The car will be much higher spec than the



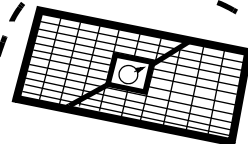
current S40, and will come standard with a 5-cylinder engine in Australia. One of the most notable features is the interior centre console, which appears to float above the gear selector. WOW!

# 240/260 Register

Mark Hoffmann

03-9335-3946 (AH)

vol244@hotmail.com



## A NEW 240: THE AGONY AND THE ECSTASY (Part I)

by Mark Hoffmann

Some months ago, I half-seriously began looking for a third Volvo - another 1980s 240 to serve as a drive to work car and general runabout. Some of you who know me and are familiar with my current "fleet" will recall that my blue 1985 240GLE was purchased a couple of years ago for that very reason - to use on a daily basis in order to better preserve and more selectively use my beloved and now almost vintage 1976 model 244. The fact that the GLE we bought is such an exceptional car, though, and the desire to better take care of and to further enhance & upgrade it, had created the need, or at least the perceived need, for another car. What follows are the good, the bad and the ugly of my latest Volvo adventure.

The search began at work one afternoon with a glance on the Internet at [www.carsales.com.au](http://www.carsales.com.au), where a particular advertisement caught my eye. In brief, it described a 1984 silver green 240GL 5-speed manual sedan with a beige interior that was, to borrow words from the ad itself, in "near showroom condition". According to the details provided, the elderly current owner had purchased the car new at the Volvo dealership in Geelong, and it had a full dealer service history with 217,000 kms currently logged. All seats had had sheepskin covers fitted from the beginning so the seats themselves were as new, and the car had been garaged for its entire near 20-year life. The advertised price was a not unreasonable \$4,400.00.

Given that the other two cars I drive are autos, the manual transmission appealed, as did the fact that the car was a 1984 model. I hadn't planned to commit too much money to this project, and was initially considering spending a little less on a slightly earlier model such as an 81/82 244GL - even perhaps a wagon for something a bit different if I could find a good one. I rang the number listed on the website

and spoke to a member of the owner's family, who had placed the car for sale on the website on his behalf. At 82 years of age, the owner was having difficulty handling the Volvo, and had more or less been persuaded to give the car up in favour of something smaller and more modern. I learned, however, that the old Volvo had been much loved throughout its life, the owner's son-in-law describing how the car was completely original and had been pampered over the years to the point of being a laughing point among friends and family. It all sounded rather promising! I made a few notes for myself and finished up the call. The car was located in Lara, so I would have to have a think about whether I was serious about acquiring a third Volvo before I made arrangements to go and view the car.

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### "THE VOLVO STOOD GLEAMING IN THE DRIVEWAY AND MY FIRST FEELING WAS THAT THIS CAR WAS REALLY GOING TO BE SOMETHING SPECIAL."

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That same afternoon, I was handed a copy of the Melbourne Trading Post, and took a moment to scan through the Volvos advertised in a similar price range. Coincidentally, another silver-green 240GL of the same vintage caught my attention. It was for sale at a dealer in Melbourne's outer East, supposedly also in immaculate condition, but advertised at a substantially lower price. I made a quick phone call and was told that this was an exceptional car that was priced for a quick sale, and that I ought to come for an inspection ASAP - more information was not forthcoming. I decided to view the car that weekend. The Volvo hunting process had begun!

That Saturday morning I made an early start and headed out east to view the car from the newspaper. On arrival, I spotted the 240 prominently displayed at the front of the dealership. The disappointment was instant. From a distance of 20 meters I could see that the car was a wreck. There was a large impact crease in the rear guard, a



variety of prominent scrapes and dents, and the metallic paintwork looked dull and faded. Knowing that this was not to be the car for me, I nonetheless walked over for a closer look. The frontal area showed signs of a poor quality re-spray, and rusty stone chips dominated the front end. On opening a front door, I saw that the interior was equally poor, with cracked dash, badly faded trim and an abundance of dog hair. Not wanting to waste more time (or to attract the attention of the salesman for that matter), I returned despondent to my car. I was more than a little annoyed that I had wasted my time on a car that was clearly far less than what it was billed to be.

I couldn't have been much further away from Lara, but not wanting to make the morning a total loss, I decided to see if I could arrange to view the other car I had seen on the website. A phone call later, I was back on the road and headed towards Geelong. This 240 had to be better! An hour and a half later I arrived at the owner's house in Lara. The Volvo stood gleaming in the driveway and my first feeling was that this car was really going to be something special. The day was about to become more productive! I met the elderly man outside and after introductions, readied my mental checklist for the inspection. I had not yet spoken with the owner himself, only his family, and it quickly became clear that there was some feeling of resentment stemming from the thought that I might be taking his beloved Volvo away from him after so many years. As he began to sing the praises of the car and of old Volvos in general, rather condescendingly in fact, I realized that he regarded me as having no idea

of what I was looking at, and no real appreciation for the car. He was mistaken!

The car spoke for itself - it was immaculate. I began checking the exterior for all the usual problems like rust in the roof channels, overspray from repairs, and visible dents and scratches. As thorough as I could be under the circumstances, and with the owner breathing down my neck and generally making things awkward, I could hardly fault any aspect of the car - it was superb and completely original. This theme continued to the interior, which featured immaculate seats and carpets, unmarked door trims and headlining, and an uncracked dashboard - the latter itself a good indication of an interior that has been looked after and protected from harsh sun exposure.

I next moved to the engine bay, which was the typically dusty and dirty scenario of a car of this age, but free from any telltale oil leaks. I started her up and made all of the usual checks. Apart from a slightly rough cold idle, all seemed in order. A glance underneath revealed a brand new exhaust and moving to the rear, the boot interior was found to be as clean and original as the rest of the car. On the whole, though, this was a fairly basic old Volvo. Disappointingly, air-conditioning was not fitted, and the owner gave me the impression that he had only opted for the 5-speed manual to save money over the automatic. Nonetheless, I was pleased to see that a dealer-fitted genuine towbar was fitted, as was an interior rear louvre, which had provided some protection for the back seat and parcel shelf.

Having carefully looked over as

much of the car as possible, what remained was the all-important test-drive. From what I had seen so far, I was definitely interested in the car. The owner next drove me in the Volvo to his son-in-law's place in the next estate, which gave me the chance to see how the old man handled the car - no problems here. Next it was my turn, and with family members buckled in, I set off on an extended test drive to get the feel of the car. Having become accustomed to an automatic, the old manual 240 felt a little heavy and cumbersome, and without all of the

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**"I COULD HARDLY FAULT ANY  
ASPECT OF THE CAR - IT WAS  
SUPERB AND COMPLETELY  
ORIGINAL."**

---

upgrades such as thermatic fans and under-bonnet soundproofing which have made my other Volvos far more refined to drive, things generally felt a bit rough and basic. Nonetheless, this was clearly a sound vehicle. The suspension felt good and was free from clunks, the engine pulled smoothly and powerfully, the steering was light, and clutch and gearbox complete with push button overdrive all felt fine.

Returning from my test drive, I gave the 240 a final look over, said my good-byes with an assurance that I would be in touch, and headed for home. A couple of things concerned me, though, mainly that the car had been advertised without a Roadworthy Certificate. I suspected that the tyres would not pass an inspection, and any other hidden problem could combine to make things prohibitively expensive.

Also, I suspected that the old man had yet to be fully convinced to part with the car, and in any case he had insisted that the Volvo would not be available until he had acquired a replacement car. This didn't sit well with my impatient nature. I wanted it now!

A few days later, I was again in touch with the owner's family. A roadworthy assessment had been done, and the results were less favourable than I had hoped. Surprisingly, the tyres had passed, but the car was deemed to need a new windscreen and engine mounts. Together with a couple of other minor things, the total damage in parts and labour was in the order of \$750.00! I said I would think about this over the following weekend and be back in touch. As far as I knew, I was still the only party seriously interested in the car. After some thought, I decided to stretch the investment to cover this extra outlay - the car was just too good to pass up. I phoned up the following Monday with my decision and received a pleasant surprise - the owner was prepared to cover the cost of the roadworthy work if I paid the original price I had negotiated for the car. There and then, I agreed to buy the car. Volvo number three had arrived!

Having worked my way through the buying process, I have since acquired the car and am now driving it on a daily basis. I was not to know at the time of purchase, however, that the biggest drama, a nightmare in fact, was just around the corner. I will save this for part two of this article in the next issue of Rolling Australia. Until then, I wish all members happy and safe motoring.

*Mark Hoffmann - 240/260 Register.*

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# Club Financial Statements

The following annual statements have been prepared and are being published in accordance with the Club's constitution. Please contact one of the officers or committee members if you have any questions or concerns regarding the contents or nature of the audit, or the club's financial situation. Copies of the original signed documents were distributed at the club's AGM on 6th August 2003. If you wish to view or receive a signed copy, please contact the treasurer.

## **Volvo Club of Victoria Incorporated Financial Statements for the Year Ended 30th June 2003**

Prepared by: J. E. Dix, FCPA, FCIS  
20 Lionel Street  
EAST DONCASTER, VIC. 3109  
Tel: 03 9842 7710  
Fax: 03 9842 7719

## **VOLVO CLUB OF VICTORIA INCORPORATED STATEMENT BY MEMBERS OF THE COMMITTEE**

The committee has determined that the club is not a reporting entity.

The committee has also determined that this special purpose financial report should be prepared in accordance with the standard accounting policies of an incorporated club.

In the opinion of the committee the accompanying financial statements:

1. Present fairly the financial position of Volvo Club of Victoria Inc as at 30 June 2003 and the results of the club for the year ended on that date;
2. At the date of this statement there are reasonable grounds to believe that Volvo Club of Victoria Inc will be able to pay its debts as and when they fall due.

This statement is made in accordance with a resolution of the committee and is signed for and on behalf of the committee by:

/s/ H Nowatzky - President

/s/ G Sievert - Treasurer

Signed at Williamstown this 23rd day of July 2003

## **VOLVO CLUB OF VICTORIA INCORPORATED COMMITTEE'S REPORT**

Your committee members submit the financial statements of Volvo Club of Victoria Inc for the financial year ended 30 June 2003.

### **COMMITTEE MEMBERS**

The names of the committee members during the year and at the date of this report are:

Stuart Boydell	John Grant	Mark Hoffman
John Johnson	Mike Kellam	Dragan Krasic
David McLeod	James Maddison	Heino Nowatzky
Phillip Perkins	David Raynor	Mark Richardson
Greg Sievert	Peter Sokolowski	John Veater

### **PRINCIPAL ACTIVITIES**

The principal activities of the club during the financial year were to provide motoring and social facilities to the members.

### **SIGNIFICANT CHANGES**

There was no significant change in the nature of these activities during the year.

### **OPERATING RESULT**

The net operating loss for the year was \$7,588 (2002 profit \$3,433)

This statement is made in accordance with a resolution of the committee and is signed for and on behalf of the committee by:

/s/ H Nowatzky - President

/s/ G Sievert - Treasurer

Signed at Williamstown this 23rd day of July 2003

## **Volvo Club of Victoria Inc Profit and Loss Statement For the Year ended 30 June 2003**

	2003	2002
	\$	\$
<b>INCOME</b>		
Membership Subscriptions	3,280	4,670
Advertising and Sponsorship	95	6,165
Trophies and Events	-	79
Club Meetings	495	418
Rallies	-	18,313
Raffles	-	95
Interest Received	17	8
Other Income	126	65
<b>TOTAL</b>	<b>4,013</b>	<b>29,813</b>
<b>EXPENDITURE</b>		
Advertising	240	503
Auditor's Remuneration	198	187
Bank Charges	38	47
Club Functions	1,265	248
Depreciation - Plant and Equipment	181	216
Filing Fees	33	33
General Expenses	115	248
Hall Hire and Suppers	612	96
Insurance	539	381
Magazine Productions	6,201	5,721
Office Supplies	6	176
Postage and Delivery	1,158	1,157
Purchase of Goods for Resale	-	22
Rallies	-	16,529
Repairs and Maintenance	117	539
Subscriptions and Memberships	150	100
Trophies and Prizes	748	177
<b>TOTAL</b>	<b>11,601</b>	<b>26,380</b>

**OPERATING LOSS BEFORE INCOME TAX (7,588) 3,433**

The accompanying notes form part of these financial statements. These financial statements have not been subject



to audit or review and should be read in conjunction with the attached Compilation Report.

**Volvo Club of Victoria Inc  
Statement of Appropriations  
For the Year ended 30 June 2003**

	2003	2002
	\$	\$
Members Accumulated Funds	9,498	6,065
Loss from ordinary activities before tax	(7,588)	3,433
Income tax relating to ordinary activities	-	-
<b>TOTAL</b>	<b>1,910</b>	<b>9,498</b>
Unappropriated Profit at 30th June 2003	1,910	9,498

**Volvo Club of Victoria Inc  
Balance Sheet  
As at 30 June 2003**

	2003	2002
	\$	\$
<b>SHARE CAPITAL AND RESERVES</b>		
Paid Up Capital		
Unappropriated Profit	1,910	9,498
<b>TOTAL SHARE CAPITAL AND RESERVES</b>	<b>1,910</b>	<b>9,498</b>
<b>Represented By:</b>		
<b>CURRENT ASSETS</b>		
Cash at Bank	1,020	8,427
<b>TOTAL</b>	<b>1,020</b>	<b>8,427</b>
<b>NON CURRENT ASSETS</b>		
Plant, Furnishings and Equipment	2,839	2,839
Less Accumulated Depreciation	1,949	1,768
<b>TOTAL</b>	<b>890</b>	<b>1,071</b>
<b>TOTAL ASSETS</b>	<b>1,910</b>	<b>9,498</b>
<b>NET ASSETS</b>	<b>1,910</b>	<b>9,498</b>

**VOLVO CLUB OF VICTORIA INC  
INDEPENDENT AUDIT REPORT  
TO THE MEMBERS OF  
VOLVO CLUB OF VICTORIA INC**

**Scope**

I have audited the attached financial report, being a special purpose financial report of Volvo Club of Victoria Inc for the year ended 30 June 2003. The club's officers are responsible for the financial report and they have determined that the accounting policies are appropriate to meet the needs of members and also the club's constitution. I have conducted an independent audit of these financial statements in order to express an opinion on them to the members of the club. No opinion is expressed as to whether the accounting policies used within the financial statements are appropriate to the needs of the members.

The financial statements have been prepared to distribute to members of the club so as to fulfill the officer's financial reporting requirements under the club's constitution. I disclaim any assumption of responsibility for any reliance on this audit report or on the financial statements to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

My audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance whether the financial report is free of material misstatement. My procedures included the evaluation of accounting policies and significant accounting estimates, examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report. These procedures have been undertaken to form an opinion whether, in all material respects, the financial statements are presented fairly in accordance with accounting policies so as to present a view which is consistent with my understanding of the club's financial position, the results of its operations and its cash flows. The accounting policies do not require the application of all Australian Accounting Standards and other mandatory professional reporting requirements.

The audit opinion expressed in this report has been formed on the above basis.

**Audit Opinion**

In my opinion, the financial report presents fairly in accordance with its determined accounting policies the financial position of Volvo Club of Victoria Inc as at 30th June 2003 and the results of its operations and its cash flows for the year then ended.

/s/ JE Dix FCPA,FCIS

20 Lionel Street, EAST DONCASTER, VIC. 3109

Dated this 10th day of July 2003



**What's wrong with these photos?** Send me an Email if you have it figured out. Bonus points for guessing the location where the photos were taken. Article related to this these cars in upcoming magazine. Greg.



## VCCA REPORT (08 August 2003)

by Lance Phillips

I have continued on in the position of Chairman of the Volvo Car Clubs of Australia for another term acting as liaison between the Clubs and the Company.

The highlight of my first term was the design and implementation of the VCCA grille badge/ hatpin and trophy plates. The spin off of this was stationery with the logo and Club names. The unique two-piece design came about after discussions with the badge manufacturer who showed me a similar one. The funding was provided by Volvo Car Australia.

2003 started off with letters and business cases for each club in an endeavour to procure funding for this year. This has been achieved with cheques delivered to the clubs.

A new MD, Steve Blyth was appointed as Managing Director of Volvo Car Australia. Steve has held various appointments with Volvo in South East Asia before returning to Australia. He is the first Australian to be appointed MD of Volvo Australia and we wish him well.

### Controversy:

During the media release of the XC90 in the Melbourne Dandenong Ranges, Steve was reported, as saying a "faded blue 245 with faded yellow mudguard" was not a good image for the Company. In the same report it was stated that Volvos traditional drivers were also not good publicity for the Company. I took objection to these comments and on behalf of all club members wrote to him to express my concerns.

I was hoping he might have been taken out of context as most motoring writers tend to be anti Volvo and highlight anything controversial. It appears that he was.

I also pointed out other things like a lack of profile on television and not utilising Jim Richards & Peter Brock fully when they were driving the racecars. There is also a percentage of drivers of all Volvos that attract undue attention with their driving skills or lack of them.

Anyway, the bottom line was that Steve called me personally to discuss my letter and explain the situation.

A convoy of XC90's with the MD and media aboard travelling down the Black Spur came upon a "faded blue 245 with faded yellow mudguard" travelling at 40 km/h in an



**New Committee member Jesse Devine sent this photo. When car shopping, Jesse in his wisdom chose the 164 over this jet-powered go cart. The Volvo has a slightly easier to insure power-to-weight ratio! I think he's now working on dual thrusters for the 164 - watch this space! Greg.**



open zone thus causing a traffic bank up. This was not a good image unfortunately!!

Steve agrees that Volvo needs to lift their image and a media campaign will begin in late September. This promises to be exciting and different. The clubs will receive a press release in mid September to explain what is to happen.

I also pointed out that National Rallies and other high profile public motoring events provide positive exposure for Volvo in our endeavours to lift the image. He agreed with this and has booked his flight to Adelaide for this year's National to be part of the weekend's activities. He will be the first MD to attend one of these events.

It is not too late for members to be part of the National in late September - think about it!!! I will keep the clubs up to date.

Regards,

Lance Phillips  
Chairman - VCCA

---

### TECH TIP #1 FROM THORBEN: SLOW OR STOPPING WIPERS

On Volvo 240's the wipers can sometimes be a bit slow even at the best of time. Do your wipers have a tendency to park themselves midway through their cycle or at the end so your wipers are parked in the vertical position? The only way to get them back to normal position is to touch the wiper switch and bring them down gradually. To cure this problem, disconnect the plug to the wiper motor and make sure the ignition is switched off. The wiper motor is on the left hand side on the passenger firewall directly opposite the fuel filter. Once you have disconnected the plug, clean the connector contacts on the motor using some abrasive paper or a small wire brush. Then undo the four screws on the wiper motor cover plate. Inside, you will find several small metal tabs with contact points on them. Clean the contacts, again using abrasive paper, being careful not to put any grease on the contacts which could cause a poor contact. (Thus you have the same problem as before - or worse, a short in the motor.) Also check to see if there's enough grease on the gear wheel. With a flat bladed screwdriver, liberally spread the grease into the gear wheels but not above the gear wheel as grease could get onto the contacts. Replace the cover and tighten the four screws. Reconnect the wiper motor plug and your wipers should now be in action and the problem cured. If not, check all connections and that the four screws are fully home to give a good contact. If the problem is still arising then the wiper motor may need replacing. Other wiper-related problems could be caused by a faulty wiper relay, faulty wiper switch, or poor fuse contacts. *Thorbs*





**VOLVO CAR CLUB OF SOUTH AUSTRALIA  
INC.**

P.O. Box 218, Torrensville Plaza, SA 5031

**PRESIDENT**

David Bennett

Ph. 0418-894-380 or 08-8346-1104 (Day)

Fax. 08-8346-9754

**VICE PRESIDENT**

Craig Rasmussen

Ph. 0409-677-206

**TREASURER**

Colin Ireland

Ph. 08-8248-5081

**SECRETARY**

Helen Judd

Ph. 0429-092-870 or 08-8346-1104 (Day)

**MEMBERSHIP SECRETARY**

Michael Bennett

Ph. 0419-838-454 or 08-8346-1104 (Day)

**CLUB CAPTAIN**

Ken Bayly

Ph. 08-8293-2784 (Day)

**AUDITOR**

Dudley Hocking

**PUBLIC OFFICER**

Lance DeBrennell-Cadd

**CORRESPONDENCE**

All correspondence to:

Volvo Car Club of South Australia Inc.

P.O. Box 218, Torrensville Plaza, SA 5031

**SOUTH AUSTRALIA REPORT**

Greetings to all from the SA Club. We're busily preparing for the rally September 25-29 (see below), and hope to see old friends and new in Adelaide soon!

**VOLVO RALLY**

By the time you read this, the National Rally will either be underway or have passed. As I write this, most arrangements are locked in and only a few minor details need nailing down. The workload in organising the rally has been quite heavy and we have experienced some difficulties along the way, most notably communication with other clubs and sponsorship. The latter issue has not been helped by the fact that many other national clubs are

# The SA Pages

The Pages dedicated to the Volvo Car Club of South Australia Inc.

using this weekend in Adelaide as a focus for their National Rallies. Volvo Australia has provided some finance through VOCA and a few local and interstate businesses have donated cash and or merchandise. Unfortunately our local dealer has declined to show any interest or support in the rally.

**VOLVO CLUB of SA AGM**

Our annual meeting was held on 12th July and the club office positions are as follows:

**President:** David Bennett  
**Vice President:** Craig Rasmussen  
**Secretary:** Helen Judd  
**Treasurer:** Colin Ireland  
**Club Captain:** Ken Bayly

Our club continues to grow slowly with a current membership of fifty.

**HISTORIC REGISTRATION in SA**

The discount registration scheme offered through authorised clubs for the purpose of supporting the motoring heritage of SA has been extensively reviewed and revamped. As is often the case, abuse of these provisions by a few penalises the majority, and the scheme came close to being cancelled because of some clubs failing to police the eligibility criteria and allowing the approval of substantially modified vehicles. The new code of practise arising out of the review is quite prescriptive and requires the clubs to inspect the vehicles annually prior to signing the log book authority for the year. The Volvo Car Club of SA is an authorised club, and its authorising officers are Ken Bayly, Craig Rasmussen & David Bennett.

**CLUB ACTIVITIES**

Our Club continues to hold activities monthly, alternating between a business meeting and a social activity. Now that our rather gloomy and wet winter has passed we look forward to dusting off the "classics" and giving them a run in the sunshine.

*David Bennett - President*

**TECH TIP #2 FROM THORBEN:  
OVERDRIVE LIGHT**

Have you ever wondered why the overdrive light and overdrive some times work intermittently or not at all? Chances are that you have a faulty relay. To fix this problem is quite easy, but will require some patience on 240's. The relay is mounted under the air vents (in the centre console) so you will need a Phillips screwdriver and a flat blade screwdriver. On 700 series and above, the relay is located in behind the ashtray. Just pull the ashtray out and the relays are on a pullout panel. Just pull out the orange colour relay, which is the overdrive relay, and replace it with the new one. Put back the relay panel and ashtray.

On the 240 series you need to unclip the plastic trim covers, but be careful with the covers as they can be fiddly to remove. Once the covers have been removed, unscrew the air vent housing and optional gauges or pocket cover with a Phillips screwdriver. Next remove the air vent housing and the relay will be located low down. Look for an orange relay. Once located, replace and refit air vent housing and optional gauges/pocket cover. Once the relay has been put in, the overdrive light should come on and off with the touch of the button on the gear lever and "Hey presto!" you now have your overdrive back in action.

If this has not fixed it check all wiring, the gear lever switch and connections. If these are okay, then chances are you might need a new overdrive solenoid. (Ed. Note: My experience with 240's with manual transmissions has shown that most often the cause of inoperative overdrive is the wiring in the gear stick lever. It becomes brittle with age and breaks. To repair you have to remove the rubber boot at the base of the gear lever. From there it gets messy as you may have to disassemble the gear lever to replace the failed wires! Maybe a topic for another tech tip! Another thing to check is the gearbox oil level, but this will have no affect on the functionality of the light - the overdrive will be slow to engage or never engages at all but light works OK.) *Thorbs*

# Supercharge! Chapter 2

## Supercharging Your Volvo Chapter Two - Will it Fit?

by Greg Sievert

As I promised in Chapter One, this chapter will describe some of the work involved in deciding where to position the supercharger in the engine bay. For those who didn't read Chapter One, here's a brief introduction. In December, I purchased a used Toyota roots-type supercharger, called the SC-14, from a local wrecking yard. I'm now in the process of installing and testing it on our 1988 240 GL. Apologies if anyone tried to e-mail me using the address in Chapter One. I stuffed up on the address - it has been corrected at the end of this installment.

Originally, I thought fitting a supercharger in the Volvo's engine bay would be quite simple. After all, Volvo fitted engines ranging from a turbocharged 4-cylinder to a V-6 to an in-line 6 diesel into the 240's body. Many people have shoe-horned V8's and even a turbocharged V-6 Supra engine in to 240's, so simply adding a smallish supercharger should be no great task, right? Well, it's never that easy. First, I considered placing the supercharger on the right side of the engine (exhaust side). My thought was that it would be the easiest place to put it because I wouldn't have to move any of the existing accessories (alternator, A/C compressor, power steering pump, etc.) It also occurred to me that if I wanted to use an intercooler, it would be good to have the supercharger on the opposite side of the engine bay from the intake so the intercooler plumbing would be more direct. Well, I set the SC-14 into position above the exhaust manifold, and immediately became clear that this was no place for a supercharger. Due to the mounting lug positions on the SC-14, I would have to mount it upside down in order to place the lugs close to the engine's structure. Also, the body of the supercharger is long enough that it interfered with the brake master cylinder - not something that you want to mess around with. Finally, would the supercharger withstand being placed so close to the heat of the exhaust manifold without extensive heat shielding? On to Plan B.

The second option I considered was mounting the supercharger high on the left side of the engine (the intake side). This option would involve either moving or eliminating the power steering pump. I had driven 240's without power steering, and felt that it would be acceptable to go to a manual rack, but not desirable. I temporarily unbolted the power steering pump and placed the supercharger in position about where the PS pump was. BIG PROBLEMS! (See Figure 1) In this location, the supercharger was hanging out in space, and it looked nearly impossible to come up with a strong supporting bracket to hold it in place. Also, the plumbing for the intake and outlet of the supercharger were up quite high in the engine bay, meaning some awkward hose routing would be necessary to get the air from the air filter into the SC, then from the SC into the engine inlet manifold. Is there a Plan C?



**Figure 1: Supercharger sitting in place of PS pump**

The third and final option appeared to be mounting the supercharger low down along the engine block, basically below and forward of the inlet manifold. Well, if you have air conditioning on your 240, you know what resides in this space. It's the big thing that puts the "C" in A/C! I considered for a minute the de-commissioning of the A/C system and removing the A/C compressor all together, but reality set in and I decided that in Australian conditions A/C is a must if you want to drive the car in summer. What to do? Well, I temporarily removed the A/C compressor from the bracket and hung it out of the way (still connected to the hoses, mind you, so I didn't have to de-gas the system). This made room to set the supercharger in place next to the engine block and distributor. I began to get worried when I saw the one side of the supercharger touching the engine block, and the other resting on the frame rail and wheelhouse. It looked like there wouldn't be much clearance to allow for engine rocking during normal (and spirited) driving. This is when I thought I should check and replace the engine mounts. They looked a little tired, and probably were sagging a bit.

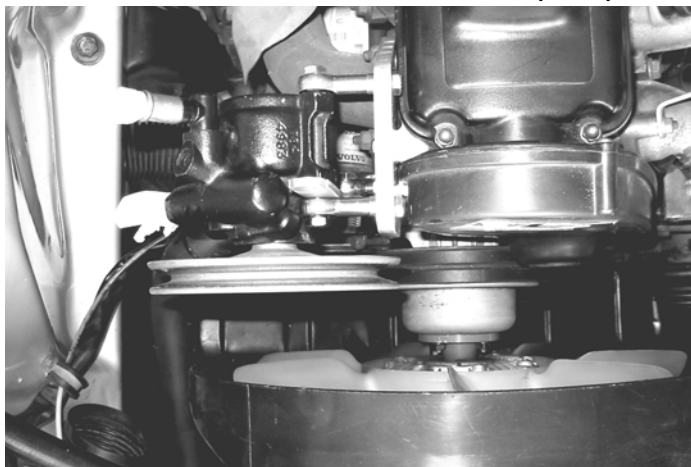
With the engine mounts replaced, I started juggling (literally) the supercharger around in the space I had created by removing the PS pump and A/C compressor. I found a position up slightly higher that put the SC-14's air inlet chamber just above the chassis frame rail, giving about 25 mm static clearance to the body. The air outlet chamber, on the engine side of the SC-14, was nearly touching the bolt holding the engine mount bracket to the block, but I figured I could live with this. (See Figure 2) With the supercharger being rigidly mounted to the soon-to-be-fabricated mounting bracket, there would be very little relative motion between the supercharger and the engine.

It was now getting close to the Volv-Saab open house. I thought that would be a good opportunity to pick up some bits and pieces for the project, so I figured I should see what it would take to mount the power steering pump in its new location on the right side of the engine, then pick up some hoses, fittings, etc. at Volv-Saab. The first step in mounting the pump in the new location was deciding on a bracket design. I started with a wood mock-up of my proposed bracket. I made up a small mounting plate out of 10 mm thick MDF



**Figure 2: New home for SC below A/C Compressor**

(pressed "wood" product from Bunnings), and came up with the idea to use "rose" spherical end joints bolted to that to attach to the existing pump body. I bought the rose joints at an SKF bearing shop. They weren't cheap, but it meant that I could fabricate the entire mounting system myself. Once I was satisfied that the set-up would work, I made the "real" bracket out of aluminium. It was an off-cut from a local metal supply shop that cost less than \$10. I shaped it pretty much the same as the MDF trial bracket, using various cutting devices including a jigsaw, hacksaw, and files. To drill the holes, I used a drill press, but it could have been done carefully with a regular hand drill as no tapping was required. The holes were just used to put bolts through. The finished product (See Figure 3) bolted in place on the engine was quite rigid, and allowed the use of the standard belt-tensioning set-up as a bonus. I measured the belt run and was able to pick up a

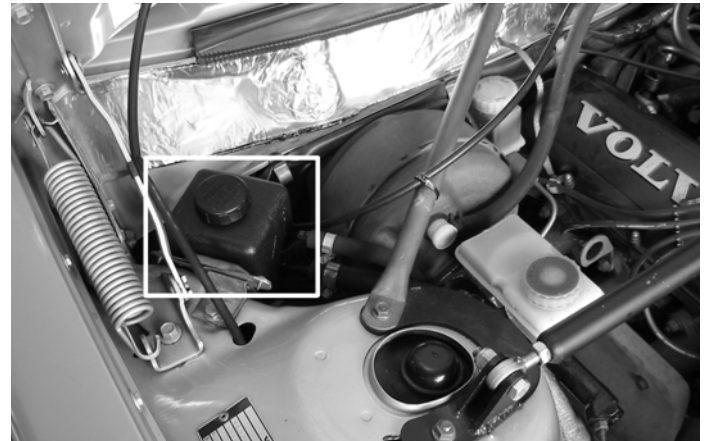


**Figure 3: PS Pump relocated to exhaust side of engine**

larger belt that runs through the crank pulley, alternator, PS pump and water pump. The redundant belt for the alternator and water pump remains intact, so you still have a fail-safe for the water pump and alternator.

The belt drive and mounting bracket for the PS pump was pretty easy to set up, but the hoses were looking to be more of a problem. The high-pressure hose that originally came with the 240 would work in a pinch, but the angle of the metal fitting at the end was all wrong for the new pump location. I considered having a special hose made up, but I decided to try my luck at Pick-a-Part to see what was available. I got a couple high-pressure hoses, one from an Audi, and another from a Volvo 264. When I got home, I found that the hose from the 264 was just about perfect in every respect, so I used that. The other drama was the low-

pressure hoses and location for the fluid reservoir. I toyed with several locations for the reservoir, and ended up putting it on the right side of the engine bay, back near the hood hinge. This location is slightly higher than the pump (requirement!) and also well protected from the heat of the exhaust. Because of the angle on the power steering pump hose outlet to the reservoir, I needed a hose that had a U-bend in it. Luckily I was able to pick up a set of power steering reservoir hoses from Volvo-Saab at the open day. These were from a 1991 vintage 940. I was able to cut them to the correct length and they worked well. Finally, I needed to mount the reservoir in place. For this, I used the original metal clip and made up a small bracket from some other small metal piece I had in the garage from another Volvo part. It came out looking pretty trick, and the reservoir is tucked away nicely. (See Figure 4)



**Figure 4: PS Reservoir moved to rear corner of engine bay**

Well, I think that's about enough for Chapter 2. In Chapter 3 - Mother Of All Brackets - I'll discuss the process of designing and making the bracket to mount the supercharger to the engine block. Let's just say this was the biggest single challenge of the project, due to my limited home machine shop capabilities. Stay tuned! If anyone's interested in seeing the work in progress, send me an Email at [gsievert@bigpond.net.au](mailto:gsievert@bigpond.net.au) or call (03) 9397-5976 after hours. Regards, Greg

## VOLVO WAGON

*The Volvo wagon has four wheels and sits in the driveway. A refrigerator has no wheels and hangs out in the kitchen. These points should aid in field identification, but expect some understandable confusion if your Volvo is either white or avocado.*

The clip above is from a newspaper in the USA...Greg

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## A Mere Chit of a Girl [A true story] by John Grant

On 22nd February 1902, a baby girl was born. She was born to an Australia without television or radio, aircraft or motorcars. Her proud parents were Anne Matilda and Thomas. Her mother was a little woman and this was her first born. Her father was a big man, six foot three inches, or in metric 190 centimetres, tall. He was a strongly built sheep farmer, or as they more grandly called themselves in those days a "grazier".

When Tom came into Annie's hospital room the nurse showed the baby to him and Annie said to him "I'm sorry, Tom, I know you wanted a son to carry on the farm". "Awe, I dunno, it's not bad for a first effort". He stroked the baby's tiny hand with his big, callused finger and immediately the little fingers grasped his finger and his heart.

Four brothers in steady succession, Jack, Bill, and the twins Ted and Roy followed little Ruby.

As the eldest in the family, Ruby bossed her little brothers from the start. She just couldn't help being a tomboy - it was case of "anything you can do, I can do better."

At five she was riding her own pony, and at nine she was driving her brothers Jack and Bill in a pony and

Catching Trixy and harnessing her up again made them late for school. Trixy would only walk to school with frequent flicks to her plump rump with the whip. But coming home was different matter. Not only was she waiting patiently at the gate to be harnessed, but also the moment she was between the shafts, she was off at a gallop. The boys learned to get aboard quickly.

When Ruby was eleven, her Uncle Jack bought one of those new-fangled automobiles. It was a 1913 two-seater FIAT. After about a year, Ruby was sitting behind the steering wheel operating the ignition switch, advance and retard lever, and choke while her uncle swung the crank handle.

Arriving at gates on the farm, Uncle would put the car in first gear and set the hand throttle to a walking pace and slide out of the driver's seat while Ruby would steer the car as her uncle opened and closed the gates.

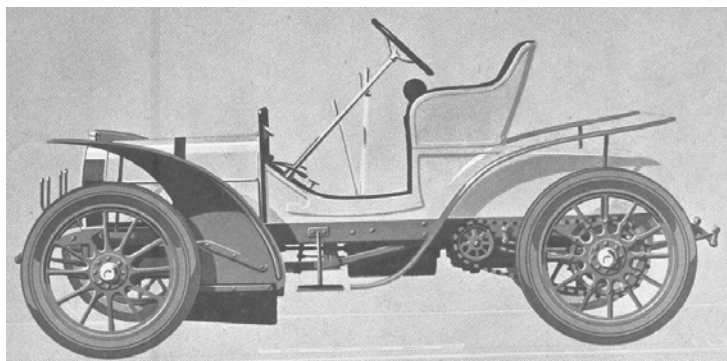
One day after they had returned home after inspecting a windmill at the far end of the property, Ruby said to her uncle "would you teach me to

drive?" "Crikey girl, you know how to drive already. The motor's still warm. Give it a go by yourself." So 13 year-old Ruby went out and swung the crank and proceeded to drive round and round the home paddock.

Beginning with first gear, and then as her confidence increased changing to second, and then finally to third.

When she was sixteen, her father was in the village and the local constable took him aside. "Tom, I've seen that girl of yours driving about for years. I think it's about time she came down and got a driver's licence." The problem was that 17 was the age at which licences were issued. But, you

didn't have to show your birth certificate. So next week, Ruby presented herself at the police station for the test. The old copper said "No need to test you, I know you can drive. Just drive up to the railway station and I'll have the licence ready when you get back."



**FIAT 2-seater from the teens**

Her father was reluctant to buy a car, as all he understood was horses. But finally in the early 1920's he bought a big black Studebaker tourer. Rather than drive himself, he had the farm rouseabout [handyman] drive him about. Tom finally learned to drive after a humiliating incident. Albert, his driver, drove Tom to the nearest town [about 20 kilometres away] on a Saturday morning. This was a monthly procedure; Tom would visit the Stock & Station Agent, the Bank of New South Wales, and have a hot lunch at the main hotel and then back to the farm. On this particular day Tom had just received a bumper wool cheque and gave Albert a big cash bonus.

They arranged to meet back at the car in the main street after lunch. When Tom got back to his car, there was Albert snoring loudly sprawled across the back seat. Apparently instead of banking his windfall, Albert had spent the whole morning in a hotel on a bender, shouting rounds to everyone who entered the public bar. Tom was furious. It would obviously be hours before Al was even halfway sober, and even longer before he would be capable of driving.

Fortunately a few months before, Tom and the boys had erected a private phone line connecting the village to the farm. So he was back to the pub and made a phone call home. "Ruby come immediately and drive the bloody car home!" So about twenty minutes later Ruby thundered down the main street on her brother's Harley-Davidson. Her indignant brother was "clinging like a monkey on the pillion".



**1924 Studebaker Touring Car**

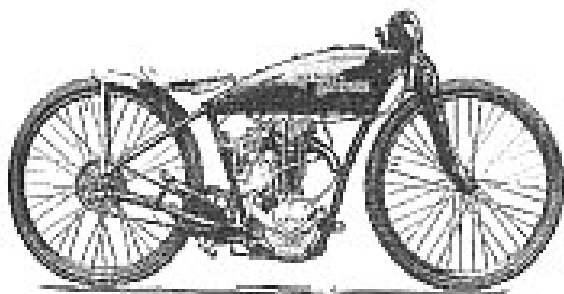
trap to the tiny local one teacher school five kilometres down a bush track. The pony's name was Trixy, capable of opening almost any gate on the farm and tiptoeing over cattle ramps. One of her stunts was when harnessed to the trap, she'd fall down and groan and scream. Thinking that the animal was in agony, Ruby released the harness and Trixy was on her feet in a flash and away like the wind to the far end of the paddock.

So a little procession made its way back to the farm. Brother on the Harley, followed by Ruby in the Studebaker with her father sitting beside her as dignified as an archbishop, and Albert still snoring in the back seat, his career as a chauffeur over.

Ruby wanted her own Harley, but both her mother and father thought that this was not "ladylike". In fact her mother, who always rode her horse sidesaddle, thought Ruby's habit of riding astride "like a man" was wrong. Ruby's attitude was "if you can't get your legs around a horse, how can you stay in the saddle."

As each of her brothers were old enough, they acquired a motorbike and a frequent cry around the farm was "Where's my Harley?" followed by "Where's my bloody sister?!!"

It came to pass that the doctor in the nearby town married a pretty young woman from the big city. As a wedding present he gave her a smart new Buick coupe. As one of the most important ladies in the town, the



**1925 Harley**

doctor's wife was always smartly dressed in public. On this particular day the sun was shining and the wattle was in bloom, and the doctor's wife decided it would be a good day "...for a spin in the country in my new car." So she dressed for the part: high-heeled shoes, silk stockings, one of her best dresses, pearl necklace and earrings, white kid gloves, and a gay little straw hat. Got the picture?

She drove slowly out of town, waving to all and sundry, and proceeded at a moderate pace down the almost deserted main road admiring the scenery. Suddenly her tranquillity was shattered by the impatient snarl of a klaxon behind her. She pulled to the left and a long black Studebaker tourer, with the hood down, thundered past. At the wheel was a teenaged girl with her hair streaming in the wind.

Instant anger flooded over the doctor's wife, to be blasted off the road by a mere girl. She stamped on the accelerator and the Buick leapt forward. Soon she was gaining on the flying Studebaker. Then the black car slowed, and the doctor's wife was so intent on

overtaking her quarry that she didn't see the sharp left-hand corner coming up. The Studebaker took the corner in a controlled slide and a shower of gravel and dust. The hapless driver of the Buick realised she was going too fast to get round the corner, so she stood on the brakes. The Buick skidded on the loose gravel and shot straight off the road and buried its radiator into a large pile of gravel that the road construction had left. The doctor's wife shot forward into the windscreen crushing her hat and raising a lump.

After a few dazed minutes she recovered enough to open the door and step out of the car.

Unfortunately she stepped straight into a muddy roadside ditch and went calf deep in cold water. Realising from the steam issuing from the radiator that there was no way that she could drive back to town, she squelched back to the road.

She was standing there for some time and waved down the first car that came into sight. It was an old

battered T-model Ford utility, driven by an equally old shearer with a droopy moustache and a dog by his side. "Gee, had an accident Missus?" he said stating the obvious.

So the doctor's wife returned to the town somewhat the worse for wear and was dropped off at the local garage. In

explaining to the garage mechanic how the accident happened she said "... and I was run off the road by a mere chit of a girl!"

Naturally the word was around the town within hours and the doctor's new wife was a laughing-

stock. The word in the pubs was "Miss Ruby's done it again! Even the young buggers around here know better than to take on Ruby when she feels like racing!"

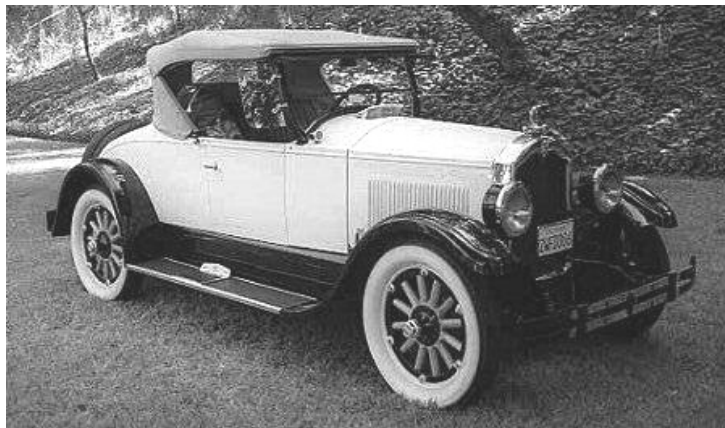
A year later on the proverbial "dark and stormy night" Ruby's little brother was stricken with

agonising pains in the stomach. His mother tried all the home remedies she could think of. The phone line was down and his father and his men were somewhere out in the paddocks as it was lambing season.

So his mother and sister carried him out to the car and with the roof and side curtains in place, and in pouring rain, they set off the hospital. They forded several flooded creeks, pulled tree limbs off the road, and in one case had to chop up a fallen tree. The car with mother and son wrapped in a rug on the back seat had just come within sight of the town lights when there was a big clap of thunder and a huge gust of wind and the roof was ripped clean off the car.

So with the rain pouring down on the soaked passengers, the car pulled up in front of the hospital. The nurse on duty suspected appendicitis and called the matron. The matron called the doctor at his house and told two big nurses to greet him on his arrival and make sure he was sober. "If he isn't take him into the staff tea room and fill him up with back coffee until he is!" Fortunately for the patient he was, and he confirmed the diagnosis and operated immediately. As Tom was to tell his friends later "The doc. is the best surgeon this side of the Black Stump - drunk or sober!!"

To be continued. This only covers the first 25 years of Ruby's eventful life.



**1926 Buick Coupe**



## Crossword Puzzle #2

### "Part; Department"

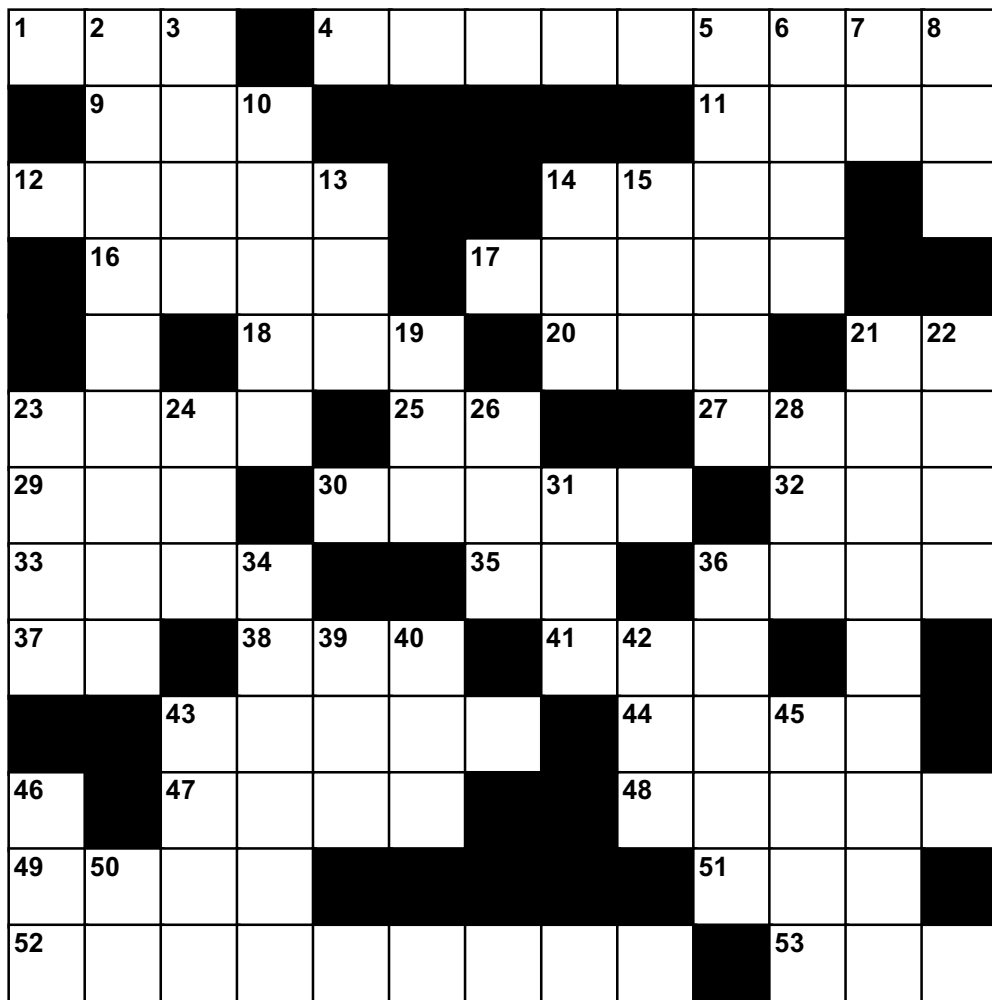
I hope you enjoyed the first crossword puzzle - answers to #1 will be published in the Nov/Dec magazine. Here's my second attempt at it. Puzzle #3 has yet to be created, so I think I'll need some positive response to motivate me to do another one. As with the last puzzle, please send your answers to me within a month of receiving the magazine. Maybe we'll publish the "winners" (responses with the most correct answers) in the next magazine, along with the solutions. Enjoy! *Greg*

#### ACROSS

- 1 Airbag system (American abbr.)
- 4 Get a genuine one at the Volvo dealer
- 9 Jack Frost will do this to you toes
- 11 The tachometer shows you these
- 12 Swedish water feature
- 14 A type of 41 Across
- 16 Famous college in Windsor, England (educated 18 British PMs)
- 17 What this is all about
- 18 Jaguar, Land Rover & Volvo belong to this (abbr.)
- 20 Introduced on the 1800E (abbr.)
- 21 Abbreviation for 21 Down answer
- 23 Hummer tyre pressure not a worry with this (abbr.)
- 25 Cops will ask for this if you are naughty
- 27 Afternoon, familiarly
- 29 It's changed frequently
- 30 inter-\_\_\_ (quick way to travel in the USA)
- 32 29 Across in Germany
- 33 You've done wrong if you end up on this while driving
- 35 Musical tone
- 36 After a crash, you may feel this way (if you're lucky)
- 37 Alphabet letter
- 38 Helps you steer while stopping
- 41 Jag symbol
- 43 Nickname for popular early Volvo wagon
- 44 Road kill problem in northern USA
- 47 German discount supermarket invading Australia
- 48 Tassie cartoon icon
- 49 Mid-size 1960's Dodge model
- 51 Doesn't pollute much (abbr.)
- 52 Volvo colour code 107 (Hint: Greg's 1800ES)
- 53 Thorben's GLE colour

#### DOWN

- 2 Look ma - no carbies!
- 3 "Free Volvos" advert may cause this scene at dealership



- 5 Another name for Toyota people mover (called "Tarago" in AUS)
- 6 Top Saab performance model
- 7 Japanese wagon term (abbr.)
- 8 Service department receives this notice from Volvo (abbr.)
- 10 Volvo Penta bladed parts
- 13 As yet, no Volvo shares this with a Ford [Ed. Note: This is no longer true once the new S40 debuts!]
- 14 Victorian town near power stations
- 15 Santa's little helper
- 19 Stupid person
- 21 Flick the switch and watch the tacho drop
- 22 Buying a new Volvo might put you on this
- 23 This may be copper in your ignition leads
- 24 Substitution (abbr.)
- 26 Dutch co. that used CVT transmission
- 28 Tasty road hazard
- 31 Provides compulsory insurance in Australia
- 34 Why you need to buy 2 Across
- 36 Most new Volvo bonnets no longer use this
- 39 Standard feature of the Aussie icon "Shaggin' Wagon"
- 40 "Rex" performance arm (abbr.)
- 42 2 plus 2

- 43 Nice way of saying #&\*^@\*!
- 45 \_\_\_-Clear (band sings "Volvo-Driving Soccer Mom")
- 46 Best place to find a used Volvo
- 50 All that glitters is not gold with this Falcon

#### TECH TIP #3 FROM THORBEN: FUEL PUMP RELAY

On 240's have you ever come across the problem that you car just cuts out for no reason and you re-start and the same thing happens again or you just stop? Then check the fuel pump relay, which should be a green colour relay or on later model a red or white one depending on year. The relay is located in the passenger footwell area, beneath the left footrest. The fuel pump relay could be faulty or develop a loose connection. Also check fuel pump relay fuse, as corrosion build-up will give the same symptoms. To fix fuse corrosion, get a small wire brush and clean the fuse contacts (remove fuses first!) Prior to cleaning you MUST disconnect the battery other wise you will do some serious damage to your electrics as the wire brush will short out against the fuse contacts and make for a nice fireworks display! Once the fuel pump relay has been replaced or contacts cleaned and checked, the problem should now be cured and you up and running again. *Thorbs*

# BLOODY VOLVO DRIVER!

**STOP PRESS! Volvo's new Australian Ad Campaign Revealed in Press Release:**



*For immediate release*

*September 17, 2003*

Volvo is a surprising brand. Renowned as leaders in safety and environmental responsibility, Volvo produces cars like the S60 R, hailed by the Italian press as "the most beautiful car in the world." Then there's the Volvo S60 T5, holder of eighteen different British land speed records.

Now, Volvo Car Australia is about to launch a major Marketing & Communications strategy to desensitise the term "bloody Volvo drivers" and is setting out to overcome the stigma inherent in the phrase. Interestingly it is a peculiarly Australian phenomenon.

Throughout this two-phase campaign Volvo aims to 'interrupt' then 'inform' consumers through a lighthearted but relevant television campaign, which launches on September 21, 2003 and runs through until Christmas 2003.

Phase one begins by disempowering the "bloody Volvo driver" stigma simply by 'stealing' the expression. Three 15-second commercials exemplify how absurd this expression can be:

- **Near Miss** - a motorcyclist nearly collides with a Volvo XC90 - it is unclear who is at fault, but the motorcyclist blames the "bloody Volvo driver".
- **Shopping** - a somewhat grouchy individual is slightly inconvenienced by another shopper whose trolley wheels are less than perfectly aligned. He mutters "bloody Volvo driver".
- **Volvo Driver** - The complete arbitrary nature of the stigma is further reinforced in Volvo Driver. Here is a driver waiting at traffic lights is not concentrating and remains stationary while the lights turn from red to green and back to red. The frustrated driver behind who is in a Volvo declares his frustration by saying "bloody Volvo driver".

Obviously one is surprised when Volvo itself appears to perpetuate the "bloody Volvo driver" myth in these various messages that make up Phase One. It is, in fact, putting the phrase fair and square on to the public agenda, in

order to subvert it once and for all in Phase Two.

Phase two turns the term "bloody Volvo driver" on its head by giving the expression entirely new and entirely positive meanings. Three 30-second and one 15-second (Style) commercials make up this phase, which appears on television from mid-October. They are:

- **Full Story** - The full story revealed on the motorcycle incident from Phase One's Near Miss. In reality the motorbike has cut from behind a truck onto the Volvo XC90's side of the road. It is only the XC90's active safety features coupled with the driver's cool head that spectacularly avoids a collision. In the face of this, the motorcyclist's "bloody Volvo driver" is revealed to be as ridiculous as his driving prowess.
- **Police** - A fast-looking European sports car has just been pulled over by the police on a European motorway who are driving a Volvo S60R. Angry at having been caught, the belligerent sports car driver mutters "bloody Volvo driver". This obviously infers that his anger is caused by the fact that the Volvo is faster than his sports car, which he does not like.
- **Style** - The owner of a design emporium has his customers' attention diverted by a stunning Volvo S60 AWD which pulls up outside to park. The customers turn their gaze from his collectibles to the car. His show has been stolen by the stunning design outside - he mutters "bloody Volvo driver" - the sentiment being that the Volvo is a cooler design than his designer pieces.
- **Baby** - The contrast of the mayhem of a baby in a conventional child seat can cause with a noisy toy, versus the control an integrated Volvo XC90 child seat gives mum - who can easily reach back and put a stop to the mayhem. The baby reacts with an unhappy but very cute "bloody Volvo driver". Mum's satisfied expression speaks volumes about how happy she is to be one.

To complete the Phase Two campaign in late December a specific Volvo product message is delivered:

- **You Wish** - Stunning images of the new S60R with the title frame stating: 0-100 in 5.7 seconds - 220kW turbo-

charged engine and YOU WISH YOU WERE A BLOODY VOLVO DRIVER!

Volvo believes that with this confronting campaign the sting will be taken out of that hackneyed old phrase "bloody Volvo driver" and the phrase "You wish you were a bloody Volvo driver" will be an expression of pride at making an intelligent choice of vehicle.

For further media information or to organise an interview with Steve Blyth, Managing Director, Volvo Car Australia please contact Dana Edwards at MPAgency Ph: 02 9211 4522 or email [dana@mpagency.com.au](mailto:dana@mpagency.com.au).

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## **Volvo's bloody great assets:**

### **Bloody Fast**

The Volvo S60 T5 holds eighteen British land speed records. The S60R travels from 0-100 in 5.7 seconds. And the S80 T6 twin turbo delivers 200kW in a luxury sedan.

### **Bloody Stylish**

The S60 was voted 'Most beautiful Car in the World' by the Italian press, in Automobilia 2000.

### **Bloody Intelligent**

Home safe lighting systems, in-dash satellite navigation systems, Dolby Pro-Logic II stereo systems, B-Pillar ventilation, auto dimming rear-view mirrors and multi-configurable seating are a few of the many intelligent Volvo features.

### **Bloody Caring**

The Volvo XC90 is 85% recyclable. Volvo was the first to introduce Prem-Air: a radiator covering that converts low-level ozone into oxygen.

### **Bloody Innovative**

The XC90 is the world's first SUV with: roll stability (RSC), an integrated child booster seat, third row safety curtain airbags, seat belt pre-tensioners on all seven seats and the ability to convert harmful ozone into oxygen.

### **Bloody Safe**

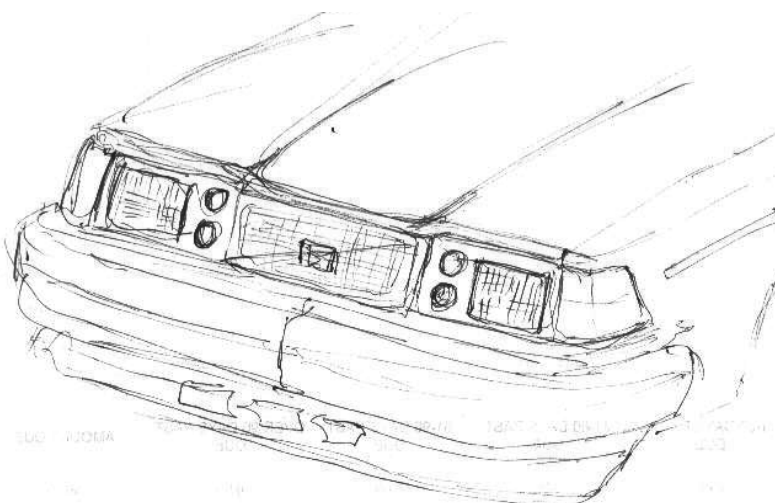
Undeniable leaders in the area of safety, Volvo will continue to be at the forefront of both passive and active safety with initiatives such as: Side Impact Protection Systems (SIPS), Whiplash Protection Systems (WHIPS), roll Stability Control (RSC), Inflatable Curtain (IC) and Dynamic Stability and Traction Control (DSTC). Volvo even pioneered the world's first pregnant crash-test dummy!

# VOLVO *IMAGINEERING*

## PLEASE SEND ME ORIGINAL IDEAS!

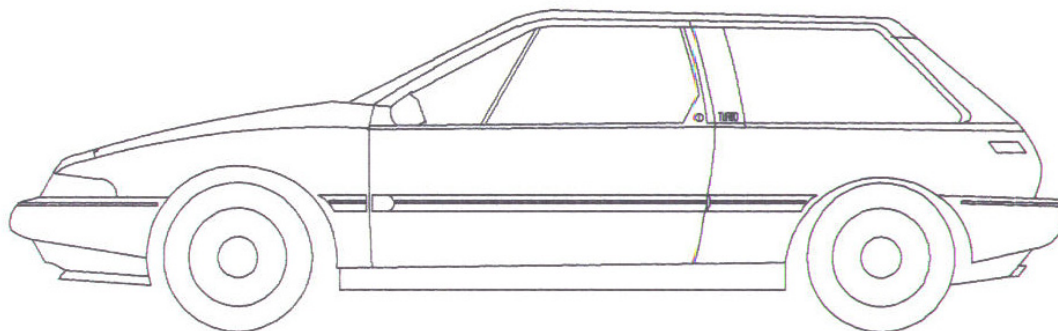
This section of the magazine will be dedicated to members' sketches, re-touched photos and imaginative ideas. The concept of this section requires you, the members, to send me information, so I don't have to hunt it down from the web. I know there are some creative minds out there, so please Email or send me anything you have. For this month, the page will be populated with some of my old sketches, and pictures from the web, etc.

**Proposal for modified 240 front end:** This sketch uses early 240 square headlights, but with the narrow grille & protruding bonnet. Add small round lights between square lights & grille. Upper round light with amber globe flashes with turn signal; lower round light is projector-style high-beam or fog light. Custom filler panels around lights.



**1800 ES Line Drawing:** This is a sketch that's basically a rendering from an old Road & Track magazine review of the 1972 1800 ES. In this picture, the R&T road testers were putting the ES through its paces on the slalom. They appreciated the extra space compared to the 1800 E, but noted the extra weight meant that performance and handling weren't as sharp as the coupe. In the article, they noted that the new styling of the 1800 ES rear section transformed the car, and had people on the streets of car-savvy southern California asking "what make and model is it?" The reviewers suggested that Volvo should have re-designed the car, not just refreshed the looks, and that the car was dated. Remember, this was 1972!! What would they say today?

**480 ES Turbo CAD:** This is a "sketch" I did in 1989, when I was a bored summer student in Detroit. It's based on a picture I found in the British 480 ES brochure. I did a lot of measurements, and built this sketch using CADKEY cad program on the PC.





## IMAGINEERING, Continued

**240 Turbo Ute:** This is a PC-enhanced photo of the 240 Turbo Wagon I owned back in the homeland. When I did this, I had never seen a 240 ute. Now they seem to be fairly popular. One of the Volvo Club members in the US has even created a 740 ute. I prefer the lines of the 240 for the ute conversion, as the 740's low waistline makes for a very shallow rear tub



**340 Coupe:** Martin Sundberg, a student in Sweden, created this rendition. It started out as an S40 sedan. Martin removed the rear doors, stretched the front doors and glass, and revised the roof line to create a coupe appearance. Too bad Volvo never built this car - it would have been a real looker next to BMW 3-series coupes! Check out more of Martin's handiwork on the web at [www.volvospy.com/spy/martin.php](http://www.volvospy.com/spy/martin.php)

**C70 ES:** Another Martin Sundberg creation, this is a fantastic-looking image that he calls a C70 ES. The image started out as a C70, and martin graphically enhanced the rear end to give the car a sloping rear tailgate shape reminiscent of the 1800 ES. This photo looks stunning in colour!



**1800 ES Drag Race Car:** This is **REAL!** Check it out on the web at [www.dragracecanada.com/media/teamprofiles/O15.asp](http://www.dragracecanada.com/media/teamprofiles/O15.asp). The car is run by a Canadian drag racer, Bruce Oliver, and has to be one of the most unique cars on the drag racing circuit. According to the web site, the car is powered by a supercharged 395 cubic-inch alcohol-burning Rodeck engine that makes about 1600 HP. Now that will put all of our Volvos to shame in the straight line acceleration arena!

# Classifieds: Cars & Parts

All advertisements to the Editor: **Greg Sievert 03-9397-5976 (AH) gsievert@bigpond.net.au**

**By law, all car advertisements must include Registration Number (or Engine Number if car is unregistered). FREE ADS for club members. \$5 fee applies to non-member ads (+\$5 for photo).** All ads will run for a maximum of two issues unless the editor is notified for an extension. **Please notify the editor when vehicle or parts are sold.**

Editor reserves the right to edit or withhold ads if necessary. Ads may also be placed on the club web site [www.volvovic.org.au](http://www.volvovic.org.au) for a three-month period for \$5 (+\$5 for photos) by contacting the Editor.

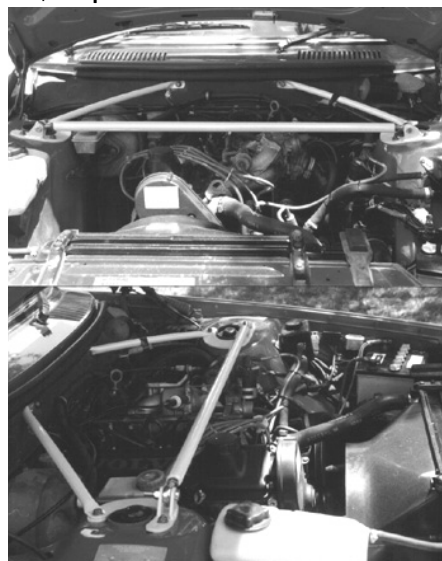
**1978 244** (AIC 381). Red. 225,000 km, auto, AC, rare power steering. Car is basically in pretty good shape apart from the seat needing to be fixed and a slight head gasket leak. It runs OK and duco is in good condition. The rear tyres are OK, but front will need replacing. Reg'd to Nov 2003. \$500. Ph. Julian Hughes 0411-251-250 (10Sep03)

**1986 360GLT** (CVD 275). Silver with dark grey cloth. 162,000 km. Reg'd to May 2004. 2-owner immaculate car. \$5,500. Ph. Peter (03) 5974-2779 (10Sep03)

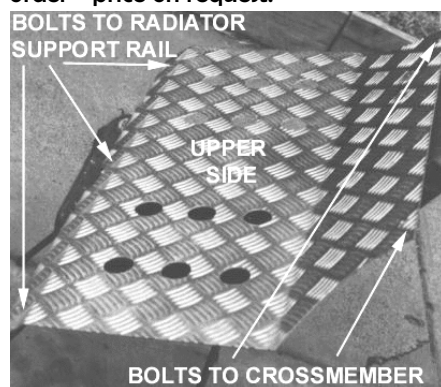
**1966 1800S** (NSW Rego). Blue-grey with black interior, new tyres. \$18,000. Ph. (02) 6495-6430 (03Sep03)

**Strut tower to tower brace sets.** Suit B21/B23/B230 powered 240 series. Kit includes 5 mm steel top plates, aircraft quality adjustable heim joints, 25 mm OD chrome-moly cross bar and high tensile fasteners. Available unpainted or powder coated in a range

of colours. Price: \$190 raw (unpainted) or \$210 powdercoated.



**Aluminium checker-plate sump guards.** Suit 240/260 series. Aluminium replacement sump guards, bolt up in place of the original plastic belly pans. Designed for motorsports usage, sprints, hill climbs, rallying, etc. Made from 2 mm thick aluminium checker-plate (ridges are 4mm high), are folded and cut to replace the original and have holes in them for airflow. Price: \$90. Also available in 3 mm thick (5 mm high ridges) special order - price on request.



**Adjustable front sway bar end link kits.** Suit 240/260 series. Includes heim joints and height-adjustable threaded rod, appropriate spacers, urethane bushes, and high-tensile fasteners. Ideal for lowered Volvos, enabling sway bar to be at optimum angle after installing lowered springs. Will allow fine-tuning of

front-end stiffness, easily adjusted. Price: \$150 per kit.

**Davies VolvoSport.** Ph. Ash Davies 0412-709-695 or Email [ashd Davies@optusnet.com.au](mailto:ashd Davies@optusnet.com.au) (14Sep03)

**1985 360GLT** (CKW 194). Blue metallic. 187,000 km. RWC, AC, front electric windows, fog lamps, mats, good Pirelli P6 tyres, workshop manual. Car is in good condition. Reg'd to 31Dec2003. \$2500 with RWC. Ph Rod (03) 9877-1808 (03Sep03)

**1973 164** (FHE 534). 4.1L Ford Motor (Engineer's Certificate). Gas & Petrol, Volvo shocks rear, Monroe on front, new bushes, new uni's, seat belts replaced, brakes upgraded, replaced interior. 3-speed auto with spare rebuilt unit. \$1200 with 12 months rego or \$700 without. Car can be delivered to Melbourne from Gippsland. Ph. Shane (03) 5163-1359 (03Sep03)

**242GT Spare Parts:** Auto box, good rear panels, good motor, wheels & tyres. Ph. Mark (03) 5989-2123 (03Sep03)

**Volvo Performance Books:** Approx. 45 pages on how to get 300+ HP out of your Volvo!! Price for book is \$25.00 including GST. Ph. Mark (03) 9775 5302 AH or 0415-219-468 (14Sep03)

**Very Limited edition Volvo 40th Rally Car Models.** 25 pieces only. PV544 model, scale 1:18, in dark red or dark blue, still some available at \$75 each. Ph Mark (03) 9775-5302 AH or 0415-219-468 (14Sep03)

**1978 244DL** (RCU 331). Round headlight model - Very good condition. Beige with dark brown interior. Manual. Approx 250,000 km. Oil and filter changed every 6000 km. Two sets of 15-inch alloy wheels. Rare but easy to tune SU Carburettor (recently rebuilt). Rare original colour coded front spoiler (wrap around type). Car has been in family for almost 15 years. Tow bar, New Monroe GT gas shocks (rear), new uni joints on tail shaft, new front wheel bearings, entirely new clutch system including: New Genuine Volvo friction plate/thrust bearing/fork (EXPENSIVE!!) Rebuilt slave and master cylinders. New tyres, brake pads

**DAVIES VOLVO SPORT**  
PERFORMANCE PARTS

240 SPECIALISTS

Ashleigh Davies  
Mobile: 0412 709 695 ph: 03 9310 7061  
Email Enquiries: [ashd Davies@optusnet.com.au](mailto:ashd Davies@optusnet.com.au)

& windscreen. As you can see all the hard work has been done already, but I must sell it due to being given a 360 GLT and hence have no room for the 244. Beautiful car inside and out. The only work left to be done is a new cam cover gasket (part of the VRS kit which I will install if it is supplied by buyer). A



practical classic and the best round headlight 244 I have seen so far. \$2000 ono without spares (listed below) or \$2500 with spares. Spares (will separate): M46 manual gearbox with overdrive, overdrive tail shaft, gearshift with switch, wiring. Spare diff. Sump Guard. Alternator. Thermostat & housing. Braking system including 4 discs, 4 good calipers and new pads (in box). Any enquiries please Call Krish 0403 426 400 or (03) 9741-9888 (17Sep03)

**3 Volvo 1800E MAG WHEEL RIMS** and 4 brand new tyres (never fitted). As I have sold the car I was going to fit them on I am going to offer the lot for sale for \$700 cash. If you wish to bring this to members notice someone may be pleased as the wheels are not only hard to find but they cost a lot to import. Ph.

Henry Ekselman 0411-707-359 or (03) 9824-1067 (AH) (08Sep03)

**Modified 240 Seat Runners.** Allows TALL people to drive a 240 in comfort (seat goes back 100 mm further - fantastic!!) \$40/pr. **Ride Height kit for rear of 240.** 25 mm increase in ride height via reinforced box section steel spacers between coil spring caps and chassis rail. High tensile bolts included. \$15/kit. Ph. Graeme Morton 0419-391-412 (14Sep03)



**Custom "R" Coupe (RARE 02).** Soko's Bertone Coupe! Dark grey pearl (a C70 colour) with full leather tan interior. A three-year ground-up restoration project. Nothing to spend by new owner. Worked high pressure Volvo turbo 4-cyl motor with performance enhanced computer, Volvo motor sports modified suspension, high-stall auto, 16x8" S70T5 alloys and tyres, California front end, late model dash, passenger and driver racing seats + racing harnesses, etc. This is a performance car in looks, straight-line speed and

cornering. Will come with RWC and 12 months rego. Voted best in class winner at Volvo display day. P.O.A. Ph. Peter Sokolowski 0418-188-758 or Email soko@mail2me.com.au for a fact sheet. (03Sep03)

**1984 240GLE (BWT 961).** Eucalyptus Green. 280,000 km, auto with OD, alloy wheels. \$2000 ono. Ph. Parker (03) 5792-1335 or 0407-049-526 or Email theboundys@hotmail.com (13Sep03)

**1974 164TE (IBP 248).** Blue with blue leather. Standard 164 features. Reg'd to Jan 2004. Asking \$2500 ono. Ph. Doris 0400-494-966 (03Sep03)

**1971 145 (TAS Rego ER 1458).** White with blue interior. Low miles, auto, single carb, roof rack, 3rd row seat, one owner with full history. Car is in Melbourne. Ph. Michael Dixon (03) 6228-7593 or Email mollyandburt@ozemail.com.au (03Sep03)

**Used 240 Parts for sale (Garage-clearing sale):** Front spoiler 1988 240 (silver) \$40; Front door storage pockets (brown or blue) \$15 each; Chrome grill (suit "California" front end - excellent condition) \$50; Rear headrests (suit 240 sedans, black or brown) \$20/pr; Genuine front lower chassis braces for 240's (includes mounting hardware) \$30/pr; Set of four 15-inch steel wheels

# Pierre Collet Motors

Web: [www.pierrecolletmotors.com.au](http://www.pierrecolletmotors.com.au)

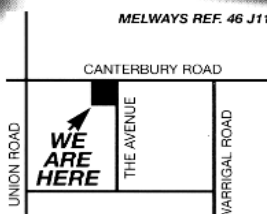
Alick Carroll can help you with all your Volvo needs. Call 0418-177-036 or A/H (03) 9725-4000

**VOLVO SPECIALISTS**

**LMCT 5717**



MELWAYS REF. 46 J11



**SERVICE: 9836 9961**  
**SALES: 9836 2065**

**Fax: 9888 5075**

**400-408 Canterbury Road, Surrey Hills 3127**



## HOT OFF THE PRESS! VOLVO AUSTRALIA'S GRAEME ADAM RETIRES

### VETERAN DEPARTS (from GoAuto E-news, 17th September 2003)

Volvo Car Australia public affairs manager Graeme Adam has announced he will retire from the position on October 17. Mr. Adam, an industry veteran, will go out in the right fashion, with the media day at the Sydney motor show his second last on the job. Over the last third of a century I have enjoyed the fun and the challenge of dealing with two different generations of motoring journalists," Mr. Adam said in an Email circulated to the industry. "Even though I will be leaving the full-time workforce, I'll continue to be an avid observer of the motor industry, Volvo watcher and a happy 'bloody Volvo driver' for years to come." VCA managing director Steve Blyth has started the process of recruiting a replacement.

**For the latest automotive news, visit [www.mellor.net](http://www.mellor.net)**

*The Volvo Club of Victoria, its members & committee, would like to wish Graeme all the best in retirement, and we hope to see him driving around in a classic Volvo and attending Volvo Club events in the future!*

with tyres (off 88 240) \$160; Overdrive manual trans including complete propshaft (fine spline trans input shaft suits later 240's) \$175; Bosch GT40R ignition coil \$15; Complete headlight units with surround (large rectangular from early 240) \$60 ea; Late 240 wagon tail lights (like new!) \$60 ea; 240 sedan 5-panel tail lights (excellent condition) \$40 ea; Power lock motors \$15 ea; Passenger front door (no interior trim, 82 264 GLE, includes power window regulator & glass) \$40; Side chrome strips (85 240) \$10 ea; Starter motor (off 85 740) \$50; Auxiliary cooling fan (genuine Volvo - 240/260) \$50; Electric fuel pump (B21/B23 240's) \$50; Radiators - aluminium with plastic end tanks (suit 240/740) \$60; Boot lid spoiler (non-genuine, suit 86 & later 240) \$50; Also for 240's: relays, switches, lights, gauges, clips, mirrors, etc. Just ask! Also, tow bar to suit 740 (removed from 86 740 Turbo) \$40 & tow bar from Euro 245 (needs some work, but quite unique) \$50. Ph. Greg Sievert (03) 9397-5976 (AH) or Email [gsievert@bigpond.net.au](mailto:gsievert@bigpond.net.au) (14Sep03)

**1967 122S Sedan** (KHL 198). Blue. 140,000 km. Manual trans. One owner last ten years. Driven daily, delightful and eye-catching car. Reluctant sale due to company car. Bodywork in excellent condition. Bare metal re-spray 7 years ago. Original interior. Imported from UK on 'Oronsay' 1968. Original shipping papers held. All receipts. Almost \$4000 spent in preparation for sale. \$9500 with RWC. Ph. (03) 9852-8422 (BH), 0410-509-301 (Mob), (03) 9509-7419 (AH) (11Sep03)

**1980 262C** (HOHATS). Recent re-spray in silver with no vinyl top. 275,000 km. Automatic, near new 17" Simmons LE alloys (original wheels/tyres available), Subaru Forester seats,

Kenwood Stereo, 6 CD stacker, slimline

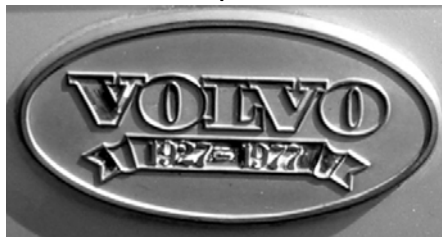


bumpers, de-chromed & powdercoated trim, alarm with remote, Momo steering wheel, new windscreen, steering rack, uni's, alternator, brake pads, battery, etc. Must be sold to keep wife at home! \$7500. Ph. Paul on (03) 5348-2265 or 0414-342-860 (06Sep03)

**1977 264GL Anniversary** (EAW 159).



RARE! 50th Anniversary model. Silver with gold & black stripe & gold anniversary badging. All original one-owner car. 205,000 km. V6 auto, electric windows & mirrors, all extras including coin tray & sunroof. Only mods are LPG & tape deck. This is a



rare piece of Volvo history. POA. Ph. Rick 0422-013-490 or Email [the\\_nonno@hotmail.com](mailto:the_nonno@hotmail.com) (01July03)

**1979 262C** (RPM 156). Gold with tan interior. 220,000 km. Auto. Good interior. Slight rust in usual places (windscreen, rear pillars). Mechanically sound. \$5500 with RWC. Ph. John Johnson on (03) 9553-1091 (20Sep03)

**1990 740 Turbo Estate** (EDN-773).

Last of series! Light blue metallic with beige leather. 185,000 km with full history. Metal sunroof, fold up cargo barrier, 3rd row seat. New turbo and AC compressor. Pirelli P6000 tyres. Overall good condition. \$10,000. Ph. Gary (03) 9859-7060 (03Sep03)

**1972 144S** (IEL 535 - original number).

One Owner! Dark green (close to British



Racing Green) with brown cloth interior. Manual. Car was delivered in London. Owner has original British export plates & documents. First Vic rego May 1975, current rego expires 8 May 2004. 132,000 miles. Basically original including B20B engine #82581340. Full history available including all receipts. Interior VGC, paint poor, minor body damage, rust in rear seams. Engine runs well and vehicle is still in used. Sold without RWC for restoration. \$1000 ono. Ph. Doug (03) 9544-0904 or Email [doug\\_calvert@hotmail.com](mailto:doug_calvert@hotmail.com) (20Sep03)

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**ALL ADS FREE TO MEMBERS!!**

**Check out**

**[www.volvovic.org.au](http://www.volvovic.org.au) (go to "sponsors") for more ads!**

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# Volvo Car Club Of Victoria

## Membership Application

Printable Online Application Available at [www.volvovic.org.au](http://www.volvovic.org.au)



<p><b>( ) New Application</b></p> <p><b>( ) Renewal</b> (Members please fill in all details so we can keep our records current)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months from date of payment. For all membership inquiries please contact Heino Nowatzky on (03) 9423-5045 or 0412-705-045</p>																														
<p><b>First Name:</b> ..... <b>Surname:</b> .....</p> <p><b>Partner's Name:</b> .....</p>																															
<p><b>Postal Address:</b> .....</p> <p>..... <b>Post Code:</b> .....</p>																															
<p><b>Contact Details:</b></p> <p><b>Home:</b> (.....) ..... <b>Work:</b> (.....) .....</p> <p><b>Fax:</b> (.....) ..... <b>Mobile:</b> .....</p> <p><b>Email:</b> .....</p>																															
<p><b>Your Car(s) Details:</b> <span style="float: right;">(Engine number can be found on Registration Certificate)</span></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Model</th> <th style="text-align: left;">Year</th> <th style="text-align: left;">Colour</th> <th style="text-align: left;">Reg. No.</th> <th style="text-align: left;">Engine No.</th> <th style="text-align: left;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>		Model	Year	Colour	Reg. No.	Engine No.	Body Style	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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<p style="text-align: center;">I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p> <p>I enclose a CHEQUE/MONEY ORDER for \$.....      Signature .....</p>																															
<p style="text-align: center;">Please send this form with payment to <b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b> Thanks for joining the Volvo Car Club of Victoria.</p>																															

### So You Want to be a Member?

The Volvo Car Club of Victoria is a member of the Federation of Volvo Car Clubs of Australia, which is supported by Volvo Australia. Our club in Victoria is steadily growing in numbers and offers our members a wide range of events during the year including:

- Technical information (Particularly useful for DIY owners).
- Free Safety Check days at Volvo specialist garages.
- Discount Trade nights.
- Monthly night meetings at 8:00 pm *sharp* on the first Wednesday of the month with Guest speaker and social hour with light supper. (Currently held at the South Camberwell Tennis Club rooms at 332 Burke Rd, Glen Iris. Enter by way of Nepean & Bickleigh Streets to car park next to freeway on-ramp)
- Competition events. (Some in conjunction with other clubs)
- Approximately 6 issues of the "ROLLING Australia" club magazine (depending on date of joining and publication schedule).
- Classic Registers. (For early and special models)
- Club Merchandise available for purchase. (Grille badges, stickers, sew-on cloth badges, etc.)
- Annual Display Day in conjunction with the AOMC British & European Car Show. All members are encouraged to enter their car in the People's Choice judging.
- Annual presentation dinner.
- Annual rally hosted by the Club or in conjunction with one of the other National Volvo clubs.
- Member Discount offers.
- Free classified advertising in the magazine & web site.
- Local touring events, picnics, economy runs, etc.
- Fellowship with other Volvo owners who share similar interests in the ownership, maintenance and appreciation of the Volvo marque.

# AT YOUR SERVICE

VOLVO PRIDES ITSELF ON ITS FIRST-CLASS CUSTOMER SERVICE.  
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Area	Name	Ph.	Type
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## AUSTRALIAN CAPITAL TERRITORY

Phillip	Rolfe	(02) 6282 4888	CSP*
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## NEW SOUTH WALES

Arncliffe	Purnell Volvo	(02) 9567 0000	CSP
Brookvale	Northside Volvo	(02) 9938 3355	CSP
Chatswood	Northside Volvo	(02) 9412 7555	CSP
Coffs Harbour	Bellbowrie Motors	(02) 6656 8700	CSP
Dubbo	David Iverach Motors	(02) 6882 7600	CSP
Gordon	Northside Volvo	(02) 9418 5522	SP
Gosford	Advanx Motors	(02) 4324 5744	CSP
Kingswood	Annlyn Motors	(02) 4736 3090	CSP
Liverpool	Liverpool Prestige	(02) 9828 8123	CSP
Moss Vale	Allan Mackay Autos	(02) 4869 1100	CSP
Orange	Gardoll Automotive	(02) 6362 8164	SP
Parramatta	The Denlo Group	(02) 9687 8200	CSP
Port Macquarie	John Patrick Prestige Cars	(02) 6584 1800	CSP
Surry Hills	Trivett Classic Volvo	(02) 9383 9300	CSP
Tamworth	Woodleys Motors	(02) 6766 1077	CSP
Wagga Wagga	Jason Wagga	(02) 6925 3211	CSP
Wollongong	Southern Classic Cars	(02) 4254 2070	CSP

## NORTHERN TERRITORY

Stuart Park	Darwin City Moteur	(08) 8946 4444	CSP
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## QUEENSLAND

Cairns	Adams Motors	(07) 4081 5000	CSP
Currimundi	Coastline Motors	(07) 5493 3099	CSP
Daisy Hill	Motorline SouthSide	(07) 3290 7600	CSP
Fortitude Valley	Austral Motors	(07) 3248 9488	CSP
Southport	Gold Coast Volvo	(07) 5509 7100	CSP
Toowoomba	Southern Cross Volvo	(07) 4690 2333	CSP
Townsville	Auto Centre Townsville	(07) 4724 2424	CSP

## SOUTH AUSTRALIA

Fullarton	Cheney Dutton Motors	(08) 8338 4344	CSP
St Agnes	Povey Motors	(08) 8265 5388	SP

## TASMANIA

Hobart	Performance Automobiles	(03) 6223 2711	CSP
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## VICTORIA

Ballarat	Gardon Motors	(03) 5338 1335	CSP
Blackburn	Bilia Blackburn	(03) 9878 2888	CSP
Brighton	Nepean Volvo	(03) 9596 9388	SP
Docklands	Melbourne City Volvo	(03) 9684 1070	CSP
Geelong	Peck & Stokes	(03) 5221 2111	CSP
Hawthorn	Bilia Hawthorn	(03) 9882 3600	CSP
Morwell	Valley Prestige	(03) 5133 6655	CSP
Mt Waverley	Mt Waverley Car Ctr	(03) 9544 3500	SP
Seaford	Masons Prestige	(03) 9786 3555	CSP

## WESTERN AUSTRALIA

Bunbury	Bunbury City Motors	(08) 9721 4477	CSP
Cannington	Brian Gardner Motors	(08) 9356 9000	CSP
Como	Norse Motors	(08) 9450 8000	CSP
Geraldton	Lundby Motor Co	(08) 9921 7448	SP
Osborne Park	Premier Motors	(08) 9443 1133	CSP
Subiaco	Lloyd Motors	(08) 9381 5111	SP

Area	Name	Ph.	Type
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## NEW ZEALAND\*\*

Northshore	Lenco European	(09) 486 3513	SP
Auckland	Scandinavian Motors Ltd	(09) 300 4400	CSP
Hamilton	Waikato Motor Group	(07) 849 7733	CSP
Mt Maunganui	Colin Barnett European Ltd	(07) 574 1866	CSP
Palmerston Nth	Palmerston North Eurocars	(06) 356 6363	CSP
Wellington	Williams & Adams Ltd	(04) 385 8929	CSP
Christchurch	Archibalds Motor Group	(03) 379 6980	CSP
Dunedin	Gilmour Motors	(03) 455 6366	CSP

## BODY SHOPS

Area	Name	Ph.
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## AUSTRALIAN CAPITAL TERRITORY

Fyshwick	Tony Farrugia Bodyworks	(02) 6280 4144
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## NEW SOUTH WALES

Annangrove	Nathan Automotive Amaroo Park	(02) 9679 1080
Broadway	Scientific Motor Body Works	(02) 9212 3566
Brookvale	Keith Burrow Motors Body Repair	(02) 9905 6087
Five Dock	Kings Road Smash Repairs	(02) 9713 2422
Liverpool	LSR Liverpool Smash Repairs	(02) 9602 5144
West Gosford	Harris & Adams	(02) 4324 6683

## QUEENSLAND

Caloundra	Omega Auto Body Repairs	(07) 5491 5862
Indooroopilly	Eurobody	(07) 3378 2966
Moorooka	Domroy Prestige Autobody	(07) 3848 9979
Nerang	H. Harvey Auto Body Repairers	(07) 5596 1644
Windsor	Weatherall Prestige Auto Body	(07) 3357 5333

## SOUTH AUSTRALIA

Kent Town	Casanova Smash Repairs	(08) 8362 2012
St Marys	St Marys Collision Repair Ctr	(08) 8374 3669

## VICTORIA

Box Hill	Graeme Cuthbert Automotive	(03) 9890 7227
Moorabbin	Mr Gloss	(03) 9555 8997
South Melbourne	M. & J. Novak Motor Body Repairs	(03) 9690 0322
Richmond	Stylemaster	(03) 9428 7911
Seaford	Careys Accident Repair Ctr	(03) 9773 6655

## WESTERN AUSTRALIA

Cannington	Brian Gardner Motors	(08) 9356 9000
Osborne Park	Nick & Alberto	(08) 9446 7782

## NEW ZEALAND\*\*

North Shore	Bryce Sommerville Panel & Paint	(09) 480 5485
Auckland	Evans European Panel & Paint	(09) 636 5004
Christchurch	Gary Smith Panel & Paint	(03) 366 4730
Palmerston Nth	Harts Body Shop	(06) 358 4098
Whangarei	John Neal Panel Beaters	(09) 438 3101

\*C = Sales SP = Service and Parts \*\*If calling from Australia to New Zealand, dial +64 first and drop the '0'



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