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HAPPY NEW YEAR!

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**JANUARY/FEBRUARY
2004**

ISSUE No. 152

**MEMBER MAGAZINE
FOR THE VICTORIAN,
SOUTH AUSTRALIAN
(INCORPORATING
WESTERN AUSTRALIA)
VOLVO CAR CLUBS**

NEWS FLASH: 2004 Picnic at Hanging Rock!

DATE: Sunday, February 8, 2004 **WEB SITE/Map:** www.mradmc.com.au

LOCATION: **Hanging Rock (Near Woodend, about 1 hr from Melbourne)**

DETAILS: This is a great display day for the club. Many Volvos show up every year. We meet at the bakery/cafe on the left side of the road in Woodend before the Hanging Rock turn-off, at **8:00 AM** for a quick breakfast. We'll then proceed to Hanging Rock as a group at about 8:30 AM and we will all park together (those who arrive in time!) in the display area. Entry into the park is \$12 per car. Food available onsite. Call Heino on 0425-705-045 for further information or if you get lost or are late arriving on the day.



ABOVE: Some of the Volvos on display at the 2003 Picnic at Hanging Rock

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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.

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THANKS Copy Cat Mitcham!

I've been so busy working on the content of the magazine that I have forgotten to thank Bracey and the folks at Copy Cat Mitcham for their help and quick turnaround with printing Rolling. They've managed to save us a bundle of money on printing, and they do a great job. See advert below and give them a call if you have any printing needs. Tell them the Volvo Club sent you. Thanks guys!

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ROLLING AUSTRALIA

JANUARY/FEBRUARY 2004 ISSUE NO. 152

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 February 2004

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
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

January 2004

- Wed 7th** ****NO NIGHT MEETING****
HAPPY NEW YEAR!
- Sun 18th** **RACV Great Australian Rally**
There will be 4 start points for this major event. Route: Melbourne to Mornington. Details published in November/December issue..
- Mon 26th** **Australia Day Historic Vehicle Display**
Venue: King's Domain park, Melbourne

February 2004

- Wed 4th** **Night Meeting**
Guest speaker information see website www.volvovic.org.au
- Sun 8th** **Picnic at Hanging Rock**
Usually a great turn-out of Volvos! Club members meet for early breakfast (8:00 AM) at the bakery in Woodend, and convoy to the event from there. See inside front cover for info. Place: Hanging Rock Recreational Reserve, Woodend.

March 2004

- Wed 3rd** **Night Meeting**
Guest speaker: Michael Drabikowski. Michael does unique automotive photography, and will tell us about his craft. Example photos will be available for viewing, and interested parties can make arrangements with Michael to have their car photographed at a future date.
- Sun 14th** **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 20th** **RACV Centenary "Fly the Flag Tour"**
For vehicles 25 years and older. Pre-registration required. Departs from Melbourne. Contact tour organiser Frank Douglas 03-8704-2533 or Email frankdouglas@abccc.com.au or Brian Kelly 03-9790-2847 or Email brian_kelly@racv.com
- Wed 24th**

April 2004

- Wed 7th** **Night Meeting**
Guest speaker information see website www.volvovic.org.au

May 2004

- Wed 5th** **Night Meeting**
Guest speaker information see website www.volvovic.org.au

June 2004

- Wed 2nd** **Night Meeting**
Guest speaker information see website www.volvovic.org.au

July 2004

- Wed 7th** **Night Meeting**
Guest speaker information see website www.volvovic.org.au

DID YOU NOTICE? The club magazine has grown! Let's keep the information coming so each issue is full of interesting stuff. Please send me stories about your first Volvo or your favourite Volvo for the next issue!

July TBA 2004 Economy Run

Ready your engines for the second annual Volvo Club of Victoria Economy Run. Yes, we're doing it again, so practice that feather-foot technique and be prepared to have fun with your fellow Volvo aficionados. We will also try to have members of other clubs (possibly Jaguar, Fiat, Saab, etc.) to add more entertainment to the mix. Graeme Wakeling will be organising again (big thanks to Graeme). Any questions or comments beforehand, contact Graeme on (03) 5982-1236. As with 2003, we will need numbers and payment in advance.

August 2004

- Wed 4th** **AGM (Annual General Meeting)**
Free dinner to all paid-up members who attend.
7:00 PM Camberwell Tennis Club

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

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.



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BELATED MERRY CHRISTMAS and a HAPPY NEW YEAR!!

Welcome to 2004! I hope each and every one of you had a great holiday season, and that 2004 brings you happiness, good health and prosperity. With your support, and some interesting new developments (more to follow), I think this will be another great year for the Volvo Clubs of Australia as well.

I hope everyone enjoyed the Rally Special Edition for November/December '03. In the excitement of pulling together the magazine, I neglected to insert any good cheer or holiday wishes. I think it had more to do with the fact that Christmas was still a couple months away at the time of going to press. In any case, I hope nobody missed seeing Christmas trees and Santa's reindeer spread liberally on the pages of the magazine. With all the rally photos and stories, I was not lacking for information to fill the magazine. This is a good thing. Keep it coming at me!

Since last publication, I seem to have squeezed in a lot of stuff, not the least of which was food. I made a pilgrimage back to the USA to enjoy the Thanksgiving holiday with my side of the family. (Unfortunately Wayne's work commitments meant he had to stay home this time.) Most of you probably have some idea of Thanksgiving. Originally it was celebrated in thanks for the autumn harvest, but now it's America's #1 family holiday, with more family reunions than at any other time of the year. The main feast is a huge turkey dinner with all the

trimmings. Turkey must be in over-supply, as you can get a free turkey of your choice at most grocery stores if you spend over \$50 for groceries. The keen shopper could get enough free turkeys to survive the following year given a large enough freezer to keep them in! Of course, most of us are sick of turkey about 2 days after Thanksgiving, when we've eaten most of the beast in various forms from roast turkey, turkey soup, turkey sandwiches, turkey lasagna, turkey enchiladas, and turkey omelettes. Families around the country are always searching for a new way to use up the left-over turkey after the holiday. Needless to say, after 2+ weeks of eating with relatives, I came back wishing Christmas dinner were about 6 months away. Wrong! Three weeks later we were sinking our teeth into yet another turkey in Oz!

ALL THAT TO GET A PARKING SPACE CLOSER TO THE SHOPS SO THE LAZY AMERICANS DON'T HAVE TO WALK

While I was in the US, I spent some time in Chicago with extended family, but mostly stayed in Houston Texas with my folks. We ate a lot of Mom's great home cooking, and also ate out at several of our favourite restaurants. My grandmother came down while I was in Texas as well, so we had many games of Scrabble, Upwords, bridge, pinochle, etc.

My brother and his partner live not too far from Mom and Dad, so we spent quite a bit of time together too. Steve has many interesting stories of his life as a Houston police officer. He told of several times he has ticketed drivers of early Volvo 850's whose amber front indicator globes faded to clear in the Texas sun, flashing bright white instead of a cool orange glow. Another of his favourite jobs is to ticket people who wrongly park in disabled spots. Often times it turns out that the supposed disabled person has been dead for a decade! All that to get a parking space



**Mom and Dad butchering the
Thanksgiving Beast**

closer to the shops so the lazy Americans don't have to walk too far (sorry to offend my American friends and relatives!)

Dad and I had a great time tinkering on Volvos together. Most of the time we spent working on his 1970 P1800E restoration project. Dad had gotten the car put mostly back together after a full re-spray, but had some issues to sort out. He rushed to install all the new custom gauges and heater/AC unit because he was running up on the deadline for one of the big US Volvo Club rallies on the east coast.

Unfortunately, in the frenzy of putting the car back together, he didn't have time to trouble-shoot the electrical system. The car would run, but not very well, and the aftermarket heater/AC unit didn't work. Several of the gauges went haywire, as did the warning lights and indicators.

We spent a good 3-4 days re-wiring, diagnosing, testing and scratching our heads trying to sort out various problems. The easy part was fixing the dash wiring. We also got the car running right after re-setting the position of the optical sensor for the new electronic ignition module. The thing that stumped us was an intermittent fault with the fuel injection system. We found that if you flashed the headlights, or applied a similar large load to the electrical system, the fuel injection computer would basically cut out, causing a momentary hiccup of the engine. We tried everything and checked every circuit and sensor to no avail. The only thing imaginable is that something in the computer is fried, allowing electrical spikes of some sort to



The "Jelly Belly" lolly VW Beetle in Wisconsin



Custom gauges & centre console in Dad's "E"

interfere with the operation of the fuel injection. Dad is now investigating a swap with a known good computer. It sure is frustrating to find a problem you can't solve, but we did have the satisfaction of working together and fixing many of the other niggly issues.

As for my 1800ES, I did get to drive it several times while I was in Texas. It ran great, started right up, and brought back many fond memories. I had forgotten how hard the steering is with big tyres! It wasn't such a problem except in parking situations. The car loves to rev, and even with the ipd "street torque" camshaft, it pulls happily to 6500 RPM with no dramas. As I keep telling everyone, someday you'll all get to see it here in Oz!

Well, enough rambling on about the holidays. Let's get back to the Club. The big news for 2004 is that the 1800/120 Club of Australia will now be participating in Rolling as do the South Australians & Western Australians. This means that you'll start to see more information regarding events and content relevant to the 1800/120 Club membership. This is great news for everyone who gets the magazine, as it means that in the future we should be

able to expand and add content that will be interesting to everyone.

Initially, there may be some teething problems. The first big matter to be resolved is the design of the magazine cover. I have something in mind, and Stuart Boydell has also agreed to assist in the layout. We'll aim to make the cover more inclusive of all the clubs and members that receive the magazine. I haven't had detailed discussions with the printers, nor have we

comprehended how many magazines we'll need to publish every issue due to the additional subscribers. This means that the next issue (or issues) may have a black & white cover until we get everything sorted. Also, due to current lack of colour advertisers, we may not be able to afford the luxury of a colour cover (see Treasurer's Report this issue).

THE BIG NEWS FOR 2004 IS THAT THE 1800/120 CLUB OF AUSTRALIA WILL NOW BE PARTICIPATING IN ROLLING

The second issue is the mailing list & distribution of the magazine. We have a mailing list for the Victorian club members and the South Australian members, but we will need to incorporate the 1800/120 club members as well. This will mean either a lot more work bagging and labelling for us, or the possibility of sending bulk quantities to the other clubs for them to label, bag and post. I'm sure I can count on the support of the committee members to deal with the extra workload!

Finally, getting information to me on time to meet publication deadlines

will become an even more daunting task, with the additional 1800/120 club content coming from several states.

All that said, this will be a big step forward for the Volvo Clubs of Australia, and maybe one day we will see the integration of all the clubs into one magazine. This will mean lower production costs due to higher volumes, and the ability to include more diverse content for the members to enjoy.

Since the November/December issue went to press, there have been many Club events. The Economy Run was a success, thanks to Graeme Wakeling for organising (see separate reports in this issue). Unfortunately I was unable to attend as I was in the US at the time, but there were quite a few cars and people involved. We have asked Graeme if he's willing to make it an annual event. He'd like to see even more cars in 2004's event, so start practising that feather foot on the accelerator! Tentative timing is July.

December brought 3 events: The Voldat BBQ in lieu of the December night meeting, then the Voldat tune-up day and the Christmas BBQ & Awards Presentation at Melbourne City Volvo. A big thanks to John Johnson, Peter Sokolowski and the management of Melbourne City Volvo for enabling those events. Read on for reports and stories. Please let the Committee know what events and formats you'd like to see in 2004. We need your feedback to know how well the Club is meeting your expectations.

I should also thank our guest speaker for November, Keith Handscombe. Keith can reproduce many parts that are no longer available for any type of car. See information elsewhere in the magazine & classifieds section about Keith's handiwork. While on the subject of guest speakers, we

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have lined up Michael Drabikowski for the March night meeting. Michael does automotive "portraiture" with a unique style blending photography and digital imaging. He will have available some examples of his work, and can set up appointments to photograph members' cars at a future date.

Until the next issue,

KEITH HANDSCOMBE - Guest Speaker at November 2003 Night Meeting

We had the pleasure of Keith's company at the November night meeting. Keith is an interesting guy. He's done a lot of work in the motion picture industry making "stuff" of all kinds to be used in the movies. Keith has now put his expertise to work for the automotive restoration folks. He can make almost anything from either plastic or metal.

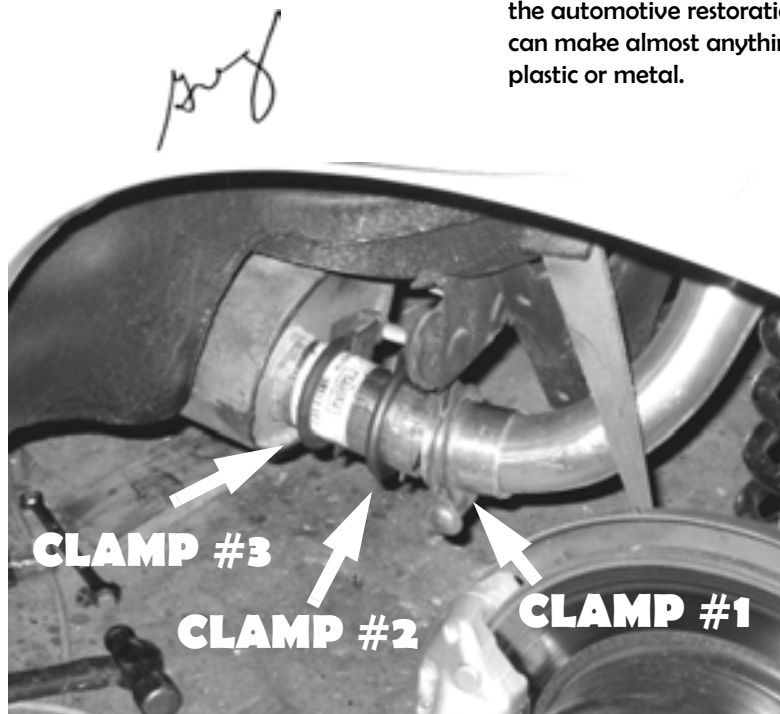
Heino and I brought some example parts to show Keith at the meeting. Keith's response was almost overwhelmingly "Yes, I can make that!" Some examples of parts we showed Keith are: 140-series number plate light housing, sun visor clips, door handles, tail light lenses, you name it.

The one caveat is that you need to have a "good" part to start with to make a mould. In some cases when a good part is not available, the mould could be made from a replica or two halves of bad parts (for example).

Keith uses a process that involves pouring a high-temperature compatible silicone around the good part. The silicone forms a mould which is then removed from the part. Finally, the liquid plastic or low-melting-point metal is poured into the mould cavity and when cooled, the new part is removed. From there, quite a bit of work goes into finishing the part, and in some cases plating the part with chrome, nickel-cadmium or other coating to replicate the original part.

Keith recommends that if you have a part that is no longer available from another source, give him a ring. He might just be able to help! See Keith's details on the last page of the Classified section in this issue.

Greg



Shonky exhaust on 1800E. Owner's name not revealed (to protect the guilty!)



John Grant and his gorgeous 122. Sorry John, I forgot to put this picture in the Rally Special Edition! Photo: K. Menzel



Peter was running some special deals for Volvo Club members at the MCV Christmas Party. Check out the price on the brand new V70R!! I'll take 2!

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President's Report

Heino Nowatzky

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NOW HEAR THIS:

Start of 2004

I hope you all survived the "Silly Season" in good health, good spirits, and with some money left in your accounts. Since the last magazine we have conducted an Economy Run and had our Christmas Party. Both were well attended and those that attended enjoyed themselves.

I would like to welcome members of the 1800/120 Club of Australia to our magazine. (Ed. Next issue!) We are now becoming a truly National Magazine and with a widespread readership covering all makes and models in the Volvo family.

It seems that my family has established a following (or should that be a fetish?) for the 140 and 164 Series of Volvos. We now have the 144GL and 142GL and they have been joined by Dion's 144S plus a second matching parts car. Tina has her 164TE plus a second matching parts car. I recently looked at a very nice 145 in Adelaide (well we don't have a wagon as yet) but was saved from a major domestic upheaval when my sister and brother-in-law decided to join the Volvo family. The previous owner loved the car but was worried about parts availability. I assured my brother-in-law that we did not have a problem sourcing parts. I also explained to him that you don't

buy a Volvo - you adopt it. He laughed at the time until he rang the previous owner to discuss the purchase and was mildly impressed at the care, responsibility and pride that were exhibited with the sale of the car. Well you are acquiring a long term 'family member' after all.

By the time you read this, my 144GL may have been featured in Unique Cars (Ed. Looks GREAT! See the Dec 24th issue. I have a copy and will try to get permission from Unique cars to run the article in the next issue of Rolling). I haven't seen the article as yet and may comment in the future on the article. However, the photo session was interesting. It was shot in Melbourne in the mid-afternoon of a 38-degree day. I listened carefully to the instructions of the photographer, intent on getting it done in the minimum of shots. I was also determined to ensure that I did not portray the 'Bloody Volvo Driver' image to the photographer and her assistant. They seemed impressed with the car and questioned me at length on "why a Volvo?" The journalist writing the article rang a few nights later. The article is to address "where did it go wrong for Volvo and why the image?" I was initially concerned it was a Volvo bashing exercise (this may or may not be confirmed) but we chatted for over two hours. He had owned several 240's

and longed for a replacement, not the front wheel drive stuff (his comments not mine, since we already proudly own two late model Volvos), but an honest, long-living, solid Volvo with a tight turning circle. We discussed the new XC70 and XC90's at length (are these the new 240's?)

Things appear to be on track for Volvo next year with the exciting new S40 arriving to complement the XC90 and the new S60R and V70R. I receive many e-mails and phone calls every month from people interested in purchasing later model Volvos. The majority are interested in the 850R's. We now have a few new members with 850R's and I think they all have the same irreversible smile that Chris and myself have (welcome to the club). I look forward to 2004 and meeting up with many more of you.

Merry Christmas and a Happy New Year to you all.

Heino Nowatzky

Did you know that the Unique Cars magazine advertisements can be found on the web site www.carpoint.com.au

Have a look - there are many Volvos for sale - you might just find the one you're looking for!!



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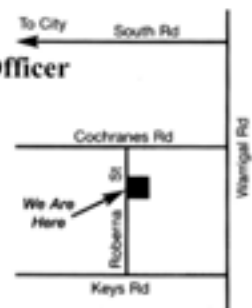
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Study: Silver cars are safest

Reuters / December 19, 2003

LONDON - Silver colored vehicles are less likely than vehicles of other colors to be involved in a crash causing serious injuries, New Zealand scientists said on Friday.

About 3,000 people die in road traffic accidents around the world each day but researchers at the University of Auckland said the risk of being injured in a silver car was less than in cars of other colors. They did not explain why this takes place.

"Silver cars were about 50 percent less likely to be involved in a crash resulting in serious injury than white cars," Sue Furness and her colleagues said in a report in The British Medical Journal. The researchers studied the impact of car color on the risk of a serious injury in a study of more than 1,000 drivers in New Zealand between 1998 and 1999. About half the drivers had been involved in a crash in which one or more occupants had been admitted to hospital or died while 571 had not had crashes and acted as a control group.

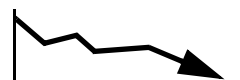
After taking into account factors such as the age and sex of the driver, the use of seat belts, the age of the vehicle and the road conditions, color still had an impact, researchers said. The researchers said there was an increased risk of a serious injury in brown, black and green cars. They did not explain why car color has an influence but said previous research suggested that white or light-colored cars are less likely to be involved in a crash than cars of other colors.

"Increasing the proportion of silver cars could be an effective passive strategy to reduce the burden of injury from car crashes," Furness added.

Volvo Sales in Australia

The table below shows Volvo's sales in Australia for 2003. Note the first phase of the "Bloody Volvo Driver" campaign didn't start until late 2003, so you wouldn't expect to see results yet. Still, it doesn't bode well for Volvo, considering 2003 was a record year for car sales in Australia.

VOLVO Car Australian Sales Data Comparison 2003 vs. 2002



Model	2003	2002	Change
Volvo XC70	683	892	-23.4%
Volvo XC90	622		N/A
Volvo S60	559	746	-25.1%
Volvo S40	298	696	-57.2%
Volvo V70	199	254	-21.7%
Volvo V40	197	296	-33.4%
Volvo C70 Convertible	72	138	-47.8%
Volvo S80	60	136	-55.9%
Volvo C70 Coupe	2	11	-81.8%
TOTAL Volvo Car	2692	3169	-15.1%

Source: Federal Chamber of Automotive Industries (or "FCAI"), VFACTS Service



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Economy Run Nov 2003

LEADFOOTS OR LIGHTFOOTS?

by Graeme Wakeling

How far from Dandenong to Rosebud? Depends which way you go, but some thirty intrepid members of the Volvo Club took the long route, amounting to some 186.28 km [yes, checked on a TerraTrip and also by G.P.S.] on a Sunday morning in mid-November.

Starting at the Mobil service station in Greens Road, Dandenong, the route took the cars via Dandenong, Nar Nar Goon, Longwarry, Drouin, across the hills to Lang Lang and on to Tyabb and Dromana, with the sting in the tail being a climb up Arthur's Seat prior to the finish at the Mobil service station at Rosebud. Everyone thought that they were driving economically until someone decided that a quick run up Arthur's Seat would completely wreck all the best intentions and resolutions to be light on the throttle.



Lindsay Brand's beaut 122

Now, it is quite amazing that there are great differences in speedometers - no wonder the police have a ball with speed cameras. There were also a number of crews who did not answer all the questions. Reasons? Probably two, either they can't read or were going too fast! It is reliably reported that one pair went around the same roundabout three times, just to ensure that they were on the right route!

A wide range of Volvos started in the event, plus a couple of ring-ins [a Pug and a Slab] and were not only confronted by a raft of instructions, but also a series of questions [not that anyone would cheat!] to ensure everyone stayed on the right track. According to Graeme Wakeling, Event Director, the route was designed to

THE RESULTS			
Entrant	Year	Model	Litres/100 km
Justin Chiew	1997	Peugeot 307 1.5L	4.50
Harris Wakeling	1996	Saab 9000 2.3T	4.57
Heino Howatzky	1998	S70	8.71
Lindsay Brand	1967	122	9.58
Cameron Wild	1979	240	10.34
Thorben Hughes	1983	240	10.60
John Johnson	1967	1800S	10.91
James Madison	1985	240	10.97
Lance Phillips	1984	760 Turbo	11.19
Larry Varley	1970	P1800E	11.81
Damian Corney	1977	244GL	13.82
Walter Bellamy	1985	740	13.91
Jesse Devine	1972	164E	14.09

provide city running, as well as open road and country hill sections, and everyone commented on the variation [some good and some, well...].

Following the event lunch was held at the Rosebud R.S.L., where the figures were worked out, with quite a few surprises. Much of the discussion revolved around the best way to drive in these events, and although most cars only had two in them, El Presidente, Heino had four. Perhaps he knew something that the rest of us didn't, or was it to hold back the power of the S-70?

What's the value of an economy run? Well it gives members a chance to have a controlled run in their cars, and being able to compare fuel consumption over the same route. More importantly it brings members together for what is basically a fun day, even though there seemed to be spirited competition for the "lead foot" award.

And what were the results? Could members who did not compete do

better than this? The only way to find out is to compete in the 2004 event, tentatively in July, which will be a totally different route.

Regards,
Graeme Wakeling



Jesse's 164 - wondering where the next petrol station is?

Economy Run 2003 by Heino Nowatzky

Graeme Wakeling had approached the committee a few months earlier with the idea of conducting an economy run for the Volvo Club of Victoria. He had mapped the route, measured the distances in both kilometres and miles at least twice. He then sent out mailers to all members and organised the whole event. Thank you Graeme for all your hard work - it is appreciated.

After a slow start we managed to get thirteen vehicles away. A full list of entrants and their results is shown below. The route was over 186 kilometres and covered a variety of road conditions with a few questions thrown in for good measure. Not all entrants had Volvos as Justin was



Justin in the fuel-sipping Peugeot. I hear the French cars have a hidden auxiliary petrol tank!

Economy Run, Continued

unable to bring his car, but the spirit was in competing and he came in another import, a Peugeot 307. After everyone was advised to fill-up (with petrol) prior to the start and Graeme had sealed the filler with a strategically

and had a three-car convoy with Thorben sticking very close behind.

When we reached the open countryside and a higher speed limit I was able to use the S70R's power and pull away from the others, when suddenly we saw James coming in the opposite direction. I initially thought that we would be doubling back as James made no attempt to follow us, but it wasn't until he saw John and Thorben that he decided we must be on the right road. Because I was driving the most powerful car on the run and I guess you don't buy an 'R' with economy in mind,

we decided to have fun instead. Poor James was stuck for ages trying to enter the freeway and later told me he was shocked at how effortlessly the S70R merged with the freeway traffic travelling at 100 kph. We soon passed Justin in the Peugeot who was definitely driving for economy. James determined that he was out of contention and also decided just to have fun.

Cruel, cruel Graeme. Who would have thought to include Arthur's Seat Road into an economy run? The hill is so steep that I was nearly digging the spoiler into the road and some of those corners just don't suit a high powered front wheel drive car (maybe I should have gone up in reverse).

From there it was a

leisurely run down to Rosebud to the Mobil service station. I resisted the urge to coast on the downhill run and applied the brakes right on the speed limit moments before a police car with radar appeared around the corner (anyone get their photo



Economy Run attendees enjoying RSL lunch

placed sticker, we were away.

I started last and left Chris and Tina to read the instructions and plan the route. Dion volunteered to go with Thorben who was running solo (as was James Maddison). In their case I think it was the blind leading the blind because Thorben and Dion were busy looking at everyone else's cars and even though



Jesse & co-pilot interpreting the map

they started at least five minutes ahead of us, we met up with them at the first turn (about 50 metres up the road) because they had missed it. They both (wisely) decided to follow us from then on. We soon caught up with John and Sandra due to the multiple traffic lights



Some of the wide variety of Volvos awaiting departure



Heino & family setting off in the V70R

taken?) After filling up again under the watchful gaze of Lance Phillips, our consumption was recorded and we proceeded to the Rosebud RSL Club for



Larry Varley's racey 1800E

lunch (included in the run and organised by Graeme).

The shock results are in order of best to worst (poor Jesse had no hope



Damien's sharp-looking yellow 244

driving a 164). It does say a lot for modern electronics because I would not have expected the most powerful car on the run to also be the most economical Volvo on the run. Everyone had a great time and a great meal at the RSL and Graeme has volunteered to run another one in 2004 (we might open it up to some of the other car clubs as well if they are interested).

Regards,
Heino Nowatzky



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SOUTH AUSTRALIA REPORT

Greetings to all from the SA Club.
We trust that you had a pleasant
Christmas and New Year.

CALENDAR (see next pages)

The Christmas lunch was the final
club activity for this very busy year.
2004 kicks off with a run to Mt
Gambier for the January long weekend.

RALLY

We are all pleased that the
national rally went well and that all
participants had an enjoyable time. I
noticed a suggestion from one of the
reports in the last mag that a bus
winery tour on Saturday afternoon
would have been a good idea. This was
actually planned but we had to return
the buses on Friday night so it fell
through.

CHRISTMAS FUNCTION

The club held its Christmas
function at the Hotel Adelaide for lunch
on Sunday 29th November. There was
a good roll up for a nice meal and a
visit from a "blow in" in a red suit

bearing gifts for all. He must have been
in touch with our rally photographer
because he presented us all with a 2004
calendar with our car photo on it - a
nice touch.

**Lotti Marcinowski (Life
Member) and Santa.
Watch out Mrs. Claus!
Grrrrr!!**



Ursula McGowan & Santa



Ronda Bayley & Santa



**Very happy John McGowan and
Santa**



Erika Cotton & Santa

ADELAIDE CHRISTMAS PAGEANT

The time is 4:00 AM, and our Club Captain Ken Bayly and Publicity Officer Lance DeBrennell-Cadd are at the



Toyville Trolley driven by Colin Ireland

warehouse to take all of the 56 floats out of storage for the pageant. Yes, the date is Saturday, the 8th of November 2003, and the SA Credit Union Christmas Pageant is about to get started. Some 1500 people are involved in making the pageant a success and the SA Volvo Club plays a big part in



Toby the Toy Truck driven by Lance DeBrennell-Cadd

seeing that it runs very smoothly. At around 6:30 AM the float drivers and support teams begin to arrive at the old GMH storage buildings to begin their long drive from Cheltenham to South Terrace in the City, some 17 km away, driving old tow motors that were used by the wharf many years ago. A huge band of motorcycle police guide the floats up the Port Road, stopping all



New Snail float driven by Michael Bennett and assisted by Graham Cadd (Ian Bear and Jessica Judd-Ireland also in the picture)

traffic at intersections. The trip takes some 90 minutes as we crawl along at a snail's pace towards the city. Once the floats are in South Terrace security is at a premium, and only officials and authorised personnel are allowed in the float area.

With all secure it's off to have a bacon-and-what-ever for breakfast and a cup of coffee. The time is now about 8:00 AM and we still have approximately 2 hours to go before the pageant begins. With breakfast over, it's off to get changed into our uniforms and have our faces painted up (this can take time in some cases).

The day is a lovely 24 degrees, the streets are crowded with some 350,000 people, the TV cameras are ready to beam the pageant all around the world, the 56 floats and 17 bands/dance groups are ready, the clowns are ready and Father Christmas is ready also, so we have action. The pageant has now started and we will move slowly around the streets of Adelaide, bringing great joy to many children and their parents. It takes approximately one hour for the pageant to pass you by, and at the end of the pageant that magnificent man in red (father Christmas) throws his kisses to the crowd.

With the pageant over, the floats assemble in Wakefield Street for the long journey back home to the warehouse, to be stored away for yet another year. By the time the floats are back at the warehouse and have been put away it will be approximately 3:00 PM. It is then that a lovely BBQ and beer are provided for our hard-working Volvo club members who have assisted in another great Christmas Pageant.

Well done to all of the Volvo Team who participated.

By the snail operator

PINE POINT FUN DAY

On Sunday 26 October 2003 members made their way to Pine Point on the Yorke Peninsula for a fun filled day of crabbing, fishing and just relaxing. A great day was had by all. A special thanks to Helen & Barry Judd for allowing the club to use their facilities at Pine Point. It has been suggested by members on the day that this become a yearly event. So once again it is on the itinerary for this year. (See SA Calendar of Events - Next Page)

Tricia Ireland



Barry, Elsie, Graham, Tricia & Jessica ready for a morning of crabbing



Dudley checking is catch watched by David, Craig, Tricia & Annalise



The ladies enjoying their feed of freshly cooked crabs



David & Les getting ready for an afternoon in the boat

THE EVENTS COMMITTEE OF THE VOLVO CAR CLUB OF SA INC PRESENTS TO YOU THE PROGRAM OF EVENTS FOR 2004

JANUARY

23,24,25,26th

MOUNT GAMBIER VETERAN AND VINTAGE CAR CLUB INC.

40th ANNIVERSARY "SWINGING SIXTIES" AUSTRALIA DAY TOUR. Contact Ken Bayly 8293-2784 or Helen Judd 8341-8908 for ENTRY FORMS.

NOTE: Closing date JANUARY 5th 2004. Entries direct to Mt Gambier Veteran & Vintage Car Club.

FEBRUARY

15th

WILLUNGA COURT HOUSE Visit then a picnic lunch on the Court grounds. (Bring own chairs etc.) Morning tea will be at the Amaroo Water Gardens.
Meet at the Victoria Hotel Car Park (near Blacks Rd at 9 a.m.)

MARCH

12th

21st

VOLVO CLUB MEETING 7.30 p.m. Glandore Community Centre, Clarke Ave, GLANDORE

AAA TWENTIETH ANNIVERSARY CELEBRATIONS.

Meet 9 a.m. McDonalds, Tea Tree Plaza.

Drive to Angaston Oval for the 20th Anniversary celebrations of the Adelaide Antique Automobile Club. Logbooks must be signed by Ken David or Craig.

****Members with SA historical rego are reminded that they MUST ATTEND 3 club events per year to retain this registration. The Registrar will be notified of any non-compliance.****

Entry forms available from Helen Judd 8341-8908 and closing date is 30th January. All members are welcome to attend regardless of vehicle model.

APRIL

18th

DOWN SOUTH TRIP

A trip with a difference organised by Ken. You will see the coloured cone and more, with tea/dinner at the "Crown Hotel" at Old Reynella.

Meet at Hallett Cove Shopping Centre at 3 p.m.

MAY

15,16,17th

LOXTON TRIP Volvo Club Meeting at Loxton

A long week end country trip. Further details will be provided as the date draws near.

JUNE

20th

MACCLESFIELD/HAHNDORF

Meet at Pultney Grammar School South Tce at 9 a.m.

Visit the Han Heyesen Gallery at Hahndorf, trip to Macclesfield, lunch at "The Three Brothers Arms".

Advise an events committee member by 8th June to enable bookings.

JULY

9th

A.G.M. 7.30 p.m. Glandore Community Centre.

AUGUST

Joint venture with the Rover Car Club.

Details to follow at later date.

SEPTEMBER

10th

26th

Volvo Club Meeting 7.30 p.m. Glandore Community Centre.

Bay to Birdwood (lunch Gumeracha Hospital) Details to follow.

OCTOBER

31st

PINE POINT Crabbing, BBQ supplied by Club. Meet at Globe Derby Park, Port Wakefield Road for a 9 a.m. departure.

NOVEMBER

5th

13th

28th

Volvo Club Meeting 7.30 p.m. Glandore Community Centre.

Christmas Pageant (details at Club meeting on 5th)

Christmas Get-to-gether Details closer to event.

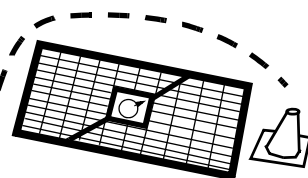
Further information contact Ken 82932784, John 82943183, Zaree 82663949 or Graham 82707072

240/260 Register

Mark Hoffmann

03-9335-3946 (AH)

vol244@hotmail.com



A NEW 240: THE AGONY AND THE ECSTASY (Part 2)

by Mark Hoffmann

Welcome to this issue's 240/260 Series Register Page. Casting your minds back to my last offering, I filled you in on the sometimes funny and sometimes frustrating means by which I came to own my latest Volvo, a silver-green 1984 240 GL manual. Having now settled into a routine of daily commuting and weekend tinkering, I am looking forward to a trouble-free future with the car. As I left off in part one of this article, though, the worst part of the acquisition process was yet to come.

Following the roadworthy assessment and having agreed on a purchase price, I made a "gentleman's agreement" with the owner's son-in-law to buy the car. All that remained was to wait for the roadworthy work to be carried out, complete the necessary paperwork, and drive the car home. Things were finally falling into place. We agreed that as a matter of convenience, I would collect the car in due course from the owner's son-in-law's property in Port Melbourne. The roadworthy would also be carried out in the local area, and it would save me making another trip to Lara to collect the car from where it had been based throughout its life.

A couple of weeks later, with the technical details sorted out and the car ready and waiting, I arranged for a pickup on a Friday night after work. It was possible to have the car a few days sooner, but a Friday made more sense to me as it was winter and I really couldn't begin cleaning and working on the car in any way until the weekend. When the much-anticipated day finally arrived, I finished off at work in the city at 5.15 pm and caught the 109 tram on Collins Street to Port Melbourne. It was a fairly windy and chilly evening, and after a brief but cold and anxious wait at the end of the tram line, I was glad to successfully meet up with the owner's son in law and climb into his late model Saab for the short trip to his apartment.

There, the old 240 was garaged and waiting.

Arriving, I was slightly surprised to be re-acquainted with the car's actual owner, the old man, now finally resigned to the fact that he and his old Volvo were about to part company after nearly 20 years. I soon got the paperwork for the transfer of ownership out of the way, and then found that my hosts were in the mood to sit and talk about the car and about matters in general. I didn't mind the conversation but was keen to see the car again and to hit the road with my new acquisition! Finally, I was shown into the garage, and saw the gleaming green 240 again for the first time since my initial inspection and test-drive in Lara more than a month earlier. Under the fluorescent lights, the car looked every bit as good as I remembered it. Ever the perfectionist, the owner had himself given the car a last minute wash and oil change, and handed me a note detailing the exact mileage at which I was to perform the next service! This had clearly been a very fastidiously kept Volvo.

"DISASTER STRUCK. IN AN INSTANT I SAW THE CARS AHEAD OF ME BEGIN TO SKID, AND INSTINCTIVELY STOOD ON THE BRAKES."

I said my final farewell to a slightly emotional ex-Volvo owner and his family, climbed into the car, and prepared to head for home. As a farewell gesture I had made a promise to get back in touch with the family after about a year had passed and to stop off in Lara on the way to Geelong one day to show the man that his old car was still in great shape. By that time, I knew, I would have the car looking at its absolute best and would no doubt have added a few Volvo accessories and upgrades which would have enhanced the car and be fun to show off.

Heading off into the Friday evening peak traffic armed with some verbal directions for the road home, I found my way onto Kings Way and

turned left onto the Westgate Freeway. From here it would be a straight run over the Westgate Bridge, then onto the Western Ring Road and home to Tullamarine. I engaged the electric overdrive for the first time and joined the flow of traffic travelling at about 80kph on the Freeway. In about half an hour I could introduce the new Volvo to the family, and could spend the next couple of days of the weekend playing with the car.

Amidst these thoughts, disaster struck. In an instant I saw the cars ahead of me begin to skid, and instinctively stood on the brakes. Despite travelling at well below the speed limit and maintaining the usual clearance between cars, there was no chance of stopping in time. Skidding to a halt, I collided with the car in front and immediately felt the impact as I was hit from behind by another car. Momentarily in shock and absolute disbelief, I quickly realized the need to hit the emergency lights and move the car off road to reduce the likelihood of further hazards in the heavy traffic flow.

Still in my seat but now in the emergency lane, I stared ahead down over the bonnet and scanned the front end for visible panel deformity. I couldn't see any obvious mis-shape to the bonnet itself, but it was clearly out of alignment with the front guards. Checking that it was safe to do so, I climbed out to face the inevitable. I went straight to the rear of the car, perhaps because I instinctively suspected the damage there to be less painful on account of the towbar having provided some protection. I was relieved to see that this was in fact the case. The front end of the early model Commodore behind me had come off the worse for wear, but I was more concerned with inspecting the back of the old Volvo which appeared to be basically OK. The only obvious problem was the absence of one of the rear corner moulding strips, which had bounced off with the impact. I glanced across the road with thoughts of retrieval, but these disappeared as I saw the part fall beneath the wheels of a passing semi-trailer.

Next stop was the front-end where I hadn't escaped so lightly. I scanned the damage with mixed feelings of despair and relief. The situation could clearly have been much worse. I was most relieved by the fact that the bonnet and front guards themselves seemed to be free from damage, though I could see that there was some deformity in the panels running left to right below and above the grill, which accounted for the misalignment of the bonnet. I had collided with the high rounded rear end of a ten-year-old Nissan 200SX coupe. The main impact seemed to have been in the region of the grill, which was shattered, as was some of the chrome trim surrounding the headlights, and the centre and corner mouldings above the front bumper were badly buckled. Surprisingly, the headlights themselves had survived, though I realized later that pressure applied to them in the impact had contributed to the panel deformity, and broken some of the internal clips securing the headlight reflectors to the lenses.

Having taken all this in, I turned my attention to the other parties involved. I had been the second car from the rear in a seven-car pileup, and some quick discussion with the other drivers revealed that an elderly lady had apparently panic-braked after being cut off by another driver, which had caused the chain reaction of collisions that I had been caught in. I joined the other motorists in the routine of exchanging details, and superficially summed up the damage to the other cars involved. The amount of broken glass and visibly-buckled front and rear ends confirmed that I had in fact escaped comparatively lightly, though this didn't make me feel much better under the circumstances. With nothing more to be achieved at the scene and the old Volvo quite driveable, I returned to the car for a second attempt at the drive home.

Back on the open road again but now in thinner traffic, my overwhelming feeling was one of deflated disbelief. In ten years of driving I had never had so much as a scratch, and the episode had

illustrated just how quickly and easily such a situation can occur. Suddenly I didn't feel so confident behind the wheel anymore. Thankfully, this was not a serious collision in which anyone was injured, but the scenario could clearly have been far worse had the roads been wet, or had the traffic been moving faster.

"MY ARRIVAL HOME, AS IT TURNED OUT, WAS A FAR MORE SOMBRE AFFAIR THAN I HAD IMAGINED."

I was also thankful that a regular sedan and not something larger had been immediately behind me at the time. At the end of the day, we all know instinctively that our Volvos are safe, but hope that we never have to call upon that particular virtue in the course of our motoring.

My arrival home, as it turned out, was a far more sombre affair than I had imagined in the weeks prior to finally obtaining the car. I relayed the story to the family from go to woe (literally), and together we looked the car over and surveyed the damage as best we could under the lights of the carport. We discovered that deformity in the radiator support panel had trapped the bonnet shut, but this was freed after



Mark's New Pride & Joy - Prior to the Disaster

some fiddling. In the cold light of the following morning, the damage was clearer - fairly superficial but nonetheless not pretty. At the rear, I discovered that the bumper had been slightly pushed in by about a centimetre on the right-hand side, with this being the only real rear damage sustained. For me, though, the whole attraction of this particular car was not that it was something new or different (I already have two 240s and needed another car for daily commuting), but that it had been such an immaculate and original

example. In an instant this originality was gone and with it, for me the "shine" had been taken off the car.

Nonetheless, I immediately headed off to the wrecker on that Saturday morning and was lucky to find a replacement grill and most of the required trim including the chrome headlight surrounds and front mouldings, all in excellent second-hand condition. Later that day, some home panel-beating restored the bodywork above and below the grill to its correct shape, with the only lasting effects being some splintered paintwork around the front end which I have temporarily tried to disguise as much as possible pending some more professional repairs. As a whole though, the car is still an exceptional example of the type, and worthy transport for any Volvo enthusiast.

In the months since the drama, I've been using the new Volvo for my daily commute to work, and spending some regular time most weekends giving the car a thorough clean inside and out and slowly adding the usual Volvo upgrades which combine to make what is essentially a fairly basic old car more interesting and more enjoyable to drive. These have recently included front headrest covers, electric boot release mechanism, delayed interior courtesy lighting, rear décor

panel, and side window weather-shields. I've now become accustomed to driving a manual car again on a daily basis, and every bit of work I do to the car combines to make it more pleasant to drive. As a whole, I am happy with my new acquisition. From the very beginning, though, the idea was to use this car as a daily hack without working to create another "show car" of the

calibre of my other two. With this in mind, the new 240 fulfils a transport requirement, whilst providing another outlet for my desire to tinker with things Volvo.

I hope all have enjoyed reading about these exploits and until next time, I will sign-off with my usual wishes for "happy and safe motoring" which on this occasion have a more profound meaning.

Mark Hoffmann - 240/260 Register.

Christmas Party @MCV

Melbourne City Volvo 13th Dec 2003 - By Heino Nowatzky

We decided to try something different this year for the Christmas Party. People had previously told the committee that they were unable to meet the expense of attending a sit-down meal at a club or restaurant, or that they wanted to be able to bring their children. Many had said that they had commitments on a Sunday and asked for it to be on a Saturday. Melbourne City Volvo kindly offered their location to the club for our annual Christmas Party and awards presentation. Due to an increase in work commitments and constant travel requirements for both Greg and myself, we were unable to provide much support in the weeks leading up to the party. I left everything in the capable hands of the rest of the committee and somehow we all managed to get everything together on the day. Thanks guys - you did a great job.

Those that were able to attend were treated to the culinary expertise of yours truly on the club BBQ and the large selection of meats, salads, snacks and deserts courtesy of Greg and Wayne. I doubt if anyone went hungry and even the Vegans were catered for this time. [Ed: Bloody Vegan Drivers!]

An impromptu display of club cars was set up on the grass outside the dealership and people were migrating between the club cars, new cars in the showrooms (hard to get out of the new S60R/V70R or the XC90) or having a chat and snack in the area given to us.

After dinner we had the awards presentation including those for the British and European Car Show prize winners, plus the Points Award trophy for attendance at meetings and events, won this year by my son Dion in a close finish with Lance in second place. I also presented certificates for the attendees of the economy run. [Ed: See story elsewhere in the magazine.] We then conducted a rather lengthy raffle draw and everyone went home a winner. Special thanks to the following for donating raffle prizes: Thorben Hughes, Carson and Murphy Automotive, Voldat, VP Tuning, Melbourne City Volvo, Stuart Boydell, Greg Sievert and

the Nowatzky family. After the raffle was conducted, Peter Sokolowski arranged a tour of the ULR test track in two Land Rover Discovery vehicles, one petrol and the other a TD5 diesel. This is much better than any showground ride and shows the capabilities of the 'Landie' to full effect.

Regards, Heino



Big THANKS to Peter!



Faunting off-road prowess



Rangies descending into the waterhole



Sampling the desserts



Awesome "R" power



Club cars on display @MCV

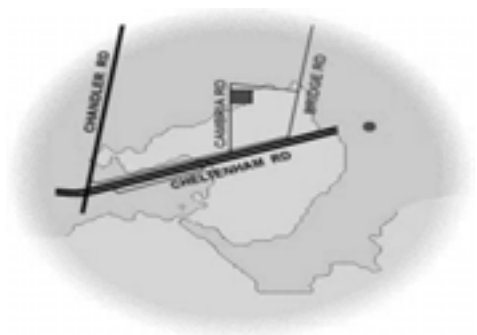


Checking out Stuart's P1800 @MCV

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What? Volvo build a bloody 4WD???

Volvo XC90: Is this the world's best SUV?

by Justin Chiew

If you're late to the party, you better have an excuse. The bigger the party, the better the excuse better be. In recent times, one of the biggest bashes in the automotive world has been in the premium Sport Utility Vehicle (SUV) segment. Mercedes pioneered the segment with its ML-Class 6 years ago and since then hoards of Japanese, American and European marques have flooded the segment with various offerings. After revealing photos in November 2001, last year at the North American International Auto Show in Detroit Volvo launched its XC90. Volvo might be late to the party, but its offering is not merely a brilliant excuse, but a solution to the various problems that plague SUV vehicles.

1997 - Mercedes ML Class

1998 - Lexus RX300

1999 - BMW X5

But wait a minute. Isn't an SUV the antithesis of what Volvo stands for? Aren't SUVs Weapons of Mass Environmental Destruction?

Aren't SUVs vehicles deficient in active safety, vehicles prone to rollover, vehicles that demolish conventional cars in impacts because of fundamental incompatibilities? Rest assured, Volvo has preserved its own core values of Safety, Quality and Environmental Care in its latest offering.

The thing that hits you about the XC90 is how holistic its design is. Volvo terms it *The Next Generation SUV* and US advertisements have the tagline, *guided by conscience*. The truth is, the XC90 marketing line *you think about that, then you build*, is simply true. All of the concerns raised in the previous paragraph were considered and addressed in the XC90's design.

- **Active Safety** - With a higher centre of gravity SUVs are fundamentally more prone to rollover. The XC90 has RSC (roll stability control) to prevent rollover. In fact, the centre of gravity in the XC90 is only 89mm higher than that of the XC70, despite the driver sitting

165mm higher. Boron steel helps maintain integrity of the cabin in a rollover.

- **Compatibility** - With higher impact points, SUVs are fundamentally not designed to crash into conventional cars. Because their impact points are too high, when an SUV crashes into a car, it cannot activate the car's safety systems effectively. The XC90 has a lower cross member designed to impact cars at bumper height.



- **Environmental Impact** - SUVs traditionally haven't been environmentally friendly. The XC90's 2.5T engine meets American ULEV (Ultra Low Emissions Vehicle) tier II standards. The T6 meets ULEV standards. Both engines already meet the EURO IV emissions standard due for introduction in 2005. In addition, all textiles and leather meet Ökotex standard 100 and the XC90 is the only SUV with a Premair™ ozone-eating radiator, which is claimed to convert 75% of ground level ozone into oxygen.

World Firsts

The XC90 is also home to five automotive world firsts:

RSC - Roll Stability Control
IC - Inflatable Curtain on all three rows of seats

Three point seatbelts equipped with pre-tensioners in all three rows of seats

Sliding integrated booster child seat.
Dolby Prologic II

When you consider what the XC90 does best, it is every inch (or millimetre? Ed.) a Volvo.

Sales - A Success

Originally, Volvo had forecasted a production run of 50,000 XC90s for this year out of its Torslanda plant in Gothenburg. Strong demand for the XC90 has seen this figure now grow to 80,000 vehicles, or an increase of 60%.

In the UK, the annual allocation of 3470 cars was sold out by February. In Malaysia the car secured 134 orders

before its August launch, beating the entire 2002 sales of the BMW X5 (120) and Mercedes ML Class (80). In the USA, 6000 customers ordered the XC90 before even having the chance to drive one.

In Australia, there are now over 400 orders stretching into 2004. By April, there were already 260 orders - 260 orders without people having driven the car, a testament to how good it really is. Not since the 850 has a Volvo gathered such interest in Australia.

Pricing & Equipment

The XC90 is keenly priced in Australia. Four-wheel drive vehicles such as the XC90 have a key advantage thanks to Australian taxation regulations. For such vehicles only 5% import duty is applicable, compared to 15% on standard cars. However with a long waiting list, discounts are unlikely in the short term.

The 2.5T five-seater starts the range at \$69,950, or only \$1,000 more than the V70-based XC70, which shares the same powertrain. However, unlike the XC70 it does not have leather trim (which is a \$2850 option) or wood-grain trim. In addition, the XC70 has a cassette player. (What's a cassette? Does anyone have any of these archaic devices any more? Ed.)

The range-topping T6 starts at \$82,950 and has several features over the 2.5T, including the up-rated Dolby Prologic II audio system with 6-disc in-dash changer, headlamp washers, full leather trim, integrated telephone, 18" alloy wheels, powered front passenger seat, wood-grain trim and heated front seats.

All XC90s are served with the traditional Volvo alphabet soup with standard DSTC, TRACS, RSC, ABS, EBA, EBD, ECC, SIPS, IC, ROPS, WHIPS and IAQS (a glossary is provided at the end



Living Impressions

Volvos have long been renowned for their durability. During the 80's we were fed with statistics such as how the average life of a Volvo was 20.7 years and 95.7% of all Volvos sold were still on the road, despite 99.6% of Australia having no roads at the time. In recent years, Volvos have been making strides ahead in quality, with small panel gaps, luxurious materials, greater

refinement and a more sophisticated feel. There is no doubt Volvo has made huge strides in sophistication between the start and the end of the 90s.

The Swedish built XC90 is among the best constructed in its class. Materials seem durable, doors thunk reassuringly, panel gaps are good and switchgear has a quality damped action. The only two quibbles I had were with a small rattle from the glovebox and the action of external door handles, which felt a little cheap in comparison to the rest of the car.

For those familiar with Volvo's other P2 platform cars, the XC90's cabin fits like an old glove. Much switchgear is shared with the S60, V70,

XC70 and S80. Stalks, HVAC controls, rear passenger air vents, lighting controls, window and mirror controls, overhead light switches, etc., are all the same in these cars. There are some small differences. The XC90 is the first modern Volvo with fully retracting rear windows. In addition, the centre console switchgear is now a glossy black, replacing the grey coloured switchgear used in other P2 Volvos. Personally, I think it looks cheaper, but this has now been introduced in all P2 Volvos for the 2004 model year. The new sophisticated-looking switchblade key first introduced in the Phase III S40 is standard in the XC90.



The cabin is a major plus point for the XC90: it is simply vast. Whilst the T6 powertrain has been compromised by the transverse setup, its benefits in the cabin are undeniable, allowing Volvo to create a 7 seater in an external body only 7 cm longer than the XC70. The XC90 has the greatest cabin width of

of this article). Other standard features include cruise control, reverse parking sensor and power drivers seat and windows, Geartronic automatic gearbox, lumbar support, electrically adjustable and heated mirrors, alloy wheels, front and rear fog lights, front, side and curtain airbags, integrated booster seat, remote locking and immobiliser.

Several options are available on the cars including:

- Seven-seater option - \$5100.
Includes rear seat air conditioning, separate audio controls in the T6 and IC curtain airbags for the third row.
- MiniDisc player - \$950
- Integrated Phone - \$2900
- Dolby Prologic II - \$2280
- Rear Subwoofer \$1350
- Infrared reflective glass \$800
- Metallic paint \$1350
- Headlamp washers \$135
- Rain sensor \$250
- Bi-Xenon Headlights - \$2100
- Auto Dimming mirror \$390

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the current Volvo range and thanks to its cab forward design is extremely airy up front.

In the rear, space is excellent in all directions. However the rear cushions seem somewhat short in the base. As expected, like all other current Volvo models in Australia, an integrated booster cushion is standard. Improving on earlier designs, the XC90's booster cushion in the centre seat can slide forward so parents are closer to their child. To provide legroom in this position, the centre console storage bin is removable.

The third row is best left for children up to teenage years, however it is acceptable for adults for shorter trips if the second row of seats is moved forward; in any case the third row lacks under-thigh support. Using the third row of seats is simple - just pull the base cushion out and fold the backrest up. Passengers in the third row are not treated like third class passengers, with air vents and no fewer than four cupholders for the two rear passengers. In addition, three storage bins as well as a small burger table are provided. The T6 variant also provides separate audio for passengers in this row.

The boot area is simply cavernous when used as a five seater, offering 613 litres of capacity, 26% more than the V70. The third row of seats hide



perfectly into the floor, leaving a flat, square boot area with minimal intrusion. There are even clips to hold the seatbelts for the third row of seats, so as not to interfere with the load area. Even with the third row in use, boot capacity is not too shabby at 249 litres. That's only 8% less than a Toyota Corolla hatch.

Volvo seats are probably the best in the business and the XC90 continues that tradition. However the seats are of a different genre to other Volvo seats. The seats are soft, yet supportive, mildly bolstered with small pillow-like padding in the upper backrest and base cushion to give extra under-thigh support. Whilst some reviews have criticised the seats for not having enough lateral support, it seems they may have missed the point. Unlike the S60, it has no sporting intentions and accordingly the focus has been on comfort. They are

akin to sitting in your favourite armchair.

Further accentuating comfort levels are air vents in all three rows. A clever touch is Volvo's Interior Air Quality System, which works very well. As you arrive at a traffic intersection you will notice the system discreetly selects recirculation to exclude exhaust fumes from the cabin. Excellent soundproofing and superb audio reinforce the feeling of being in a quality car. The audio on its own warrants its own section.

Audio

Since the launch of the C70 seven years ago with its SC-900 Alpine Dolby Prologic system and Dynaudio speakers, Volvo has become renowned for outstanding car audio. In 2001, the Robb Report awarded the Volvo Premium Sound System "Best Car Stereo System". In comparisons against their competitors, the C70 Coupe and Convertible and S60 have all been rated the best for audio by Edmunds.com with comments such as, *'This system is such a clear winner in this comparison test, it almost isn't fair. No other manufacturers comes close.'* Recent reviews of the XC70, S60 and XC90 by Fairfax papers have all been very positive about the audio in the cars. With their solid construction, in

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if they were part of an orchestra sitting in the car with you. For whatever reason, during the review Prologic II could not be activated for the radio, however there are reports of a software update that now gives this capability. In both systems, CD audio is noticeably superior to radio, whose quality at times is ordinary. Whilst the XC90's audio is very good, it would probably be fair to say that the Prologic systems in the S60, V70, S80 and C70 are still more

impressive.

particular solid doors, Volvos have the fundamentals for quality audio.

With the XC90, class-leading audio continues with the first Dolby Prologic II system in a car, which is fitted standard to the T6. This system has 12 speakers, a six-disc in-dash CD player and 305W of power from an Alpine amplifier. The 2.5T has the High Performance System with 8 speakers and 160W of power. An eight-inch 140W subwoofer is optional.

Because the selector dials featured in the S60, V70 and S80 were unpopular with American consumers in particular, the audio interface in the XC90 was redesigned with buttons for radio presets. Steering wheel controls are very similar to those in the other P2 models. In addition, the XC90 is the first Volvo with the option of a MiniDisc player.

The system in the 2.5T is a good system. Treble is crisp and bass is quite clean, however the sound quality does not match equivalent high-performance systems in the S60. Whilst the treble seems crisper than in the S60, bass is noticeably weaker - probably a function of the XC90's much larger cabin volume. In any case, it is still a good system.

On paper, the T6's system is much more impressive. In real life it is too. The car shares the crisp treble with its five-cylinder brother, but the bass is significantly improved. Most importantly, the Prologic II system delivers a 3D effect the 2.5T simply cannot emulate - sound does not simply move left and right across the car, it moves around the car. According to Volvo, with a surround-encoded CD, the system can deliver a surround effect similar to that of the Dolby 5.1 system used in cinemas. With your eyes shut, your favourite artists seem as if they were singing on your dashboard, strings and piano notes are so rich they seem as

Drive Impressions

Before we continue to the driving impressions, let's get something clear: if you evaluate a car, remember what its primary purpose is. If you expect the XC90 to outhandle an M3, you'll be disappointed. If you expect it to sip less fuel than Grandma's Echo, you'll be disappointed. The XC90 won't cure cancer, but it will make your day-to-day life just that little bit easier.

Why do people buy SUVs? More often than not, they're seen as the modern alternative to the now seemingly "dorky" MPVs - the modern large family car. They offer space and a perception of greater safety and control with their higher seating positions. Families love them. For these reasons, we have to remember these are the chief factors on which we evaluate the car.

One of the aims with the XC90 was to make it a car-like driving experience. For those accustomed to the P2 platform cars, the XC90 won't be a huge surprise. It's noticeably bigger than the other P2 cars, and about the only other difference worth noting is that there is no handbrake. Instead there is a very American foot-operated parking brake, which is released by a handle on the dash. Whilst it almost seems awkward for the many who are used to handbrakes (if this is any consolation), it is hard to accidentally activate as a result.

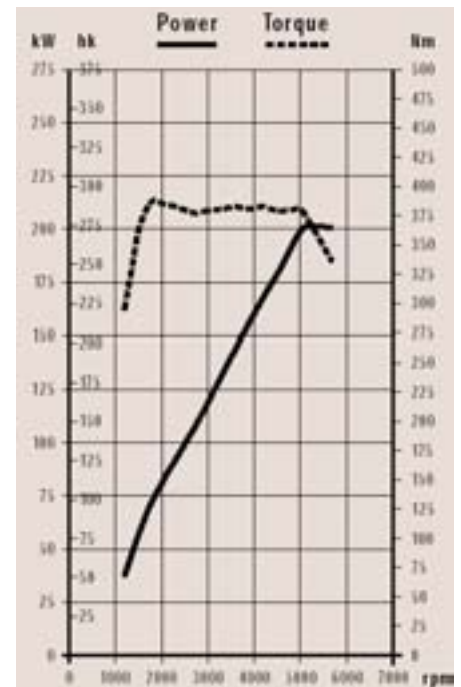
Engines

The two petrol turbo engines in the XC90 have their own characteristics and strengths in different types of driving; it's not simply a case of one being slower than the other.

With an extra gear ratio and earlier torque peak, the 2.5T is happier in the city with sharper response off the line - it is a very useable engine that will

satisfy most customers. The T6 needs to be wound up more, but it is more confident with overtaking at speed. It appears to have softer throttle response than its 5-cylinder brother, however this does make the car very easy to drive smoothly. Overall, the difference in performance between the 2.5T and T6 is not as large as what the engine output statistics may lead you to believe. The 2.5T performs much better than one would expect and it is little wonder that Volvo has now put this powerplant in all of its P2 platform cars to replace the 2.4T.

The 154kW 2.5T is mated to an Aisin Warner 5-speed auto and has 320Nm from 1500-4500rpm (as found in the S60, V70, XC70 and S80 worldwide). The 200kW 2.9 T6 is mated to a GM 4-speed transmission with 380Nm from 1800-5000 rpm.



T6 Engine Specs

Both gearboxes are buttery smooth with good logic. Geartronic is the same as in other P2 Volvos, sharing the same slow shift response, but providing the driver with real control - allowing gears to be held till the rev limiter. Unlike some other systems, it does not override the driver's commands - naturally it will not permit the driver to downshift the car into first gear at 100km/h and as a courtesy, it will downshift back to 1st gear if you forget to do so at the traffic lights.

The surprising performance of the 2.5T serves to highlight the T6's real need for a 5-speed auto. With 30% more power (46kW), the T6 should be more than 0.6s faster to 100km/h than



the 2.5T. This highlights one of the cons of Volvo's transverse powertrain installation philosophy; whilst it provides excellent packaging, it is limiting for a manufacturer that uses long inline engines. There is insufficient width in the XC90 to place a 5-speed gearbox capable of handling such high torque and meeting Volvo's durability requirements alongside the inline six engine.

If the XC90 has a key weakness, it is its high fuel consumption, a function of the heavy SUV design. For those used to driving cars with small to medium capacity engines, the XC90's fuel consumption will be somewhat surprising, but nothing out of the ordinary for an SUV driver. Sadly, the XC90's fuel consumption is not amongst the best in its class. On the city cycle, officially the XC90 2.5T burns 16.1l/100km. The T6 burns 18.5l/100km. According to a study done on fuel consumption figures calculated using AS2877, real life figures on the city cycle should be roughly 15% higher than book values. It would not therefore be surprising to see an average fuel consumption of 20l/100km in the T6.

However all is not disastrous. Over the test route including a mix of country and city driving (average speed 47km/h), as well as some offroading, the 2.5T averaged 13.6l/100km, a figure not too dissimilar from large performance Aussie sedans. At freeway cruising speeds, consumption lies around 8l/100km. Certainly, when it comes to fuel consumption, the D5 would be a welcome addition to the local XC90 range.

The XC90 is a very refined car, especially at cruise. Under acceleration, the engines do make themselves heard, more so than in their other P2 counterparts, but this is accentuated by the overall excellent refinement of the vehicle. For a car with such a large

frontal area, wind rush is well contained.

Ride & Handling

For an SUV the XC90 handles very well. In fact, in day-to-day driving it is rather car-like. When pushed hard it doesn't feel particularly sporty. Nor is it meant to be. Instead, the clear majority of XC90 customers will appreciate its comfortable ride and competent body control. Steering erring slightly on the light side assists the easy driving

experience.

Based on handling statistics such as slalom speeds, the XC90 is near the top of its class; in Motor Trend's Sport/Utility of the Year 2003, out of the fourteen contenders, it was the second fastest through the 600ft slalom.

Brakes are powerful and reassuring, hardly a surprise with huge 336mm discs at the front and ABS, EBA and EBD helping you come to a halt. In fact, the front brakes are the largest of any current production Volvo, including the R. According to Motor Trend, the



Impressive Ground Clearance

XC90 T6 will stop 60-0mph (97-0km/h) in 128ft (39m), the shortest braking distance in its 2003 Sport/Utility Vehicle of the Year field of contenders.

The XC90 rides quite well in town, with good absorption and a very quiet ride. It is more firmly sprung than the XC70, but it does seem to have superior body control. However the car tends to thud through large potholes. Compared to the XC70 its ride is less plush and seems to have less suspension travel. Steering is fairly light, making for an easy driving experience, although those seeking a more spirited drive will find it wanting for feel. A speed sensitive system is available for \$750.

One of the disappointing trends with recent Volvos has been the growth in the size of turning circles. Whilst the modern FWD transversely mounted configuration is great for space

maximisation, it has resulted in the demise of the once tiny Volvo turning circle. Wide tyres and the need for width across the engine bay (especially with the inline six) reduce the possible steering angle. Australian XC90s with 17" and 18" wheels have a turning circle of 12.5m. Cars with 16" wheels have a turning circle of 11.9m. To put this in perspective a BMW X5 has a turning circle of 12.1m; a Mercedes M-Class and the Honda MDX have a turning circle of 11.4m. This problem is alleviated to some degree by the XC90's large glass area. Combined with the large side mirrors, it provides excellent all round vision.

Off-road Ability

According to Volvo's research, only 2% of SUV drivers actually venture off road, and the number of shiny Land Cruisers, X5s and Range Rovers without a hint of mud waddling through Toorak streets seems to support this.

Nevertheless, these vehicles give the impression of some off-road ability.

Surprisingly, the XC90 is reasonably capable off road. During the test it coped well on forest trails, even climbing over intimidating-looking mounds without any fuss thanks to its substantial ground clearance and good traction.

However, the XC90 did not like large potholes, thumping somewhat; the XC70 has a superior ride out on the dirt compared to its larger brother. Out of interest, here is the XC90's ground clearance compared to several of its competitors (US specifications):

- Volvo XC90 - 226mm (218mm according to Australian specifications)
- Volvo XC70 - 209mm
- Jeep Grand Cherokee - 221mm
- Toyota Landcruiser 100 - 210mm
- Mercedes ML-Class - 204mm
- Honda MDX - 203mm
- Lexus RX330 - 190mm
- BMW X5 - 180mm

Aside from its prodigious ground clearance, the XC90's competence



offroad can also be attributed to its Haldex AWD system. One advantage of this system versus the now-superseded viscous coupling used in previous AWD Volvos (eg. 850, S/V70 and Cross Country) is that it has a much faster activation time; Volvo claims rear drive is engaged in only a seventh of a wheel revolution. On loose surfaces, this means that drive to the rear wheels is activated much faster than would be the case with a viscous coupling. So instead of the front wheels digging themselves further into the mud, the car simply engages rear drive and moves on. Whilst all Australian XC90s are AWD, in the USA the 2.5T engine is available with a FWD drivetrain.

At the end of the day, the XC90 is not designed to really rough it out, but it can handle much more than a gravel road. Ultimately the road-optimised tyres it is equipped with limit any off-road ability; the Continental PremiumContact tyres on the XC90 T6 can also be found on small cars such as the Renault Clio and Peugeot 307. Given Volvo's claim that 98% of customers will drive on tarmac, it's an understandable decision.

Conclusion

Once again, Volvo has proven it is the king of the premium family car market. The XC90 combines comfort, practicality and versatility with more than ample off-road ability for the vast majority of customers out there. The main flaw in many negative reviews of the XC90 has been the failure to weigh the characteristics important to SUV customers. Whilst the XC90 is never going to threaten Porsche 911s on the racetrack, it was never meant to. Most customers will probably prefer the XC90's superior comfort to the X5's sharper handling. Most customers will enjoy the extra room the XC90 provides over the X5. In fact, one could ask, apart from better, but rarely used, off-road ability, does the X5 have any real benefit over a 5 Series Touring? The XC90 certainly provides significantly more room than the V70 and XC70 models. When you consider its easy-to-drive nature, comfort and safety, sheer practicality and capacity and the elevated seating position, the XC90's performance of intended function is superb. These are the key characteristics that customers desire in an SUV and the XC90 delivers them. In doing so, it does not forget competent



dynamics and style. It simply makes life easier.

Yet to withhold criticism would be unfair. Whilst the XC90 is a great package, like anything, it has its shortcomings. For the many of us who are used to driving standard cars, the fuel consumption will be a shock to the system. XC70 drivers will probably find the XC90's ride offroad wanting at times and there will be times when T6 drivers yearn for a 5-speed gearbox.

If you look beyond the fact the XC90 is an SUV, you'll realise with all the good wholesome Volvo values that it simply is the ultimate family car. The XC90 is Volvo's epitome of practicality - it provides more space and uses its space better than any other current Volvo. At first sight, a Volvo SUV might have seemed to be the antithesis of what Volvo stands for, but it is every inch, very much a Volvo.

At the end of the day, the XC90 is a great package. Few manufacturers build family cars as good as Volvo and the XC90 ultimately proves that once again. Volvo for life.

Many thanks to Peter Sokolowski at Melbourne City Volvo for the opportunity to review the XC90.

Glossary of Acronyms

DSTC - Dynamic Stability and Traction Control
TRAC - Traction Control System
RSC - Roll Stability Control
ABS - Anti-lock Brake System
EBA - Emergency Brake Assist
EBD - Electronic Brake (force) Distribution
ECC - Electronic Climate Control
SIPS - Side Impact Protection System
IC - Inflatable Curtain
ROPS - Roll Over Protection System
WHIPS - WHIplash Protection System
IAQS - Interior Air Quality System

Interesting Links

Swedespeed XC90 Forum:

<http://forums.swedespeed.com/zeroforum?id=27>

VVspy XC90 Forum:

http://www.volvospy.com/frameset.php?bn=volvospy_xc90

VolvoXC.com:

<http://www.volvoxc.com/>

The above three sites are enthusiast sites. VVspy and Swedespeed would probably be the two main discussion forums for modern Volvos online.

Volvo US XC90 Site:

<http://www.xc90.com/>

Volvo Car Australia XC90 Site:

<http://www.xc90.com.au/>

These two sites are the official Volvo sites. The US site is specific to the US market, whilst the Australian site is an Australian adaptation of the international XC90 site.



Awards - It really is good

Not since the 850 has the media been so excited about a Volvo. The XC90 has been consistently blitzing the awards ceremonies worldwide - it can't just be luck. They realise the XC90 is the best package out on the things that matter to SUV customers the most.

2003

Canada Pyramid Award for Safety
 Innovation Canadian Automobile Association (CAA) - ROPS
 Sweden Stora Designpriset (Design Prize) Association of Swedish Engineering Industries
 UK Best 4x4 What Car? magazine
 UK Best 4x4 of 2003 Top Gear magazine
 UK Auto Express Car of the Year 2003
 UK Auto Express Best 4x4 Off-Roader
 UK The Sun "SUV of the Year"
 UK Aberdeen Press & Journal 'Car of the Year 2002'
 USA Best Engineered Vehicle of 2003 Automotive Engineering International
 USA El Mejor Auto del Año 2003 ("Car of the Year") Automundo magazine

USA Official Winter Vehicle of New England New England Motor Press Association (NEMPA)

USA Versatility Segment - Car of the Year American Woman Road and Travel

USA Urban Truck of the Year African Americans On Wheels

USA North American Truck of the Year North American International Auto Show (Detroit)

USA Rocky Mountain Auto Press "Best Family Vehicle of the Rockies"

2002

Canada Best New Sport Utility Vehicle over \$45,000 (Canadian Dollars) Automobile Journalists Association of Canada (AJAC)

Canada SUV of the Year Guide L'Auto Germany Most Important Foreign Innovation on the German Car Market Auto Zeitung

Germany EuroCarBody Award - Third Place for Design Automotive Circle International

Italy The "World's Most Beautiful Automobile" in the multifunctional category Automobilista

Spain 2003 Off Route Car of the Year Car & Driver magazine

UK 4x4/SUV Award and Safety Award Institute of Vehicle Engineers Motor Show Design Awards 2002, Birmingham Motor Show

UK "Best SUV" and "Best Safety" British International Motor Show

USA 2003 SUV of the Year AutoSpies.com

USA "Best New Large SUV" Kiplinger's Personal Finance

USA Traffic Safety Achievement Award 2002 (for the RSC system) World Traffic Safety Symposium

USA SUV of the Year Award and Mud-fest Champion North West Automotive Press Association

USA Truck of Texas™ Texas Auto Writers Association

USA 2003 "SUV of the Year" Motor Trend magazine

Without a doubt, that's an impressive list of awards, especially considering the XC90 has been on the market for less than a year.



Cool bumper sticker on David Raynor's "Safety Orange" 242

VOLDAT TUNE-UP DAY DECEMBER 2003

Once again, John Johnson opened his workshop for Volvo Club members to have their cars thoroughly checked over. As usual, we had a good turn-out of "regulars" and a few new faces. I sometimes wonder how many times you can tune up a car in one year? I didn't need a tune-up (What is a tune-up? I don't have a carburetor!) but I dropped by to view the antics and learn a thing or two from the Yoda of Volvo.

Thanks for the hospitality John. We look forward to a repeat next year. *Greg*



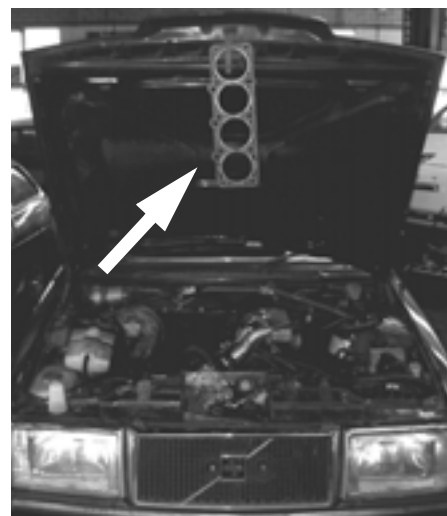
The Master at work



Heino looking for rodent nests



David know\$ where a head gasket goes!



Where does head gasket go?



Need more power? Add a spark plug to your tailpipe!



James "Clean"



Interim Treasurer's Report \$\$

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

MONEY BUSINESS

Hi all. As we enter 2004, the club's financial position is fairly stable. Unfortunately, we have lost one of our major advertisers, Mobil, and I am unsure of the status of the Shannon's advertisement (Peter? Any word?) This means that we most likely will print black & white covers for a while. That's probably OK, because we'll be growing together with the 1800/120 Club. When we get things sorted out on the financials of sharing the magazine publication and postage costs, and any potential advertisers from NSW or Queensland, we can re-consider whether the club can afford the luxury of a colour cover.

Our major expenses are shown herein. Of particular note is the Christmas function. The 2003 function at Melbourne City Volvo (big thanks to Peter and the management of MCV and ULR!) was substantially less expensive to both the members and the club. The 2002 formal dinner cost the members \$1268.00 and the club an additional \$768.00. That's a total of \$2036.00 for the meal and function centre hire alone! This year, because of the generosity of MCV, and the fact that we self-catered the meal, the total cost for food was less than \$350.00!

And there was no expense to the members. I encourage the members to provide your feedback to the Committee regarding your thoughts about what format you would like to see for the 2004 Christmas function. It's not too early to start planning.

On the treasurer's position, James Maddison (our esteemed Vice President) has kindly offered to take over the position, but only until the AGM in August. I personally cannot see training James to take the role, then having to find a new treasurer in August. We'll see what happens, but I'd really like to see somebody who is willing to take on the job for at least a year.

Account Balance as at 31 December 2003: \$2104.81.

The last magazine treasurer's report was at 4 November 2003. At that time, we had a balance of \$2349.10. Here's a summary of the income and expenses of the club since the last report:

INCOME:

Advertising & Sponsorship: \$580.00
Night Meeting Income (Nov): \$49.80
Membership Subscriptions: \$760.00
Bank Interest: \$2.61
Economy Run Entry Fees: \$656.00
TOTAL INCOME: \$2048.41

EXPENSES:

AOMC Dues: \$90.00
Government & Bank Fees: \$12.50
Voldat BBQ Night: \$177.94
Christmas Dinner & Door Prizes: \$349.03
Trophies & Engraving: \$245.70
Economy Run Expenses: \$595.00
Hall Hire & Suppers (Nov): \$12.00
Magazine Printing (Nov/Dec): \$638.00
Magazine Postage (Nov/Dec): \$172.53
TOTAL EXPENSE: \$2292.70

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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A Mere Chit of a Girl

Part 2

[A True Story]

by John Grant

The story so far: Ruby was born in 1902, learnt to drive at 13, got her licence at 16 [by putting her age on a year]. Rode horses, motorcycles, and drove cars, trucks and tractors. Got a reputation in her part of the bush of being an expert, daredevil driver. Especially as women drivers were rare in the 1920's.

Being a young girl in the 1920's was an exciting time. After The Great War - the war to end all wars [or World War I, as we know it now] there had been great social changes; women were far more liberated. It was the time of the "Flapper". Girls wore short skirts, sheer stockings, cut their hair short, and wore make-up and [horror of horrors] smoked cigarettes!



While Sydney in 1926 may have been Sodom & Gomorrah to the elderly prelates of the day, it was exciting, new and modern to an energetic girl from the bush. Ruby went "down" to the "Big Smoke" with her parents to the Royal Sydney Show. The horses, sheep and cattle held little interest for her - she'd seen enough of them back home to last a lifetime!

She loved the shops with all the latest fashions, the beauty salons, the parties, dancing and the jazz and pop music of the day. After that you couldn't keep her down on the farm



after she'd seen Sydney. So with the aid of various cousins she managed several trips to Sydney each year, as well as skiing at Mt Kosciusko - the only ski-field at the time. But truth to tell she was more interested in the after-ski parties than flying down the snow-clad slopes.

There was only one cloud on her horizon. So many Australian young men of her generation had sailed from



our sunny shores to die in the mud and cold of distant battlefields, that there was a shortage of young men. Ruby found the few young blokes in the bush uninteresting. All that they could talk about was sheep, drought and bush-fires. The few that could dance were clueless about the latest dances or music. Another problem was Big Tom, her massive father. Being the apple of her father's eye had its problems - no young bloke was good enough for his daughter - and he was prone to tell them so!

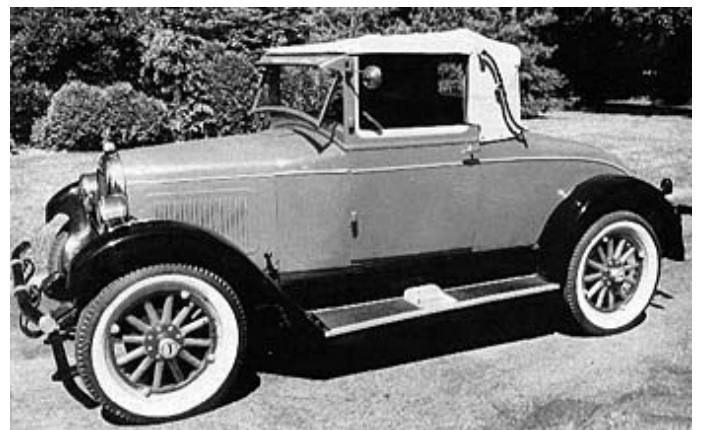
In Sydney her cousins and girl friends were constantly on the lookout for a bloke for Ruby [and for themselves]. It so happened that one of her girl friends had an older brother who had just returned from two years with the British Army in India. It may not have been "love at first sight", but they certainly were attracted to each other. He was a Captain in the Australian Army, a graduate of Duntroon, his family lived in Sydney, and he was good-looking in a stocky sort of a way. He had a lot of personal charm ... and most of all he wasn't a bloody farmer!

In the period immediately after the war soldiers who had fought for King and Country were considered heroes and officers were almost gods. So when

the friendship between Ruby and her soldier had developed, he was invited to spend a few days on the farm. He was an instant hit with Ruby's father. Not only was he the stuff that heroes were made of but he was a crack shot. Tom took him out shooting rabbits and as he told Anne Matilda that evening "He doesn't waste bullets - he got a rabbit with practically every shot".

So Edgar and Ruby got engaged. Tom promised to give the happy couple a car as a wedding present. But this almost broke the engagement. Ruby was happily telling her fiancé how they could have a motoring honeymoon sharing the driving and seeing the sights of the Blue Mountains and other beauty spots, when Edgar dropped a bombshell. He couldn't drive! He'd never had enough money to buy a car and in the Army in those days, lowly privates in staff cars drove around officers. Ruby was shocked - she explained she would not marry a bloke who couldn't drive. But all was not lost. Edgar would get his car licence before the wedding, and Ruby would teach him. So Edgar learned to drive before the wedding. Asked afterwards by a friend what it was like being taught by his future wife he replied **"well if she'd been a bloke she'd have made a great sergeant-major!"**

So they were married in a church in the nearest town to Ruby's home on the 16th September 1930. With Edgar at the wheel they drove off in a two seater Whippet on their honeymoon.



Classic Whippet motorcar

The Army had posted Edgar to Hobart and they started married life in a flat in Battery Point. The Whippet was shipped out from Sydney on the same coastal steamer that took them from Sydney to Hobart.

In some ways life in Tasmania was idyllic. But the 1929 Stock Market cast a cloud over the whole world and

Australia was no exception. It took some time to affect ordinary Australians. By the time their son was born on the 16th September 1933 almost 30% of the workforce was unemployed due to the Depression. The Commonwealth was so short of money that army officers were put on half pay. Fortunately Ruby had a small personal income, which although affected by the economic downturn was enough to enable them to run the car. Tom and Annie came over for a visit and were taken around the sights of Tassie in the "Dicky seat" of the Whippet.

Ruby thought that having sent Edgar to Tasmania the Army had forgotten where he was. But in mid-

prepared for storage. Then came a second letter from the Army. Because of budget constraints the proposed trip was off. So Ruby went out and bought a 1937 De Soto and started unpacking with a heavy heart. One day when she was driving in Hobart she was waiting in the middle of the road to make a right hand turn. An old and battered light truck was approaching down hill with the back piled high with



Could this be the very Cabbage Truck?



1937 DeSoto

1938, a letter arrived from Army Central Command, informing Captain Grant that he had been selected to go to England for two years to train as a staff officer at Camberley in England. Ruby was excited. Very few of her friends had been out of Australia. Here was the opportunity of a lifetime.

So the faithful Whippet was sold and the household goods were

cabbages. As it approached the intersection it sped up and began swerving from side to side in a most erratic manner. There was nothing

Ruby could do except watch as with one mighty swerve the truck hit the massive bumpers of the De Soto head-on, pushing it backwards several years. Cabbages flew everywhere littering the whole intersection. As the dust settled the old lady who had been sitting next to the old man driving truck started screaming and swearing and beating

up the truck driver. The gist of what she said was **"...You stupid old bloody fool, I told you to get them blasted brakes fixed!!!"**

Seeing the occupants of the truck were busy with each other Ruby walked to a phone box on the corner and rang Edgar at the nearby barracks and suggested he might come down and sort out the mess. As she walked up behind the gaggle of sightseers she overheard some of the excited comments... **"I tell yuh, it was a woman driver, bet she caused the accident!"**

The next exciting thing was a third letter from the Army telling Edgar that the trip to England was on again. Apparently even Canberra was worried about the situation in Europe and that a bloke called Adolf Hitler couldn't be trusted. Now was not the time to cut military expenditure to the bone.

To Be Continued...

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Supercharge! Chapter 3

Supercharging Your Volvo Chapter Three - Mother Of All Brackets by Greg Sievert

Chapter Three in my series of articles about supercharging our 1988 240 GL sedan will delve into the details of mounting the supercharger to the engine block. Chapter One dealt with some of the basics of supercharging and turbocharging, and told of my purchase of a used Toyota SC-14 supercharger. Chapter Two covered the search for a location under the bonnet for the supercharger, and touched on re-location of the power steering pump to the right side of the engine block. This chapter begins the tough job of fabricating a mounting bracket for the supercharger and A/C compressor.

When I started the project, I wasn't sure how I would go about making a mounting bracket for the supercharger. I ended up hastily returning to the Toyota wreckers to buy the mounting bracket from the Toyota engine. For some reason, I thought maybe I could use it, or a part of it, to mount the SC to the Volvo engine. Wrong! That decision cost me \$75. If you do ever purchase a used supercharger from the wreckers, see if you can get them to throw in all the hoses, valves, brackets, belts, etc. when you first purchase it. Once they have made a sale, they are unlikely to "throw in" anything for "free", but if you bargain up front, you might get them to give you the lot for the same price as you might pay for only the supercharger. In my case, it turned out the day I went back for the bracket, they were loading up the complete engine to sell to another customer. He only needed the engine block & head, but they were selling it to him complete for a price he was willing to pay. They could have given me the SC bracket, but they took the opportunity to pocket some more of my money. Lesson learned! I digress. So, what material would be suitable for the SC bracket? Steel, cast iron, aluminium? The Toyota bracket is cast iron. I started scavenging, mainly at Wayne's parents' house through the scrap metal pile, for suitable angle iron, tube iron, etc. When I got it all home, I thought that it was a little inelegant to be thinking about welding up some crude structure of iron bars and bolting the beautiful cast alloy supercharger to it. So I made the decision to fabricate an aluminium bracket. I figured I could get some 10 mm aluminium plate, cut it into shaped pieces, bolt it together, and make myself a bracket. In the future, I could even have it professionally tack-welded together if need be.

The first big concern was the fact that I don't have a machine shop. I do have the usual hand tools, and also the bonus of having brought a floor-standing drill press with me to Australia. I have a jigsaw, files, hacksaw, etc., but not a band saw. I really wanted to get a band saw to cut the aluminum pieces for the bracket, but I couldn't find a suitable one at the right price. So I decided to make the jigsaw do, knowing that I'd go through heaps of blades, and maybe even wear out the cheap hobbyist jigsaw. I decided to make an addition to my workshop (aka the garage!). I purchased an inexpensive bench sander, the one with a small disk sander and belt sander combined into one unit. (See Figure 1). This turned out to be a real Godsend when it came to smoothing edges, squaring up mating faces, etc.



Figure 1: Combination bench-top belt/disk sander

With the equipment problem solved (or so I thought), I went out and bought a half sheet of 10 mm MDF board to make a "prototype" bracket. The MDF was cheap, easy to cut, and would allow me to "design on the fly" without going through expensive metal-cutting jigsaw blades and aluminium alloy. It was solid enough, when held together with coarse screws, to support the supercharger and A/C compressor to test the fitment into the engine bay. One of the biggest challenges was measuring and aligning of the SC and A/C compressor to begin the task of making the bracket. I was necessary to take a few guesses as to how it would all fit together, knowing that with the real bracket, I could make some slight alterations if the prototype didn't fit quite right. The first piece of MDF that I cut served as the base plate - the main structure of the bracket that bolted to the side of the engine block in place of the standard Volvo A/C & PS pump bracket. I did a rough cut on the base plate, then tried to bolt it into position. A little trimming and "gentle persuasion" had it fitting up nicely, so I started on the remaining pieces of the bracket. I was a bit ashamed at the crudeness of the prototype, but I knew that any ugly square corners and "oops" items could be fixed later on. Figure 2 shows the MDF prototype bracket bolted into place with the supercharger mounted to it. What I ended up with was a pretty solid bracket that I was able to bolt into



Figure 2: MDF prototype bracket Mk. I bolted on engine

position with the SC and A/C compressor. It became immediately obvious that everything was going to be a tight fit. The SC couldn't be bolted into place without partially disassembling the bracket first. The A/C hoses got in the way of the SC inlet pipe, and the compressor mounting adjuster plate was hard up against the distributor housing. Things were looking a bit scary. Was this going to work?

About this time, a friend at work mentioned that he had a large sheet of 16 mm thick aluminium plate that he was willing to share with me. All I had to do was bring some stubbies and a bunch of angle grinder cut-off wheels. I measured out all the MDF bracket parts, threw in a safety factor, and came up with an estimate for how much of the aluminium I'd need to do the job. When we got done cutting the 1200 x 250 mm sheet, 16 mm thick, I sure hoped I had over-estimated the amount I needed, because it must have weighed in at about 40 kg! The good thing was it was free, but the bad thing was it was thicker than I had originally planned to use - 60% thicker, in fact. When you're building something with no structural analysis, you can't afford to optimise it for weight savings. I didn't want this thing to fail, so I figured I'd make sure it didn't! The other problem was that my MDF prototype bracket was only 10 mm thick, so that meant I needed to either scale it up on the fly, or opt to make another prototype. I decided to take the safe route, and I built Prototype Mk II.

Mk I had served its purpose well - it allowed me to correctly position the SC and A/C compressor, and also I could use it for overall dimensions. Mk II was my chance to make a more elegant design, while also fine-tuning the position of the SC to eliminate some tough clearance issues to the engine mount and the distributor. I wasn't able to find any 16 mm MDF, so I ended up using a white laminate shelf board that was nearly exact. The white laminate was also great for scribing measurement lines and produced nice, clean drill holes and edges. Things went pretty well, the cutting done with the jigsaw, and smoothing and radius work done on the bench sander. When complete, Mk II was quite a bit more solid than MK I, and it also looked a lot more presentable. The previous clearance issues were solved, except for a problem accessing one of the block mounting bolts. I wasn't convinced this would be a real problem, so I began preparing myself for what was to follow.

For some reason, I assumed cutting aluminium wouldn't be all that difficult. After all, it's a lot softer than steel, and with the proper blades it would cut like butter. Right. My decision to bulletproof the bracket and make it out of 16 mm thick plate suddenly seemed ridiculous when I started making that first cut with my feeble jigsaw. It was then that I began measuring cutting speed in millimeters per minute. It seemed



Figure 3: Mk. II Laminate base plate (Left) and Aluminium base plate (Right)

like millimeters per decade! I think it took me about an hour to cut out the base plate for the bracket, but it was a real triumph (Figure 3). Thank God for earplugs and tolerant neighbours! I methodically (over the next week or so) cut the remaining bracket pieces, and was surprised that my jigsaw didn't give up the ghost. It feels like it has a lot more free play

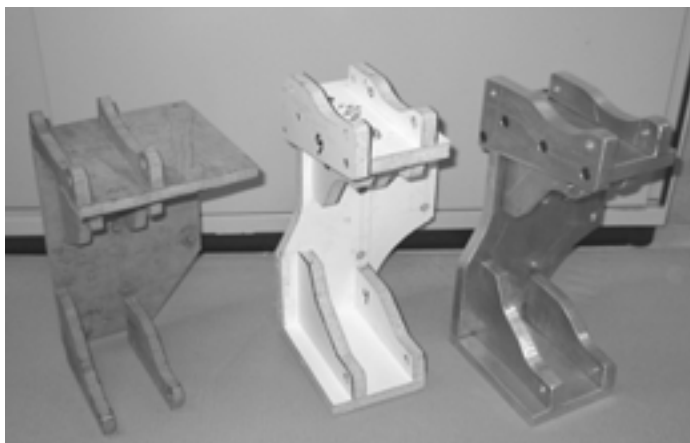


Figure 4: (Left to Right) Mk. I MDF bracket, Mk. II Laminate bracket & final Aluminium bracket

in it now than when I started!

The final step in making the bracket was drilling the holes and bolting it all together. I chose countersunk hex head bolts to do the job. I had to buy a couple metric drill bits, a tap to suit the bolt size, and also a special tapered counter-sink bit. Drilling and tapping the holes wasn't a real picnic. There's probably about 30 bolts holding the bracket together - so it took me another week or two of evenings drilling, tapping, fitting, adjusting, etc. before I finally had the finished product. Although there are a few flaws - the odd bolt that doesn't line up quite right and had to be forced - the overall result was pretty impressive. Not only did it look good, but it felt strong -

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very strong! If weight is anything to go by, this bracket will be the last thing standing if there's ever a nuclear war! Figure 4 shows the three brackets - Mk I, Mk II and the real McCoy. Figure 5 shows the supercharger bolted to the aluminium bracket.

With the Mother Of All Brackets complete, the next step of plumbing the inlet and outlet of the supercharger will be

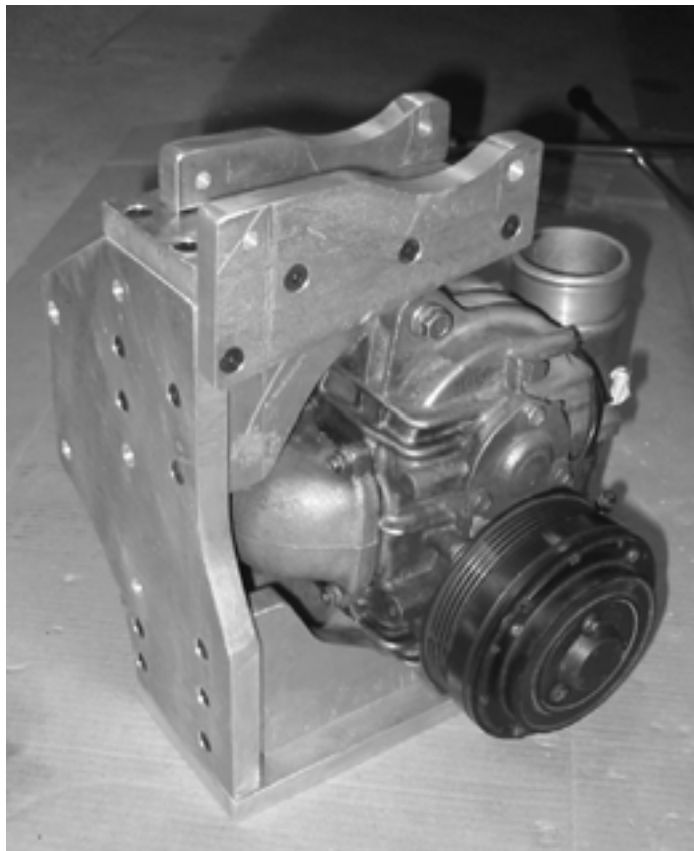


Figure 5: Completed Aluminium bracket bolted to supercharger, ready for installation on engine

addressed. Chapter 4: Plumbing 101 - will discuss this issue and the often-misunderstood bypass valve. Until next time, stay tuned! If anyone has any questions or comments, e-mail me at gsievert@bigpond.net.au or call 9397-5976 after hours.

Regards,
Greg

242GT/262 Bertone Register Update:

Despite being given adequate notice by the new editor, I am doing this at last minute.

There has been some activity on the GT/Bertone front since my last article. This article is less technical and more aligned to owners.

I had a long chat with David from Brisbane recently who is very happy with his 1979 GT. David actually bought a 1980 GT new, but had to sell a year later due to family pressures but always had a soft spot for another one so bought this 79 model when the opportunity arose.

I have also received a Register form from Duncan in Brisbane who has purchased a gold 262 Coupe and is in process of bringing it up to scratch.

Athol from outside Ararat has purchased a 79 model and Glen from in Ararat has recently bought an 80 model. Both are very happy with their purchases and look forward to catching up in the New Year.

For Sale:

There are a couple of cars [that I am aware of] on the market at present. I am awaiting further details from Sue in Tasmania who has a one owner 1980 model, and there is a 79 model in a car yard in Ararat. This needs a tidy up in the paint but would make a good project. It is also a 3 speed automatic. There is also a damaged 79 auto for sale on Mornington Peninsula. It has front damage [grille/lights/ radiator] but still starts. The interior is not standard and is now a beige cloth colour on the seats. Prior to the accident it was always well maintained mechanically. Contact me if you are interested in this one.

Chop Top:

In the last issue of Rolling there was a photo of a 242 GT convertible. The console has been removed and switches relocated to the dash. I do not know who the owner is but it would be interested to have a chat about it. It is still a "bit rough" around the edges where the roof was removed.

High Mileage:

Gregor, up in NSW has a GT with close to 600,000 kms on the clock. As well as every day transport the car is used for hill climbs and historic supersprints with some success. It just shows Volvos including GTs just keep on keeping on. I will have to catch up with some of the modified cars [V8 262, 262 Turbo, GT Turbo] for another issue. Don't forget there is a fair amount of info on the 242GT and 262 on www.volvoadventures.com. Until next time,

Lance Phillips

242GT/262C Register

New: from Mark Richardson VP Tuning

As this issue is arriving in our letterbox, the ECU re-programmer from TME should be up and running. We had some problems getting the software to work on my computer but sending a laptop down from Sweden has solved that. This makes it easier to do the upgrades on the spot. [if not too far of course] The system is only for turbo models from 850 onwards and fitted with Motronic or Bosch ME7. If not sure what your Volvo has you can always call me. Price for ECU upgrade Motronic -'98 \$1125 incl. GST and for the Bosch ME7 '99- \$1385 incl. GST. Pricing are rrp but for a limited time only anyone trade/club member or retail customer will receive a 15% discount on these prices!!

Anybody interested in S60 racing clothing? There will be some available as the Swedish racing season has ended and they are moving on to the next season preparations. It will be mainly polo's/ T-shirts /jackets - it all depends what is left. More on this in the next issue. Inquiries welcome (see below).

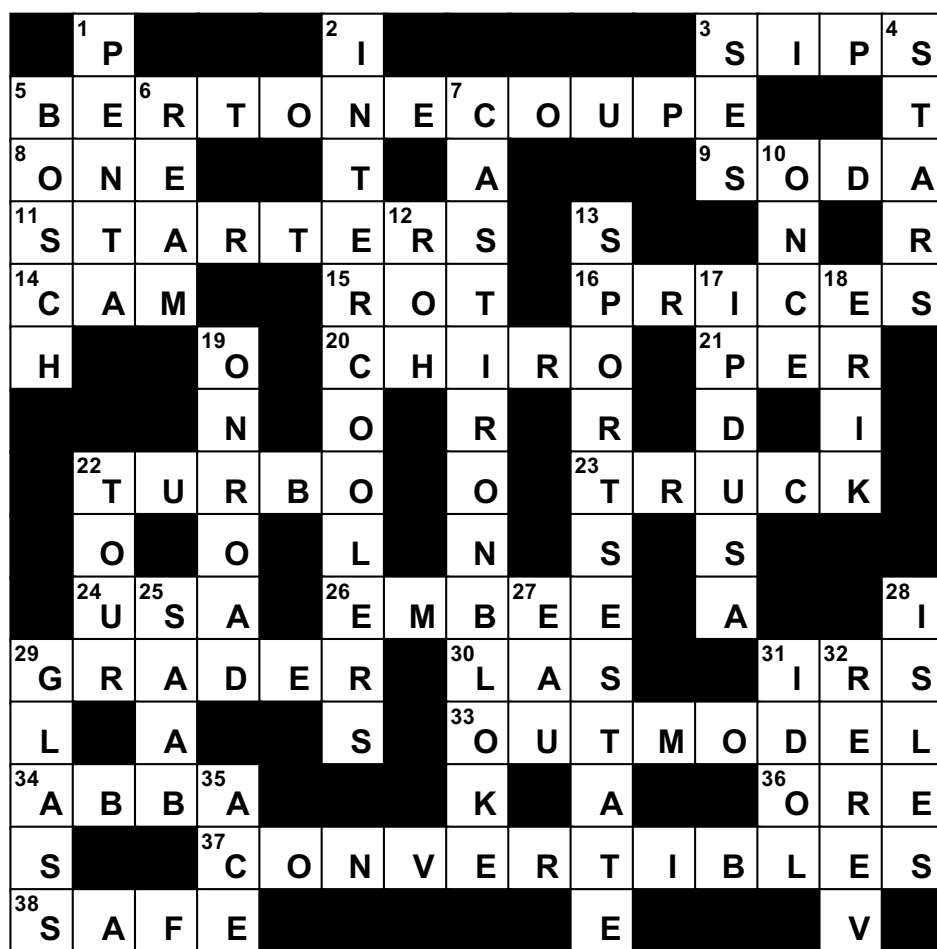
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Crossword #1 Solutions: "Body Style by Volvo"

How'd you do on the first Crossword Puzzle? If you were stumped, here are the solutions. Any complaints, please let me know! Kudos to Lance Phillips, the first to reply with the most correct answers. Lance missed the "punny" solution for 7 Down, and instead replied "CAST IRON BLOCK". He gets bonus points for finding another word to match his error, putting in "CRICKET BALES" instead of "CONVERTIBLES" for 37 Across. I'll have to give him credit for his reply of "STATS" for 4 Down, as this could be a correct response. Lance also pointed out the spelling of "ERIK" in 18 Down, noting that the name is sometimes also spelled "ERIC", especially in English-version print editions.

Next edition, I'll publish the solutions to Puzzle #2, which appeared in the September-October issue. I hope you're all having a go at it!

Greg

ACROSS

- 3 Revolutionary new feature of the 850 (abbr.) SIPs
5 Italy chops the top BERTONECOUPE
8 After Amazon came this series ONE

9 If you're driving, drink this instead of beer SODA

- 11 Order these from the menu or you won't get very far STARTERS
14 Put in a hot one and you'll get your burgers quicker CAM
15 Your Volvo's worst enemy ROT
16 Every year they go up PRICES
20 See him when your lumbar goes out of adjustment CHIRO
21 It's the "P" in kph PER
22 The R's have it! TURBO
23 This Volvo division not owned by Ford TRUCK
24 Irv Gordon calls it home USA
26 Can you spell "Three-pointed Star?" EMBEE
29 The Volvo that MAKES the road GRADER
30 Musical tones LAS
31 The 760 eventually got it, but not the 740 (abbr.) IRS
33 Get a good deal on a run-___ OUT MODEL
34 They sing, forwards and backwards ABBA
36 Swedish Iron was once this ORE
37 Remove the top and they shake CONVERTIBLES
38 The main reason you put money in a Volvo SAFE

DOWN

- 1 Volvo's contribution to the yachtsman PENTA

Minichamps Scale Models to be available from Mark Richardson:

I have made contact with the Minichamps model cars importer for Australia and can announce that I will be selling their Volvo range. Their newest release is the P1800 ES in scale 1:18, a very beautiful model, blue metallic in colour. Call Mark for info. Of course there will be a good discount compared with the shops.

Ph. 03-9775-5302 (AH)

Mob. 0403-814-545

mkr@alphalink.com.au



Minichamps 1800ES 1:18 Scale

- 2 These make your turbo go - faster! INTERCOOLERS
3 If a tree falls on your Volvo, call them! (abbr.) SES
4 You see these after a crash (test) STARS
5 Fuel injection pro's BOSCH
6 Soko goes through this in no time REAM (Ed. Note: Soko is now Greg!)
7 Dinky-di Aussie who won't take aluminium for an answer CAST IRON BLOKE
10 ___ in a lifetime deal! ONCE
12 Do they make wheels for your Volvo? ROH
13 Practical Volvo with two doors SPORTS ESTATE
17 This dot-com is a haven for Volvo performance buffs IPDUSA (Ed. Note: check out ipdusa.com!)
18 Volvo book author Bjorn-___ Lindh ERIK
19 Usually extra cost when you buy your car ONROAD
22 Best way to see the countryside TOUR
25 The other Swede SAAB
27 ___ de toilette EAU
28 Australia is the biggest of these ISLES
29 1800ES liftgate GLASS
31 The Volvo worshipper looks up to this IDOL
32 Make the engine sing, again REREV
35 Saddam on the deck ACE

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 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)

1968 P1800S (FEV 652) 2nd owner. British Racing Green with Tan leather interior. Low miles, \$7000 ONO, Call (03) 9380-5571 or 0433-127-733.

1979 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)

"TWR 850" Victorian number plates for sale. They are slim-line plates, blue writing on a white background, with 'VIC' on the left hand side. They are brand new and have never been on a car. POA. Contact Ash on 0412-709-695 (04Jan04)

1995 850 T5 Wagon (DB 000). Burgundy with black leather interior. Immaculate condition. 155,500 km with full Volvo dealer history (2 owners). New turbo, auto gearbox, tyres. CD stacker, 7-seater, woodgrain trim, tinted glass. Fully detailed and RWC. \$21,500. Ph. David (03) 9836-1228 or 0418-352-300 (01Oct03)

1973 164E (unreg ser. #164-4639Y) Yellow, Auto, A/C, Power Steering, interior very good but upholstery needs some work. 292,968 km, car is straight & tidy with only a little rust in spare



wheel well. Runs very well so is drivable. \$200 Call Rob Dibbs on 0416-177-806 (BH) or (03) 9459-9452 (AH Mon-Fri) (21Dec03)

1973 164E (LUK 028). Reg to 02/04, Red with tan leather, Excellent condition, Auto, A/C, power steering. \$3000 with RWC. Phone Ronald (03) 5147-2501 (8Jan04)

1980 244GL (AYO 600) 1-owner, 148,000 km, 10 month reg, Auto, A/C, full service history. Phone Rob (03) 9776-1921 (8Jan04)

1991 240GLE (ESN 006) Silver with tan leather, 206,000 country km, 1-owner (deceased estate), Reg to 12/04, Auto, A/C, central locking, power windows, Immaculate condition. Service history & extras available.

\$7000 with RWC. Phone Mrs. Lech on (03) 5774-2338 (8Jan04)

1996 850 SE 20V (NRD-813) Reg until 02/04. 1 fastidious owner. Unmarked Nautic blue with charcoal leather, 110,000 km with full log book services including interim services between log book services. 5-speed manual, 'R' sport suspension fitted prior to delivery, Michelin tyres on 15" Cetus Volvo alloys,



ABS, Air bags, Cruise control, 6-speaker radio/cassette. \$18950.00. Phone Joe (03) 5250-2135. (10Dec03)

1972 144 Deluxe (LZB 156) expires 30 July 2004. VIN no. 1441360233. White exterior, 4-speaker stereo. Second owner. Spent \$2200 in July 03 for



roadworthy - have receipts for work done ie. new windscreen, tyres, master cylinder. \$1500. Contact Kate on 0412-684-801. (11Dec03)

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)

WANTED Front seats for 1963 122. Email Martin Hellemons on hellemons@telstra.com

Please contact editor when items sell. All ads run for 2 issues unless editor is notified for an extension.



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" 570T5 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. (11Jan04)

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)

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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. \$10,000. Ph. Rick 0422-013-490 (Revised 15Dec03)

1970 142 (ECD 094) Metallic blue duco, body very neat, going well. Spare twin carbs (mechanic convinced me to convert to single carb) and spare short motor (needs work). \$5000 ONO. Post queries to Mrs. C. Lenghaus, 55 Ballarat Rd., Hamilton VIC 3300 (20Oct03)

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)

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, new pic Jan04)

Pierre Collet Motors

Web: www.pierrecolletmotors.com.au

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

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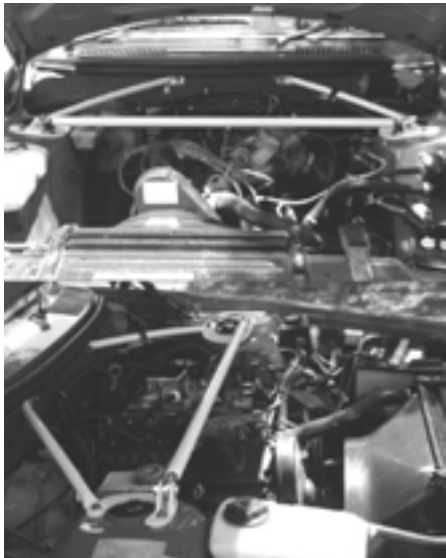


SERVICE: 9836 9961
SALES: 9836 2065

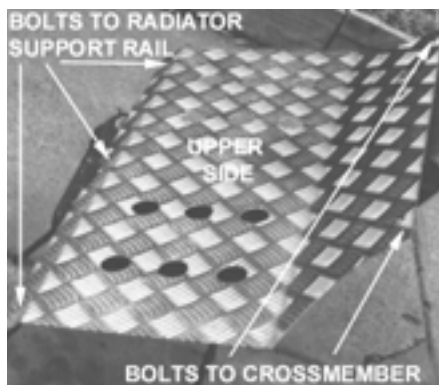
Fax: 9888 5075

400-408 Canterbury Road, Surrey Hills 3127

Davies Volvo:port 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.



Davies Volvo:port 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.



Davies Volvo:port 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 Volvo:port. Ph. Ash Davies 0412-709-695 or Email ashd Davies@optusnet.com.au (5Jan04)

Have you ever had difficulty getting particular small or awkward parts made for your car? **I can help!** I can make Badges, Motifs, Lettering, Dashboard knobs, Radio parts, Choke controls, heater controls, Indicator stalks, all in plastic or metal, either coloured or chrome/gold/copper plated. Headlight, tail light, indicator lenses and interior lights. Small engineering parts such as speedo gears, door handle parts, etc. in metal or plastic. I also have access to engineers for manufacturing one-off replacement parts.

Replacement rubber floor mats, pedal rubbers. Is your petrol tank leaking? I have the best tank sealer! I can also make one-off prototypes, low volume production runs or modifications in fibre glass, carbon fibre or kevlar using either polyester resin or epoxy. Contact Keith Handscombe on (03) 9529-3446 (Nov03 guest speaker) **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)

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)

Used 240 Parts for sale (Garage-clearing sale): Mass Air Flow Meter from B230F (used) \$100, early 240 GLE rectangular fog lights and matching grill (complete with mounting brackets) good condition \$70; RARE early 240 genuine Volvo front centre armrest (needs some work) \$40; Front door storage pockets (brown or blue) \$15 each; Chrome grill (suit 240 up to 1980 with rectangular lights or "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) \$120; Overdrive manual trans including complete propshaft (fine spline trans input shaft suits later 240's) \$150; 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) \$20; 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) \$50; 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) \$20 & tow bar from Euro 245 (needs some work, but quite unique) \$40. Ph. Greg Sievert (03) 9397-5976 (AH) or Email gsievert@bigpond.net.au (Revised 11Jan04)

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Volvo Car Club Of Victoria

Membership Application

Printable On-line Application Available at www.volvovic.org.au



<p><input type="checkbox"/> New Application</p> <p><input type="checkbox"/> Renewal (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>First Name: Surname:</p> <p>Partner's Name:</p>																															
<p>Postal Address:</p> <p>..... Post Code:</p>																															
<p>Contact Details:</p> <p>Home: (.....) Work: (.....)</p> <p>Fax: (.....) Mobile:</p> <p>Email:</p>																															
<p>Your Car(s) Details: (Engine number can be found on Registration Certificate)</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 Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189 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.

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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	Napean 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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