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# **SPECIAL EDITION! SA RALLY**

**Full Coverage Including:  
Volvo National Rally**

- Photos & Stories**
  - People's Choice Winners**
- Bay to Birdwood Classic:**
- John Johnson's Concours  
d'Elegance Coup!**

**NOVEMBER/DECEMBER  
2003**

**ISSUE No. 151  
MEMBER MAGAZINE  
FOR THE VICTORIAN,  
SOUTH AUSTRALIAN  
(INCORPORATING  
WESTERN AUSTRALIA)  
VOLVO CAR CLUBS**

# **2003 FAMILY CHRISTMAS EVENT & VICTORIAN CLUB AWARDS PRESENTATION DINNER**

**Date: Saturday, 13 December**

**Location: Melbourne City Volvo, 351 Ingle St., Port Melbourne**

**Time: Starts mid-afternoon**

**DETAILS: The Committee are still working through details of the event as we go to press. An A4 flyer will be inserted or posted separately to members.**

**FOR INFO, Ring Heino Nowatzky on 03-9423-5045  
or visit [www.volvovic.org.au](http://www.volvovic.org.au)**

**PERPETUAL TROPHY HOLDERS: Please return your trophy to a committee member ASAP so they can be engraved with the 2003 winners' details!**



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- XC90 Review by Justin Chiew
- New Crossword Puzzles & Solutions
- Pictures of Soko's XC70 getting dirty on the ULR off-road course
- My First Volvo: Member Stories

**CONGRATULATIONS JOHN!**

Congratulations are in order to John Johnson for his placing in the top 10 of the Bay to Birdwood Concours d'Elegance field. John was selected as having one of the best vehicles (and displays) of all the 200+ concours entrants. The 1800 looked fantastic, and both John and Sandra were dressed for the part. More details inside!



**ROLLING AUSTRALIA**

NOVEMBER/DECEMBER 2003 ISSUE NO. 151

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

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**DEADLINE FOR SUBMISSIONS**

Next edition deadline is 10th December 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

## November 2003

**Wed 5<sup>th</sup> Night Meeting**  
Guest speaker: Keith Handscombe. Keith can reproduce parts in metal or plastic - more info in Classifieds section

**Sun 16<sup>th</sup> Economy Run & Lunch on Mornington Peninsula**  
Starts in Dandenong at 9:30am. Finishes on Mornington Peninsula with roast lunch, sweets, drinks, etc. Children are welcome! Details have been posted to all VIC members. 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 & Awards Presentation@MCV**  
Christmas Dinner & Awards Presentation @ Melbourne City Volvo - a fun, family event. See details inside front cover of magazine. 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. See details elsewhere in this issue.

**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

**Sat 20<sup>th</sup> RACV Centenary "Fly the Flag Tour"**  
**Wed 24<sup>th</sup>** For vehicles 25 years and older. Pre-registration required. Departs from Melbourne. Contact tour organisers Frank Douglas 03-8704-2533 or Email [frankdouglas@abccc.com.au](mailto:frankdouglas@abccc.com.au) or Brian Kelly 03-9790-2847 or Email [brian\\_kelly@racv.com](mailto:brian_kelly@racv.com)

## April 2004

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

## May 2004

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

## June 2004

**Wed 2<sup>nd</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).



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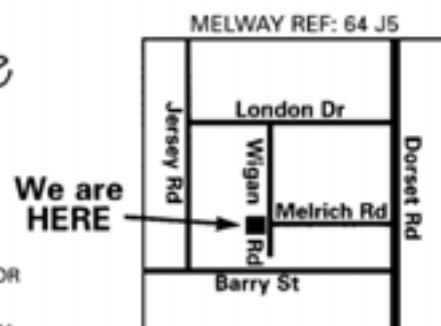
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# THE EDITOR'S DESK

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## RALLY COVERAGE SPECIAL EDITION!

Well, the first issue of the new magazine is behind us, and it went quite smoothly. Thanks to those of you who have called, Emailed or personally expressed your positive feedback to me. It's good to know that you are enjoying the new format and content. PLEASE send me Emails or letters with stories, comments, questions, tech tips, etcetera so I can put these in the future magazines. It would be great if you could send stories about your first Volvo, favourite Volvo, and even pictures, sketches etc. that we can use in the magazine. A big thanks to those of you who did submit information for the last magazine (hope I'm not forgetting anyone): John Grant, Heino Nowatzky, Thorben Hughes, Jesse Devine, Lance Phillips, Mark Richardson, Mark Hoffmann, Peter Sokolowski, Justin Chiew & David Bennett. Without your submissions, the magazine would be a pretty boring read.

I'm doing my best to get the magazines back on schedule. The September/October issue was distributed at the October night meeting. Unfortunately that evening was a cold, rainy one, so there were fewer than usual attendees at the meeting. Following that, the only real problem was a delay in posting the magazines due to the inability of the committee to get together to label, bag & post them as quickly as I would have liked. A big thank you to Mark James for arranging postage of the magazine (or is it thanks Fiona?!) Please look at the **address label** on your magazine - it should have a **membership expiry date** on it for Victorian club members. Please submit your dues payment if you are not current. The club needs your funds to continue to provide you with the magazine and other events throughout the year.

This issue of the magazine is dedicated to the National Rally in Clare, South Australia. Congratulations to the SA club members and committee for pulling off a fantastic event! The event went very smoothly, with no catering or other unforeseen problems

that affected the event attendees. I know David was sweating the details of the buses, but in the end it worked out fine! Instead of rehashing the rally events here (since we have several excellent accounts of it already), I thought I'd run through our mini-vacation en route to the rally.

Wayne and I loaded up the supercharged 240, with fingers crossed that the new 225-45R17 tyres wouldn't rub on the rear guards with a week's worth of luggage and tools in the boot. We haven't driven it much since the tyres and supercharger were installed, so it was a bit of a gamble to take it on an interstate trip in an unproven condition. I threw in my "Pick-a-Part" case of tools hoping I wouldn't need them. As luck would have it, we never pulled them out of the boot.

We started out on Monday morning just after peak hour, and headed towards Geelong. From there it was "westward ho" through Colac with what seemed to be a 50 kph headwind. I had envisioned driving with the supercharger switched off most of the time to save petrol, but we ended up using it 95% of the time to keep the "brick" going at legal speeds. The cruise control had no problem maintaining speed with the SC switched on, but with it switched off, the hills and wind slowed the car quite a bit. When we reached Warnambool it was time for a lunch break and a walk. We ended up eating at the local fish & chips shop, which was a good choice - very fresh and tasty! It was sunny and pleasant enough to eat outdoors on their patio.

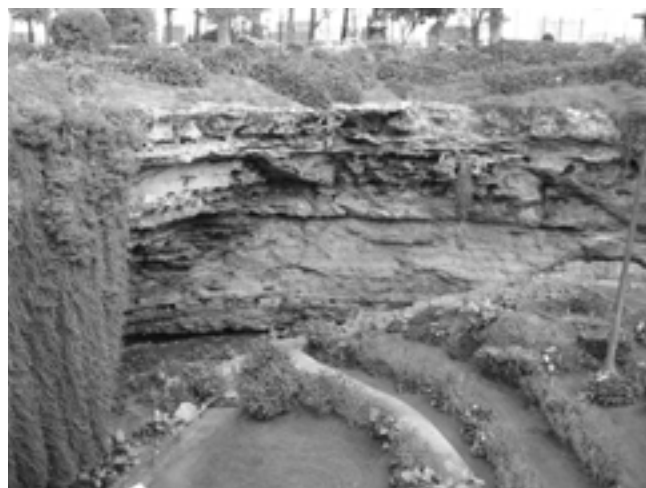
From there, we headed towards Portland. We had planned to look around there, but as we approached, the wind had become even fiercer, and it began to rain. So much for those plans - instead we headed directly towards Mt. Gambier, where we had



**Mt. Gambier's famous Blue Lake**

an overnight booking. We arrived at the motel by mid-afternoon, and decided to do some touring of the sights of Mt. Gambier. First, it was off to the small but impressive Blue Lake. The lake (actually a couple lakes) were formed quite recently (in geological terms) by a volcanic eruption. The eruption resulted in the formation of several large craters that eventually became filled with pure groundwater. In the early years of the town, there was a lot of debate over the lakes, but eventually a scheme was put in place to pump water from them to the surrounding area. Lake levels have of course dropped, but the scheme still provides 3500 million litres of water annually to Mt. Gambier and surrounds.

Another sight we checked out was the Umpherston Sinkhole. This natural wonder has its own mini lake and amphitheatre. The original gardens were created around 1884 by James Umpherston, who wanted to provide a



**Umpherston Sinkhole Amphitheatre & Gardens**

cool place for picnics during the hot South Australian summers. The walls of the sinkhole are draped with hanging ivy vines, and within are lush gardens that were reconstructed recently to bring the sinkhole back to its former glory after years of neglect. (Volunteers had a huge task of removing weeds and rubbish that had been accumulating there for decades!) Although we didn't visit after dark, we were told that it comes alive with possums that venture out for a feed at night. There are also quite a few caves in the area, but due to our lack of time, we didn't check them out - maybe next trip!

On a Monday night, Mt. Gambier wasn't exactly a "happening" place. We managed to find a nice café that had a pseudo-outdoor garden seating area with gas-fired heaters. We had an enjoyable dinner and walked back up the hill to our motel to work off the dessert and wine.

Tuesday morning found us shivering as we walked down into the town centre for breakfast at Mickey-D's. Fortunately the sun came out and took the chill off for the walk back to the motel. After we packed up and checked out of the motel, we spent a little while trying to find a petrol station that didn't look too dodgy so we could get some decent PULP for the Volvo. Country towns just don't have all the mod-cons of the big city!

With our destination for Tuesday night being Hahndorf in Adelaide's Hill Country, we didn't have too much driving to do. We decided to take the coast road to enjoy the scenery and take our time. Along the way, we stopped at several small towns and took some photos of the car (and the natural wonders!) Heading north along the coast, there really wasn't much to

see after Kingston. The Coorong National Park runs all along the beach, but there didn't appear to be many (if any) ways to actually get to the beach. This was especially true when we reached the Youngsblood Peninsula starting point, where the coast is totally inaccessible from the Princes Highway as it is isolated by an inland lagoon of sorts. I imagine it would be a beautiful coastline, and quite untouched by human intervention.

The highway lead us next to Tailm Bend, then on to Murray Bridge, where we had glimpses of the mighty Murray River and surrounding fertile plains. The highway became freeway and we quickly came upon our destination for two nights - the historic German settlement town of Hahndorf. We had pre-booked a B&B called Elderberry Cottage. The accommodation is in a self-contained 2-room cottage circa 1876. The proprietors provided wood for an open fire, and also delicious apple & elderberry cobbler with fresh cream - mmmm! A full cook-yourself breakfast was also provided, so we weren't lacking for food. After settling in and unpacking the car, we walked around the town and bought some provisions for dinner. There was an abundance of sweets shops, with fudge being a specialty. I bought some chili fudge, which was a little hotter than I had bargained for! It definitely put the chili-chocolate ice cream from Charmaine's on Southbank to shame. Needless to say, it was not one of those things you



**The 240 along the scenic Limestone Coast, SA**

could totally consume in one sitting (in fact it lasted the whole trip!)

Our first night in the cottage was really relaxing, knowing we didn't have any travel to do the following day. We lit the fire and chilled out with some wine, cheese, crackers etc. The wind really howled both nights we were in Hahndorf. Luckily the cottage was stone, or I would have been worried about it blowing down. They definitely didn't make draft-free windows back in the 1800's - they were rattling all night long!

Hahndorf itself is quite an interesting town. It was settled in 1839 by Prussian and East German emigrants, and still retains the character of the old days, even if it is a little spoiled by the number of tourists in the area. My only souvenirs were a couple Volvo workshop manuals (Haynes 260-series and Intereurope 140-series) for a good price at the second-hand bookstore. There's a lot to see and do in the surrounding area as well. We visited a couple chocolate factories near Hahndorf, and we also took a drive to Mount Lofty, which overlooks Adelaide. It was a sunny but blustery day, so we didn't spend much time at the summit. We did visit the more protected botanical gardens (built on the side of

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the mountain, so it involved a lot of sideways walking!)

On Thursday morning, we had our second home-cooked breakfast and packed up to head to Clare, fully refreshed. Unfortunately I had parked the car on a steep slope with the hind end pointing up. It rained during the night, so when I opened the boot lid, water overflowed at the forward corners into the boot. It was obvious that it had been running in for some time as the car-washing towels and old clothes I had in the area were totally soaked. Lesson learned - don't park the 240 sedan nose down! The other minor problem was a muddy drive out to the main road. The new tyres finally got dirty.

On the way to Clare, we stopped near Williamstown at a small model railroad museum (Wayne is a train



**Navigating the dirt track in to the B&B in Hahndorf**

fan). The set-up was pretty impressive. Detailed murals on the walls depicted various cities around Australia, and the miniature countryside was the biggest I have seen as far as models go. It looked like a continual work in process, so the guy must definitely have a passion for model railroading.

In Gawler I spotted an auto parts store, so I popped in to get a roll of wide black pinstripe tape. The wind and driving rain had taken their toll on the blackout job I did on the windscreen molding, peeling back a 100 mm section and exposing the underlying chrome. One day I'll have to take Mark James' advice and replace the windscreen trim with black flush-mounted Commodore rubbers.

On arrival in Clare, we noticed Volvos parked everywhere in town. It was obvious that this would be a well-attended rally! We checked into the Clare Country Club and enjoyed a relaxing cuppa before the rest of the

Victorian contingent arrived from their all-day cross-country adventure. There's something to be said for taking the slow road. It seems like we're always in a rush to get to our destination, so this was a welcome change.

The rally itself was spectacular. The only thing I would have added would be an "optional" winery bus tour for those of us who like to get a little intoxicated sampling the wines. It was generous of Thorben to ferry Wayne and I to the wineries so we could indulge. (It didn't hurt being plastered when being chauffeured by Thorbs!)

We parted company with the rally contingent and left directly from Birdwood on Sunday afternoon. We wanted to get home at a reasonable hour on Monday, so leaving from Clare on Monday morning was out of the question. We ended up stopping overnight in Nhill. Along the way we followed quite a few "Yank tanks" that

must have been part of the Bay to Birdwood event. I was impressed at how well they handled the corners, especially a massively wide one that must have been aided by the generous track width between the tyres. They certainly weren't known for their driving dynamics.

Monday morning we headed back to Melbourne, with a stop in Ararat for an early lunch. I picked up a copy of "Volvo Down Under" for ten bucks at the second-hand bookstore there. I thought that was a bargain considering what I paid for my original copy in the US.

We arrived back at home in



**Rock "Arch" formation along the Limestone Coast**

Williamstown at mid-afternoon. The car performed flawlessly. The only hitch with the supercharger set-up is a lean running condition at high RPM in lower gears. I'll be working to solve this with an extra injector when I get around to it. (Oops, I shouldn't be giving a preview of Chapter 14 now!) It was amazing to feel the difference in pulling power up the hills with the supercharger switched on.

Thanks again to the SA rally committee and club members for their efforts and for making it a great event. Congratulations to John & Sandra for their top-10 placing in the Birdwood Concours d'Elegance. John, maybe you can write a story about the experience and some of the 60's era paraphernalia that you had on display?

Until the next issue,

**P.S.: New magazine covers are soon to be printed - any ideas? Email or call me with suggestions!**



**"Seven Dills" exploring the Sevenhill estate in Clare**



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# President's Report

Heino Nowatzky

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## NOW HEAR THIS: National Rally

First and foremost I would like to send a big pat on the back and well done to the committee and members of the Volvo Club of South Australia. As the hosts of the 2003 National Rally they ensured that everyone was well catered for and above all else, well entertained. Every one of the attending Victorians had a most enjoyable time. I was given a bit of an insight of the time and effort that was required during the organisation and the subsequent running of the Rally. Many of the SA members had little or no sleep in an effort to make everything work smoothly. Please be aware that your efforts are more than appreciated.

Secondly, I would like to congratulate John and Sandra on attaining a Top Ten Finish in the prestigious Bay to Birdwood Concours. It was great to see all their hard work was rewarded. I must admit that the judging of the finalists in full public view and for what seemed an inordinately long period of time left me bewildered and the finalists feeling very uncomfortable. Is this the result of the current spate of "reality TV" programs or a desire to keep everything

accountable? Surely this was unnecessary?

There will be numerous articles in this edition on the National Rally so I will not dwell on it too much here. This was my first interstate rally and also the first long distance run in the 144. The usual last minute tweaks, tune up and preventive maintenance paid off and other than a minor problem with the radiator, which will now be replaced,



Heino's pristine 144 on display at the Rally

we had a fault-free run.

I am not a stranger to travelling long distances in Australia and over the years have driven a wide range of makes and models. In recent years we have been spoiled by the comfort and power of the 850R and 570R, so driving the 144GL to Adelaide and back, with only an AM Radio, did leave me with some trepidation. Worse still was the thought that the car had only covered

a few kilometres a week in its previous owner's hands, to the railway station and back for six years, and a total of less than 300 kilometres in the last 12 months of my ownership. Surely it would not handle a trip to Adelaide and return. Surely it would be uncomfortable with four adults. Well I now know what the rest of you probably already knew. Whilst there is no denying it was noisy (and the strong headwinds we faced didn't help there) it was still very comfortable for all of us, it took all our luggage with ease and it purred along on the speed limit with little or no effort. The look on people's faces as a convoy of early Volvos passed them, and yes we stuck to the speed limit, was priceless.

It was good to see the new Managing Director of Volvo Car Australia, Steve Blyth at the National Rally. We are all now proud 'Bloody Volvo Drivers' and our cars proudly wear "You wish you were a Bloody Volvo Driver" stickers on the rear window. A booklet explaining the advertising campaign and with your very own sticker was included with the last magazine. (Ed: due to the lack of sufficient quantity of brochures, we were unable to post with the Sep/Oct magazine. We will include with this



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magazine or post separately when we have enough to send to all members.)

You will by now have received your first "new look" magazine (Sep/Oct 2003). Well internally at this stage until we use up all our remaining covers. Greg and Wayne have taken the Editors and Sub Editors roles very seriously and are actively chasing contributors for articles. Greg has also managed to reformat the magazine layout and get the printing price down to an acceptable level again. Next on the list is mailing and bagging. This is a laborious task hampered by Australia Post's ever changing rules and regulations forcing time wasting sorting and re-sorting. It is not simply a case of labelling, bagging and sending. We have to sort by "Postal Area" and this bears no resemblance to geographic location but rather "Mail Centre distribution". I have just been informed this has changed again, oh joy, oh joy.

*Heino Nowatzky*

## CONGRATULATIONS to JOHN & SANDRA!

It brings us great pride to know that John Johnson's P1800 was one of the Top 10 best cars in the Bay to Birdwood Concours d'Elegance judging. Congratulations to John & Sandra on their accomplishment. Their display was outstanding, with period clothing, newspapers from the correct date back in 1967, magazines, money and other paraphernalia from the era. After being judged against all the competitors, the top 10 cars were subject to much further scrutiny to decide the out-and-out best car (unfortunately it was not the Volvo - this year anyway!) Thanks for doing the club and the marque



**John Johnson (aka "The Saint") striking a pose. Congratulations John & Sandra for their top-10 placing in the Concours d'Elegance judging!**

proud, John. I look forward to a story of your experience for an upcoming magazine (hint, hint!) *Greg*



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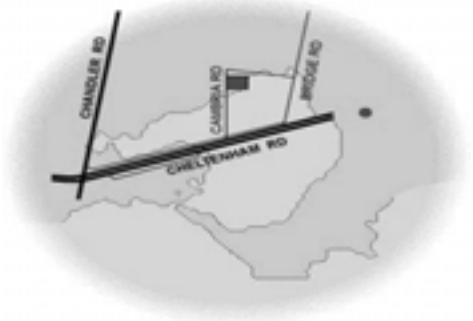


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# Major Motoring Events

## **RACV Great Australian Rally, Melbourne to Mornington, Sunday 18 January, 2004. \$30 Entry Fee.**

Centenary Event! Your chance to participate in Victoria's largest veteran, vintage and classic car rally, with travel from Melbourne to the Mornington Peninsula. Sponsored by the RACV, the rally is designed to give enjoyment to historical motorists while providing much needed funds to Peter MacCallum Cancer Centre.

In 2004, RACV celebrates 100 years of service to the motoring public, and to commemorate this 100 year milestone, a special limited edition centenary gold-plated badge will be available for purchase to all participants in 2004. It is anticipated that 1000 vehicles will participate in this major event.

Vintage, veteran, classic and modern classic vehicles, motorcycles and commercial vehicles are eligible to enter. This is a red plate event and all Club Permit vehicles are invited to participate by the organising club All British Classics Car Club.

### **There are four start locations this year:**

- Fox Car Museum, Melbourne Docklands
- Civic Centre, City of Casey
- Brandon Park Shopping Centre, Mulgrave
- Western Port Marina, Hastings (1935 & earlier cars only)

All entrants will enjoy a morning tea stop at Western Port Marina, Hastings before moving on to the Mornington Racecourse.

Fantastic prizes will be awarded for costume and car judging.

All enquiries regarding vehicle entry and the routes taken should be directed to the rally organiser Frank Douglas on 03-8704-2533 or Email opals1@primus.com.au or frankdouglas@abccc.com.au.

### **Peter MacCallum Cancer Centre**

The beneficiary of the rally, Peter MacCallum Cancer Centre, or "Peter Mac" as it is affectionately known, is Australia's foremost cancer centre.

**Please see Greg or Heino for a copy of the brochure with rally entry form.**



## **RACV Centenary Fly the Flag Tour 2004. Saturday 20 March-Wednesday 24 March. Departs from Melbourne. Entry fee of \$200 includes main evening meals, two lunches and one morning tea. Accommodation to be booked separately.**

This event is open to vintage, veteran & classic vehicles 25 years and older. Limited to 200 vehicles.

RACV is delighted to invite you to participate in a significant commemorative event run as part of the RACV Centenary Program and to promote our Victorian motoring heritage.

We will retrace the first Club Tour of the Automobile Club of Victoria (ACV) run through the Western District in 1904.

The tour will travel from Melbourne via Geelong, Colac, Camperdown, Hamilton (2 days), to Ballarat, then through Bacchus Marsh to Melbourne.

Along the way, we will pass through some of regional Victoria's major historic towns, tourist destinations and rich pastoral areas.

The Argus 31 March 1904 reported "The tour includes visits to the residences of Mr. Gerald Buckley at Wickliffe 'Narrapumelap Station' and Mr. W.S. Ross at 'the Gums' Peshurst (both members of the ACV)." The Club President said "Should the weather be at all favourable, a most enjoyable trip over the 390 miles to be covered is assured."

RACV is pleased to contribute to the cost of this event. We will also provide road service patrols to accompany the tour. Any surplus funds will be shared among motoring associations such as the AOMC and the Federation, and RACV Foundation.

So come and join us for the 2004 tour and enjoy meeting new friends or renew old acquaintances. Be part of the camaraderie of a convoy of historic motoring vehicles and wave the flag on a fun-filled touring experience. You will be part of a continuing tradition; enjoying motoring in good company with peace of mind knowing RACV patrols will be with you all the way.

Come along and show your veteran vintage or classic vehicle and be part of motoring history.

David Bullard, President & Chairman, RACV.

Tour Organisers: Frank Douglas 03-8704-2533 or Email frankdouglas@abccc.com.au; Brian Kelly 03-9790-2847 or Email brian\_kelly@racv.com.au

**If interested, see Greg or Heino for a copy of the brochure with entry form and full itinerary, or contact the organisers directly.**

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# The SA Pages

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

## RALLY 2003 - CLARE SOUTH AUSTRALIA

**by David Bennett**

"Time flies when you are having fun." In due recognition of this truism the rally weekend, 25th - 29th September positively zipped by. The full programme from Thursday to Sunday evening ensured that people were not left without something to do.

**Thursday 25th**

Mid morning saw several SA members en route to Clare to set up for welcome and registration. N.Z. visitors Bob & Thelma Mitchell had arrived

several days earlier and hitched a ride to Clare with Glenys in our 242GT. The rest of us had to work and came up later. Due to heavy demand over the weekend, every self-drive bus in Adelaide was booked and we had to make do with 2 smaller buses and 3 cars for the Pichi Richi trip. The larger of the 2 buses wasn't available for collection until after 5pm and was then ferried to Clare.

The welcome dinner was hosted by Bungaree Station in their Woolshed



**Official Rally Logo. Everyone received a rally display plaque**



**Welcome dinner at Bungaree Station - David de-stressing!**

complex, complete with "bonfire" (or was it a couple of logs in an old wagon wheel?) I arrived late with the bus, and was greeted with wall to wall VOLVOS in the parking lot and their "bloody" drivers already well on the way to having a good time. Rally director Peter Cotton welcomed all to the rally and then it was time to tuck into a home cooked 3 course meal. With a planned early start on Friday we didn't spend much time around the fire with most heading to their "digs" around 10pm.

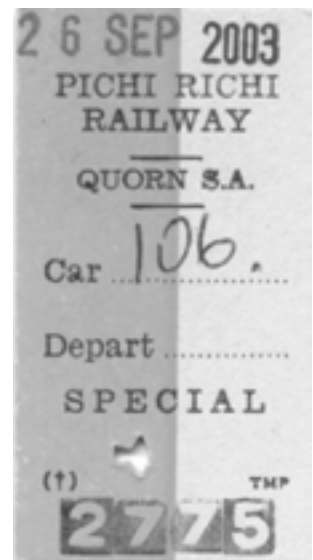
**Friday 26th**

Friday morning dawned crisp and clear and after a reasonably early breakfast it was time to crank the buses in readiness for the 8.30am departure for Quorn, starting point for the Pichi Richi train. With a dozen or so "ralliers" staying at the Clare Caravan Park and



**Boarding the bus for Quorn. Are we all gonna fit in this thing?**

the remainder at the Clare Country Club the 2 buses were boarded and with 3 cars, Rasmussen 242GT, Bennett 242GT and Cotton 740GLE wagon, the convoy set off at 8.30am on the 2-and-a-bit hours drive to Quorn via Gulnare, Gladstone, Melrose and Wilmington. After 2 hours, several bags of lollies, and a couple of mobile quiz sessions, the 2 buses and the tag along cars arrived at the Quorn Railway Station. The Pichi Richi Preservation Society own and operate a variety of rail vehicles and rolling stock and run regular scheduled services during holiday and peak



**Historic Quorn station where we boarded Pichi Richi train**



**Train at Woolshed Flat lunch stop**

tourism periods. The 40 km journey from Quorn to Port Augusta travels through the Pichi Richi Pass and provides a peaceful scenic journey through a very picturesque section of the Flinders Ranges. A one-hour stop at

Woolshed Flat for a BBQ lunch provided a good opportunity for a leg stretch and continued chat before reboarding the railcar for the remainder of the run down to Port Augusta. The trip back to Clare was via the coast road along Spencer Gulf



**Trestle bridge near Woolshed Flat**





**Friendly train conductors telling us about the local history and stories of the Pichi Richi Pass and surrounds. Interesting to note that the rail car's engine didn't have much more power than today's Volvos!**

before turning inland at Port Pirie through Crystal Brook, arriving back in Clare about 5:30pm. A long (400km) drive, but a very enjoyable day.

#### **Saturday 27th**

After the big day on Friday, Saturday was to be a little less frantic. Photos were scheduled for Saturday morning and following breakfast most ralliers made a beeline for the car wash area to ready their cars for the all important rally photos. Using the golf practise fairway alongside Inchquin Lake, the photos were stunning. Several locals called in for a look-see and a chat. The photo shoot concluded at 1pm and as they were digital the photographer and his wife adjourned to



their motel room to edit, print and mount the photos ready for the rally dinner on Saturday night.

For the rally dinner and overnight we were pleased to host and make very welcome the recently appointed Managing Director of Volvo Car Australia, Mr. Steve Blyth, and the Regional Sales Manager - South East region, Mr. Ulf Sebecke. I believe this to be the first time that the Managing Director has attended a national rally and we appreciate the support that Steve, Ulf and Volvo Car Australia provided to the rally.

#### **Rally Dinner & Awards**

The formal rally dinner was held in the function room at the Clare Country Club with over 60 people in attendance. During the evening Steve Blyth addressed the gathering and then present the **JAKOB perpetual trophy** to the Victorian Club for having the most club members in attendance. Other awards presented were:

##### **Most Unique Car:**

Robert & Shirley Kaub (PV444)

##### **People's Choice 1st:**

Barry & Helen Judd (P1800S)

##### **People's Choice 2nd:**

Tony & Chris Williams (P1800S)

##### **People's Choice 3rd:**

John & Sandra Johnson (P1800S)

##### **"Thesoreas;" (longest distance travelled by car):**

Simon Klein (122S Wagon)

##### **"Thesoreas;" O.S. (overseas):**

Bob & Thelma Mitchell (Boeing & Taxi)

##### **Hard Luck:**

John Bradfield (P1800, broken crankshaft pulley)

(Winners' Photos on next pages)



**Group photo with Inchquin Lake & classic Volvos as backdrop. Photo courtesy K. Menzel**



# CONGRATULATIONS to the WINNERS!



**Heino Nowatzky accepts JAKOB trophy on behalf of the Victorian club from new Volvo MD Steve Blyth**



**Shirley accepts "Most Unique Car" award (PV444 - owned by Robert & Shirley Kaub)**



**Helen accepts 1st Place People's Choice award (P1800S - owned by Barry & Helen Judd)**



**Tony accepts 2nd Place People's Choice award (P1800S - owned by Tony & Chris Williams)**



**John accepts 3rd Place People's Choice award (P1800S - owned by John & Sandra Johnson)**



**Rally Director Peter Cotton savouring the moment. WELL DONE PETER!**

# RALLY AWARDS DINNER (Photos: K. Menzel)



**Simon and a very excited Ben Klein accept "Theoreass" award. Simon drove the 122\$ from Queensland.**



**Bob Mitchell accepts "Theoreass" O.J. award. Bob & Thelma attended from New Zealand.**



**John Bradfield accepts Hard Luck award. John's P1800 crankshaft pulley broke en route to the rally.**



**Table 1 Dinner Attendees.**



**Rally clown; having fun at the presentation dinner. Kids were amused, adults were mortified!**



**Table 2 Dinner Attendees.**

### Sunday 28th

Sunday was the big day. With nearly 20 of our vehicles entered in the Bay to Birdwood Classic it needed to be an early start from Clare to reach Barrat Reserve at West Beach for marshalling by 8:30am. Craig Rasmussen got everyone organised and away by about 6:40am and into the reserve by about 8:45. This year's classic was the biggest yet with 2000 entries. Craig had arranged with the organisers for our group to remain together and to be flagged away as a group for the run



**Congratulations John Johnson (& Sandra) for their top-10 placing in the Concours d'Elegance judging!**



**144 DL owned by Pat & Stuart Allsop from NSW was also in the Concours judging (although not a Rally attendee)**

to Birdwood. As only classic cars 30 years old or older were eligible, I took the GT and our Volvo ute 5km up the road and joined in when our group went past. The number and concentration of older Volvos proved a novelty for the spectators, with many seen to be mouthing "bloody Volvo drivers" as we went past. Arriving at Birdwood the official entrants were directed to prearranged parking areas for display.



**Some of the many Volvos on display at the Birdwood Museum show grounds. With over 2000 cars on show, it was a virtual sea of automotive delight.**

Numerous people filed past our vehicles with many commenting on the presentation. Congratulations to John & Sandra Johnson on making the top 10 in the "concours" section.

With a number of our ralliers heading off from Birdwood rather than returning to Clare we bade farewell to them and the rest of us headed back to Clare for a quiet and impromptu dinner at the local Chinese restaurant.

#### **Monday 29th**

With the programme and the committee exhausted, Monday morning was given over to packing up and saying our good-byes before returning ourselves and the Mitchells to Adelaide.

#### **Rally Sponsors**

The Volvo Club of South Australia would like to thank all entrants and participants for their support and attendance in making this a truly memorable event. We also acknowledge and very much appreciate the assistance we received from those companies and individuals who contributed cash and goods and services to the rally programme:

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A special mention of Kevin & Maxine Menzel (Gawler Mobile Phones) who decided to donate their time, materials and expertise in providing the rally photos.

A truly wonderful weekend.

*David Bennett*

## **Big Thanks to Rally Sponsors, including:**



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# More Rally Stories & Pics



**The Early-model Volvos on display at Clare Country Club, with Inchquin Lake backdrop (Photo: K. Menzel)**

## MESSAGE FROM THE NEW VOLVO AUSTRALIA MD:

Hi Lance,

Thank you for the invitation and Ulf and I had a great time. Next time we will try and come in earlier to participate in more of the activities. The Bay to Birdwood was great and we were stationed at the K-Mart for at least a couple of hours and then followed the cars before heading back to the airport. It took much longer for them all to file past than I think we all expected, but perhaps that was due to the weather turning it on. It was certainly a great mix of cars and was good to see the Volvos up towards the front. The weather was very kind and the crowds were really excited too.

Well done to all involved on a great event. Graeme's replacement has already started, Todd Hallenbeck (previously with Motor and Wheels), and I'm sure you will catch up with him in the near future.

Thank you again and best regards,

*Steve Blyth*



**Lance & the 760T (Photo: K. Menzel)**

## National Rally & Bay to Birdwood - Lance & Pam Phillips

### Bay to Birdwood:

We had attended the Bay to Birdwood Classic twice before so when the SA Committee set the date for the Volvo National Rally to coincide with the 4th Bay to Birdwood Classic it was a forgone conclusion that we would attend. The Classic is for cars/bikes/trucks built between 1945 and 1973. The regular Bay to Birdwood is for vehicles up to 1950. Because of strong interest the inaugural Classic was held in 1997. The atmosphere at that event was electric and supported by the 2000 entries for this year's event that interest has not waned. The people of Adelaide also support it by lining the streets and waving along the route from Glenelg to Birdwood. People set up BBQs or chicken & champagne to enjoy the morning.

The Volvo Club Rally was also given "Feature Club" status for the event along with several other clubs holding get-togethers. This meant our own parking area at Birdwood. 18 Volvos were entered in the Classic ranging from Robert & Shirley Kaub's PV444 to Stuart Alsopp's 1973 144DL. See report elsewhere in this issue but **congratulations to John & Sandra for making the top ten of the Concours section with the 1800S - a top effort.**

### Volvo National:

We headed off this year in the 760T and not the 242GT which is our usual Rally steed and stayed in Adelaide on the Wednesday night with Ken Bayly who had entered his 1965 121 wagon for us to drive in the Birdwood Classic. We set off on Thursday morning for Clare in convoy with Pam driving



**Pam with old friend, Sven (Photo: K. Menzel)**

the wagon and myself in the 760T with Phillip Rasmussen as co pilot. We pit stopped along the way and arrived in Clare at a good time to settle into the room. Greg & Wayne had arrived earlier with the remainder of the Victorian contingent arriving in time to head off to the Woolshed for dinner. The photo session on Saturday morning ensured a lasting memory of a most enjoyable event. It was most appreciated that Steve Blyth, Volvo's new Managing Director and Ulf Sebecke, Southern Region Sales Manager were also able to attend part of the Rally. It has helped our continuing support from Volvo Australia as well as giving Steve & Ulf an insight to what the Volvo Clubs of



Australia are all about and that is supporting the marque.

**We would like to thank the SA Committee for their hospitality and for organising another Great Volvo Rally.**

*Lance Phillips*

A female perspective by Pam Phillips:

A leisurely trip over saw us arrive in Mt Barker at lunchtime on Wednesday to enjoy a couple of hours with Erik & Elisabeth Ullner. It was really great to catch up, as they would not be attending the rally due to Elisabeth's sister arriving from Finland on the Saturday. Lance checked over Erik's car fleet while Elisabeth and I talked anything but cars. They are very happily retired, although busy, living in Mt Barker.

Later on Wednesday, Ken made us very welcome as usual as he prepared Sven [the wagon] for me to drive up to Clare. After having owned it, it was good to get back behind the wheel for the trip to Clare.

The welcome dinner at the Bungaree Woolshed was excellent and an enjoyable evening. The Friday bus trip to Quorn traversed a variety of countryside and historic townships. We then boarded the historic Pichi Richi Rail Car for the scenic trip down to Port Augusta and then bus back to Clare. The biggest surprise of that trip was the stop at Woolshed Flat where an excellent 3-course BBQ lunch was provided - top marks.

The presentation dinner on the Saturday night was a great meal with great company and enjoyed by all. The early start for Glenelg did not seem to bother anyone and we made it to

the start in time for the Classic, which was a great event as usual. We look forward to not only the next National Rally but also returning for the next Bay to Birdwood Classic.

*Pam Phillips*

### **National Rally 2003 - by the Nowatzky Family**

This was to be our first interstate rally so we had no idea of what to expect. For those that don't know us, our family is my girlfriend Christine, son Dion (21), daughter Christina (19) and myself (excluding the cats who don't drive Volvos and don't attend events). I guess that I am very lucky in that my partner and my family enjoy and support the Volvo passion. Because the Rally was including the Bay to Birdwood Classic and the South Australian definition of a Classic is more than 30 years of age (it is only 25 years in Victoria), we decided to take the 1972 144GL. Initially we were going to take Chris's 850R as well and the idea was that the girls would drive the R and the boys would take the 144. After lengthy discussions it was decided that the girls would be happier travelling with us and would brave the trip in the 144.

Preparation of the 144 was again a family effort. I was not happy with the brakes even though they had been fully rebuilt and replaced and suspected a faulty brake booster. A replacement brake booster did not cure the problem and this was added to the list of things to do. John Johnson graciously opened



**Dion shining the whitewalls (Photo: K. Menzel)**

Volvo on the Saturday before we were due to leave for Adelaide for last minute repairs. One of the main things on my list was the fitting of a smaller wood rim steering wheel as with my lanky frame and the large steering wheel I found that my legs were constantly hitting the steering wheel. The replacement of several suspect radiator and heater hoses also proved to be prudent. John had arranged for Don Robertson to redo his whitewall tyres and I took the opportunity to get the 144 done as well. The final result is impressive and enhances the look of the 144. John also provided another brake booster for me to fit but this did not fix the problem and I now suspect the master cylinder. I should note that the brakes did work well and were more than adequate but try as I might I could not get them to lock up (more on that later). I have a re-sleeved master cylinder that I will fit in the near future to see if it cures this problem.

The lack of a decent sound system in the 144 (it is fitted with a Blaupunkt

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**144's on display at Clare (Photo: K. Menzel)**

AM radio) caused some concern and endless discussion on whether we would fit a hidden CD player. We decided on Christina's portable 'Ghetto Blaster' for the trip although a hidden system will now be fitted.

The more than adequate boot space of the 144 saw it gobble up all our luggage, spares and tools as well as leaving room for a few dozen bottles of Clare's finest on the return trip. We ensured that everyone had enough room inside the car, not an easy feat with two kids that have followed in their fathers' footsteps and grown to over 182cm (6ft for the purists).

The plan was that a number of us would leave Victoria on Thursday the 25th as many couldn't get away earlier due to work commitments. We met up at the Mobil servo on the Western Hwy at 8:30am. John and Sandra in the P1800, John Grant in the 122, Thorben Hughes in the 240 and Thorben's mate Martin in a (shock-horror) Toyota Ute joining us for the trip over. Martin is a

member of the Corvette owners club and I think secretly had visions of a slow trip over and maybe rescuing a Volvo driver or two. To be fair to Martin he is a great guy and we enjoyed his company on the trip. He also told us

that he was surprised at our progress because the Corvette owners were like a bunch of, was that Volvo drivers Martin? The trip over was fairly uneventful with the Volvos all behaving themselves except for a few incidents. The first concerned an Army 6x6 Land Rover that decided it wanted our side of the road and nearly had a head-on crash with the whole convoy. Then we sighted a dull red 142 coming the other way, hello Erik, driven with much gusto, doing a U-turn and meeting up with us near Taillem Bend. We stopped at Taillem Bend for fuel and a chat to Erik who was disappointed that he could not join us on the rally. Martin also had an extremely unlucky encounter with a rather large rock that came off the back of a low loader travelling in the opposite direction. It hit the driver's side windscreen pillar and caused a fist-sized

dent in the very strong pillar. If it had hit the windscreen or side window I am sure that Martin would have suffered serious injury.

We next diverted to Murray Bridge where we met up with David Raynor in the 940 who had left earlier with his brother. My parents who live in Murray Bridge also caught up with us for a brief moment before we had to move on. We travelled from Murray Bridge through Palmer, on to Birdwood, Williamstown and Gawler. I know all this area having grown up in Tea Tree Gully and spending my misguided youth terrorising the hills



**Victorian members caravan enjoys a rest stop**

residents. When we got to Gawler I was surprised at the changes to the area and missed the turn-off to Tarlee. We took the next right turn and while we were all intently looking for the main highway I mistook the innocent looking cross road ahead to be anything other than what it really was. There was no warning, no stop sign, other than an

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**"Simon Templar" looking for long lost relatives?**

earlier sign that said "dip". What confronted us was a huge spoon drain followed by a large rise in the road and another spoon drain. The gouge marks in the road said it all. Even though we were travelling at less than 30KPH the total surprise in hitting this in dull early evening light resulted in me finding out that I could indeed lock up the brakes. The front of the 144 shot up in the air and came down again with the brakes screeching, poor Chris was almost hung by the inertia reel seatbelt doing its job and received minor bruising and then there was an eerie silence. The heavily laden car did not bottom out or impact the road surface, the tyres did not flat spot and the engine kept running. The car sustained no damage but it did point out how aware you have to be at all times.

We arrived at Clare in the early darkness and after a quick check-in and moving our luggage into the rooms were straight off to Bungaree Homestead. Lance Phillips led the way for the rest of us to follow. Lance is lucky that we trust him because he soon had us travelling down a lonely track in the middle of nowhere and in the eerie darkness that you can only experience in the country, but there was light at the end of the tunnel and us weary travellers were soon greeted by a roaring open fire. The meal and atmosphere at the Homestead was excellent and the company likewise was enjoyable. On the trip back to the Clare Country Club Greg gave us a glimpse of the capabilities of his newly completed 'project supercharger 240'.

The next day saw us all on the bus for the trip to Quorn and a ride on the Brill Railcar to Port Augusta via a lunch spot at the Woolshed. The train trip and lunch were fantastic and we even

saw some wild camels. We could have done without all the flies though. The train track winds around through the Pichi Richi Pass and crosses the road at numerous places. Every time we were near the road we would see David Bennett taking photos. He was

almost as persistent as the black sheep dog that chased the train for what seemed like kilometres. Now there is a dog with great stamina, but I wonder what he would do if he ever caught the



**Chris flanked by "bodyguards" Wayne & Greg at Woolshed Flat**

train? After the bus trip back from Port Augusta we had a free night and some of us decided to check out what Clare had to offer. We were surprised that most of the businesses and restaurants were closed but managed to find a very nice Chinese restaurant. They explained that most of Clare was at the local Football Club for an end-of-season dinner.

Saturday started with a photo shoot of all the assembled Volvos. We then had a free afternoon and along with Greg, Wayne and Thorben decided to tour the wineries. I had spent three years in nearby Port Wakefield and had become familiar with the Clare Valley wineries. We started with the Sevenhill Winery and after some tasting and purchasing of our favourites we walked around the historic winery and

monastery. Next we stopped at the Crabtree winery in Watervale and then we proceeded to Taylors winery. Thorben was not impressed with my choice of taking the dirt road but we had fun. We returned early to prepare the cars for the next day's Bay to Birdwood rally and ourselves for the presentation dinner. Steve Blyth met up with us while we were washing the cars and spent some time talking with us and inspecting the cars.

The Presentation Dinner was well attended and the food was excellent. John Johnson was awarded third place in the people's choice awards and the Volvo Club of Victoria was awarded the Jakob trophy. This is the perpetual trophy donated by Volvo Car Australia for the interstate club having the largest number of cars at the national rally. I happily accepted the trophy from Steve Blyth on behalf of the attending Victorian members. The following members made up the Victorian representation: John and Sandra Johnson, Lance and Pam Phillips, Robert and Shirley Kaub, Thorben Hughes, Greg Sievert and Wayne Bowers, John Grant and David and Max Raynor along with ourselves.

We faced a very early morning start on the Sunday and were greeted with a thick coating of ice on the car's roof. At 6:30am on the dot we left in a classic Volvo convoy bound for Glenelg. The start in Glenelg was simply awesome with nearly 2,000 cars, trucks and motorcycles lined up. We were enthralled with the reception we got from the people of Adelaide. They lined the streets in the thousands and waved and shouted encouragement to us all. The road from Tea Tree Gully into the hills and onwards was one-way traffic only (although I am sure not all



**John & Sandra discussing the P1800 with Concours judges**

entrants were aware of this) with a maximum speed limit of 60KPH. Anyone knowing the Chain of Ponds Road (and I know it well) would admit that 60KPH is probably more than adequate. We had a bit of fun with an XU1 Torana which didn't have the brakes of the 144 and probably not the handling either and I'm sure he got a ribbing from his mates that a Volvo passed him (we stuck to the speed limit and didn't cut any corners either). Again a big congratulations to John and Sandra for their Top Ten finish in the concours. I was a bit disappointed that not many people stayed around to give support to John and Sandra during the lengthy judging period but I guess the hectic schedule of the previous days had taken its toll. Thanks to the Kaubs for sticking around and cheering them on.

Our return to Melbourne on the Tuesday after catching up with relatives on the Monday was uneventful and the 144 got us all home safely. Many people in Adelaide still waved to us two days after the Bay to Birdwood and we caught up with many other Classic drivers on their way home. Our first national rally will stay in our memories for a long time. **Thank you to all whose efforts made the event possible and every one who made the event enjoyable.**

*Heino Nowatzky*

## **National Rally - Thorben Hughes**

The National Rally held at the Clare Valley was a real treat for me, being my first trip in the Bay to Birdwood event for classics, which is only held every 2 years. Heino managed to get a group of us to leave in convoy all the way to the Clare Valley, which was a really nice way to start the event. We all met just on the outskirts of Melbourne at a Mobil roadhouse.

There was Heino and family leading the charge to Clare, John Johnson and Sandra, John Grant, myself, and my very good friend Martin Davies in a Ute.

We left from the Mobil roadhouse at 8:00am and started the journey to Clare. Of course I forgot to fill up prior to having breakfast at the roadhouse and I forgot to fix my CB antenna



**Thorben and his lights on display (Photo: K. Menzel)**

properly and of course my friend Martin said "come on mate you're bloody hopeless! You will be late for your funeral at this rate - get going." So off I went with my friend Martin close behind, and I manage to catch up to the rest of the guys. I was amazed how fast we were all going. Even the old models like the 120 of John Grant and Heino's 144 full to the boot with family in tow weren't sparing the horses. And John Johnson in his P1800 - for him it was just a walk in the park.

We got to Horsham mid-morning and had a break and a chat, and lost John and Sandra in Horsham doing some shopping. I rung them up and said "hey guys where are you? We are going soon" so we waited for them to arrive and off we all went. The next stop was Bordertown. Once we had lunch at Bordertown and crossed the border, Erik the Viking came out to welcome us with his rendition of a



**Thorb's car sported new 740HP wheels**

Swedish slide as we whizzed past. On to Murray Bridge, as we were making our way there my friend Martin couldn't believe his luck when a small rock came out from a low loader and gave him a nice kiss plus a dent in his door pillar. Once we got to the outskirts of Murray Bridge we parted company with Erik and my friend Martin and said our good-byes. Then it was on to Clare. Once we arrived at Clare, part of us got lost because we misread the route map - mistake No 1 but we finally got to the Clare Valley Country Club.

There on arrival was Lance Phillips to greet us and make sure that we all checked in okay.

Then it was off to the welcome dinner, which was held at a lovely homestead. We all followed the SA Club Captain Ken Bayly - mistake No 2. We somehow managed to get lost inside the grounds and come in via the tradesman's entrance and so we stopped our vehicles and Ken made arrangements for a lady to come down and open the gate to get us back to the front entrance and as fate would have it I was parked just down from the gate. So I got out and walked down to this gate I saw up ahead said the magic words "open sesame" and *voila* - the gate opened. So I jumped back into my trusty Volvo and drove straight through followed by the rest of the group.

After a couple of false parks, we finally got to where we were to meet. Having arrived at the homestead we were all welcomed by the rally director Peter Cotton who stood in for David Bennett while he was attending to some transport issues due to a double booking of the buses. The rally director officially declared the rally open and wished us an enjoyable event and talked about what the SA Club had planned for us. We all had an enjoyable dinner, some catching up with friends that we hadn't seen for some time and others just making their acquaintances.

The next day we all got on the bus for the train trip from Quorn to Port Augusta. Wow - what a great trip that went through some interesting countryside and came across a couple of camels and a dog that likes to chase trains. After having a great lunch it was then on to Port Augusta where our trip ended, and then it was back on the bus



**The Volvo Gang gathered for one last group photo at the Birdwood Museum show grounds**

to Clare. On the way back we stopped for a break and Greg and Heino decided to break the monotony by mucking about on the kids slippery slide and monkey bars - nice one guys. After the brief roadside stop that was not scheduled, it was back to Clare.

The next day we were all assembled for the traditional group photo, which was taken by a nice lake, near the Country Club, and after the photo the rest of the day was ours to do whatever we liked. Heino and family, Greg Sievert, Wayne Bowers and myself in another car decided to do the wine tour caper, which was very nice. The

highlight for me was the Sevenhill estate, very nice with its church and outbuildings.

Then it was back home for the official rally dinner with special guest courtesy of Lance Phillips. Lance welcomed the new Director of Volvo Australia and Southern Regional Manager and thanked them for coming to the National rally. Many speeches were made and after that various activities like a raffle and an auction of items. A closing speech was made thanking the various members of the SA Club and sponsors.

Another early start for the *piece de resistance*, the Bay to Birdwood. This for me was the absolute highlight as we motored our way into Adelaide to make it just in time for the send-off. I couldn't get over how many cars there were - just amazing. Then after a brief bite we were off. I couldn't get over how many people there were along the roadside as we made our way to Birdwood. I said to John that at this rate my hand is going to drop off due to so many waves at the passers-by. As we were making our way to Birdwood, Simon from Queensland came whizzing past in a great hurry with a worried

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look on his face but managed to stop in time after having trouble with his brakes. When we finally arrived we were marshalled into an area for the club and then it was time to have a look around and enjoy the sights.

John Johnson managed to get into the top ten in the concours event so **congrats to John!** After that we all went our separate ways. David gave us the good news that we managed to get a photo from the SA police.

**I would just like to finish and say a special thanks to the SA Club for a truly great event** and to my fellow Victorian club members for a great event. A great time was had by all and we all arrived back in our home states alive and well.

Regards, *Thorben*

## THE WINNERS . . .



**1st Place People's Choice: Barry & Helen Judd & "VOLV 65" (1800s)**



**2nd Place People's Choice: Tony & Chris Williams (1800s)**



**3rd Place People's Choice: John Johnson (1800s)**

**Photos: Kevin Menzel**



**The lovely & spry couple Thelma & Bob Mitchell, from New Zealand, winners of "The Overseas" O.S. (Overseas)**

# • • • & THEIR CARS



**Most Unique Car: Robert & Shirley Kaub (PV444)**



**Hard Luck: John Bradfield (P1800 - Broken crankshaft pulley)**



**"The soreass" from Queensland, Simon Klein & son Josh (122S Wagon)**



**David & Glenys Bennett - GREAT JOB GUYS!**

**Photos: Kevin Menzel**



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

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

## **MONEY BUSINESS**

Still no takers for the treasurer's role. Funds are down this report due to 2 mags being printed and payment of the club's liability insurance bill.

**Account Balance as at 4 November 2003: \$2349.10.**

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

### **INCOME:**

Advertising & Sponsorship: \$280.00  
Night Meeting Income (Oct): \$42.40  
Membership Subscriptions: \$120.00  
**TOTAL INCOME: \$442.40**

### **EXPENSES:**

Government & Bank Fees: \$19.55  
Hall Hire & Suppers: \$22.85  
Liability Insurance to 31Oct04: \$607.42  
Night Mtg Door Prizes: \$9.85  
Magazine Printing (2 Editions): \$1276.00  
Magazine Postage (2 Editions): \$309.64  
**TOTAL EXPENSE: \$2245.31**

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

Regards,  
*Greg Sievert*

## **Spotted in Daylesford: 242GT CONVERTIBLE!**

On our October 12 Volvo Club drive to Daylesford (Greg, Wayne & Heino & Family attended) we spotted this beauty. It appears to be a work in process. The interior had some interesting features, such as no heater, no centre console, and a modified centre gauge cluster with rocker switches in place of vents. There was no top, no structural reinforcements, and no trim to hide the rough sawn pillars! Anyone recognise the car? If so, please let me know so we can try to have the owner tell us a little more about it.

*Greg*



**Note lack of centre console; love the rough-sawn pillars!**



**The car doesn't look bad topless, but needs finishing**

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# 242GT/262C Register

Lance Phillip;

03-9707-2724 (AH)

lancephi@outeast.cyberspace.net.au

## MATT'S STORY

(This is Matt's story about his 242GT Turbo. The car is for sale! Contact Matt at the number below or see advertisement in classifieds section. Ed.)

### Let me tell you about my 242GT

It is a 1979 that has had a 940 Turbo motor fitted and has been converted to the newer electronics. The dash has been replaced with 1984 model (240GLE, re-skinned) along with the front guards, Tail lamps and slimmer plastic bumpers. This was done to make it look like the Robbie Francevic 242 raced in the 1985/1986 Australian Touring car championships.

At the time we lightened the flywheel by nearly 3kgs, fitted a new genuine heavy duty clutch kit, renewed most of the suspension including the fitment of Koni shocks and struts as well as fitting a K-MAC camber adjusting kit, lowered coils and a 27mm front sway bar. A factory "Snow Pack" limited slip differential (3.9:1) was obtained and fitted.

I fitted a new auto radiator so I could run the oil lines from the oil filter to it as an oil cooler. I also fitted a thematic fan and removed the fan blades. The A/C was removed but I retained the evaporator under the dash so I could re-fit as necessary. The radio was removed along with speakers and most of the other junk you don't need, but I've kept most of that.

A six point roll cage, bonnet pins, fire extinguisher, tow hooks, driver's window safety net, racing harnesses and a pair of Cobra racing seats were also fitted.



It was repainted its original silver in 2-pack, and I had plastic body moulds fitted to cover the holes left by the original aluminium items. I also "acquired" a Group-A factory rear spoiler and an R-sport steering wheel. It is wired for a "Terratrip" trip computer and has a stop/start pedal fitted to the passenger side floor.

I built this car with the intention of doing a few tarmac rallies like the Targa Tasmania and The East Coast Classic. In fact it has done the East Coast Classic Prelude in 1999 and the AROCA 6 Hour relay. In January 2000 my wife and I moved to the USA leaving the Volvo in storage. We arrived back in Australia in late 2001 and I re-registered the Volvo. My 72-year-old father drove it up the New England Highway to Brisbane and arrived with a big grin on his face. It's quite a bit faster than his late model Falcon!

Apart from being a Volvo "nut" I chose the 242 for quite practical reasons. I am 6' 3" and weigh 130kgs. My navigator is larger than me! We needed a car that we could comfortably get in and out of, sit in for hours at a time, and scramble out of if we had a big off. This car does all we expect of it and then some.

Quite recently I had the diff rebuilt and while it was at the workshop I had it looked over. Front discs and pads along with rear pads were replaced. The torque rod bushes, radius arm bushes and wheel bearings were

replaced. It was serviced (oil filter, plugs etc.) and had a blow-off valve fitted along with the turbo being boosted to 11.5psi. Now it is very good mechanically and quite pretty to look at but I don't want to mislead you. There are 4 minor rust bubbles visible under the paint



on the leading edge of the left rear wheel arch. There is a thumbnail sized chip of paint missing on top of the left rear quarter panel just where the boot-lid closes. (It has been brush touched and isn't really an issue. The left front corner bumper garnish is off a GL and is not black like the other three corners (GLE). There are a few minor scratches and the odd chip, but apart from that the body is straight and tidy. It is about time to repaint the wheels and the Yokohama A520's are well scrubbed on the outside edges.

Inside it has a nasty driver's door trim (the card under the vinyl has gotten wet and is disintegrating.) The carpet is old and has been cut to allow the roll cage to be bolted to the floor. There is a small burn in the drivers "Cobra" seat where the auto electrician dropped a drip of hot solder.

The car was knocked back for a Queensland roadworthy certificate because it needs to have a modification plate fitted to signify approval of the roll cage and new seats. This wouldn't be a problem but I also have to fit the standard inertia seat belts back into the front. That's not such a problem but I have to dismantle the roll cage to do this. This is a problem as I have injured my back and just can't get in there to do that. So that's it. It's fast, pretty and quite unique although there are a few other clones out there now! You could build one yourself but it would cost you what it cost me and I haven't even mentioned the time we spent on it yet, nor have I mentioned the very reasonable asking price.

Interested? Give me a call at home on (07) 3349-4746. *Matt*



# 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.

**WANTED** Tidy 262/242. Please phone Aaron on 0404-811-421 (30Sep03)



**79 242GT Turbo** (XOD 833 NSW). 1984 GLE front end, slimline bumpers, 940 Turbo engine, too much to list (see extensive details in 242GT Register Report in this edition of Rolling). Ph. Matt (07) 3349-4746 (08Oct03)



**1980 Bertone Coupe** (unreg). Chassis number: 2626AD007432. Gold with tan leather. 227,717 km. Runs & drives, but needs restoration. Exterior good condition. Minor rust around windscreen. Car is in Darwin. \$4000 ONO. Ph. Dan (08) 8927-0383 (21Sep03)

**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)

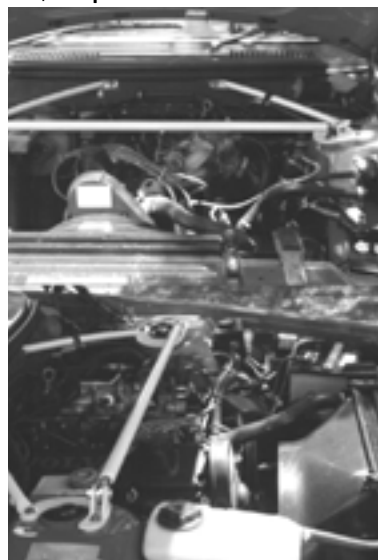
**1979 242GT** (RSV 312). A/C, power



steering, service history, all original exterior & interior incl. space-saver spare tyre, 4 sp manual + overdrive, lady owner, well looked after. \$4000 ono. Ph. Helen (03) 9589 3433 (04Nov03)

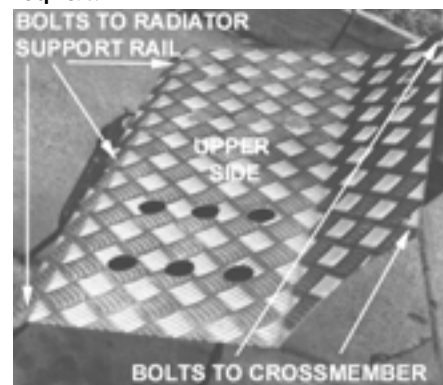
**Strut tower to tower brace sets.**

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 [ashdavies@optusnet.com.au](mailto:ashdavies@optusnet.com.au) (14Sep03)

**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)

**1995 850 T5 Wagon** (DB 000). Burgundy with black leather interior. Immaculate condition. 155,500 km

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**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 & 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)

*Please contact editor when items sell.*

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**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 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 (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)

#### ALL ADS FREE TO MEMBERS.

Check out other ads online:  
www.volvovic.org.au

#### 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 (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 (20Sep03)

**VP Tuning**

**Volvo Performance Parts**

Mark Richardson

PO Box 3002  
Seaford Vic 3198  
Australia

mobile: 0403 814 545  
fax +61 3 9375 5302  
mkr@alphalink.com.au

# Volvo Car Club Of Victoria

## Membership Application

Printable On-line 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></p> <p style="text-align: center;">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
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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