

ROLLING AUSTRALIA

MARCH/APRIL 2004

Issue Number 153



**1800/120 CLUB
AUSTRALIA**



**MEMBER MAGAZINE for
Volvo Club of Victoria,
Volvo Car Club of South
Australia (Incorporating
Western Australia) &
Volvo 1800/120
Club of Australia**



INSIDE THIS ISSUE:

VIC Display Day 14 March. Be There!
1800/120 Club Welcome
Supercharge: Chapter 4
Sportwagons by Mark Richardson
New Crossword Puzzle
Rally Flashbacks

THE BIG EVENT: VIC DISPLAY DAY

in conjunction with the British & European Motoring Show, SUNDAY 14th MARCH 2004

DATE: Sunday, March 14th, 2004 **WEB SITE/Map:** www.aomc.asn.au

LOCATION: Dandenong Showgrounds (Melway 90 A7)

TIME: 9:00 AM for display vehicles. Enter from Sinclair Road *or* Bramley Street then Sinclair Road.

ADMISSION: Display cars \$8 including all occupants; Spectators \$8

DETAILS: This is it - the big event for the Victorian club. Last year we had over 45 cars on show, and the club won equal 1st place for best display. This year, we hope to have at least one Volvo race car on show, so come and see the real deal in the metal. As with previous years, the club BBQ trailer will be fired up and a BBQ lunch will be provided to all financial members. People's Choice voting and raffle prizes will also be part of the fantastic day. Bonus points to the member who brings the most Volvos to the show! Call Heino on 0425-705-045 for further information or if you get lost or are late arriving on the day.

EXTRA! EXTRA!

For those owners of 1800's or 120's who wish to give their cars a clean or a polish, or just want to chat/coffee or have a niggling problem fixed, John Johnson has offered the facilities of Voldat Automotive on Saturday the 13th of March from 10AM to 3PM. Drop by 46 Roberna Road, Moorabbin to commune with fellow 1800/120 fanatics! PH: 9533-1091 for more info.



2004 Economy Run: SUNDAY 18th JULY

Are you a leadfoot or lightfoot? Sunday 18th July is a chance to test your economy driving skills against other Club Members.

*Full? Empty? Litres/100km?
Miles/Gallon? Lost? Join the fun!*

The event starts at Altona, commencing at 1.30 p.m., and will finish in the same location about 4.00 p.m. Coffee and cakes will be at the finish to enjoy whilst we work out the results. No bribes accepted!

The route will be in an area bounded by Melbourne, Ballarat and Geelong. Details and entry forms will be posted to all members, but if you have any queries contact Graeme Wakeling on (03) 5982-1236 after hours.

2004 Economy Run ** SUNDAY 18th JULY, 1.30 pm START ** Put the date in your diary now!



WWW.VOLVOVIC.ORG.AU

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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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- VIC Display Day People's Choice awards and event coverage
- Supercharge! Chapter 5
- Volvo Imagineering returns!
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WELCOME 1800/120 CLUB!

A big welcome to the 1800/120 Club of Australia members. This is the first issue of Rolling Australia to incorporate 1800/120 Club coverage. Members please feel free to submit stories, articles & pictures related to the 1800/120 Club events. Classified ads from 1800/120 Club members are also welcome. Email submissions to the Editor at: **gsievert@bigpond.net.au** **Deadline** for submissions for the May/June issue is **10th April, 2004.**



ROLLING AUSTRALIA

MARCH/APRIL 2004 ISSUE NO. 153

THE MAGAZINE FOR THE VOLVO CLUBS OF VICTORIA AND SOUTH AUSTRALIA (INCORPORATING WESTERN AUSTRALIA) AND THE 1800/120 CLUB OF AUSTRALIA

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DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th April 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.

Volvo Club of Victoria 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

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.
- Sat 13th 1800 & 120 Clean-up Day at Voldat**
Get your 1800 or 120 ready for the Display Day!
John Johnson has again offered to open up his shop to all 1800 & 120 owners from 10AM-3PM. Drop by for a coffee, chat, tidy up your car, and maybe fix up those niggling problems!
Place: Voldat, 46 Roberna Rd, Moorabbin. PH: 9532-1091
- Sun 14th British & European Motor Show**
Volvo Club of Victoria 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 (Greaves Reserve), Bennet Street, Dandenong (Melway 90 A7). Gates open at 9:00 AM for display cars and 10:30 AM for spectators. See further details inside front cover.
- Sat 20th RACV Centenary "Fly the Flag Tour"**
Wed 24th For vehicles 25 years and older. Pre-registration required. Departs from Melbourne. Contact tour organisers Frank Douglas 03-8704-2533 or Email frankdouglas@abccc.com.au or Brian Kelly 03-9790-2847 or Email brian_kelly@racv.com

April 2004

- Sat 3rd Winton Track Day with Valiant Club**
The Valiant club has invited the Volvo Club to join them at their annual Winton track day. Spectators (free) and drivers (\$110) are welcome. Contact Noel Bruin on 0438-253-262 for further details.
- 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
- Sun 18th 2004 Economy Run**
Are you a leadfoot or lightfoot? Sunday 18th July is a chance to test your economy driving skills against other Club Members. The event **starts at Altona, commencing at 1.30 p.m.**, and will finish in the same location about 4.00 p.m. Coffee and cakes with be at the finish to enjoy whilst we work out the results. No bribes accepted! The route will be in an area bounded by Melbourne, Ballarat and Geelong. Details and entry forms will be posted to all members, but if you have any queries contact Graeme Wakeling on (03) 5982-1236 after hours. 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 dinner, **8:00 PM** meeting start.
Location: Camberwell Tennis Club

September 2004

- Wed 1st Night Meeting**
Guest speaker information see website www.volvovic.org.au
- Fri 24th National Rally - Canberra (Tentative Dates)**
Sun 26th The NSW Club is planning a National Rally in Canberra to celebrate 35 years of the club. More details to follow in the next issue as plans are finalised. Plan to attend!

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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FAX: 9761 1593

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THE EDITOR'S DESK

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WELCOME 1800/120 CLUB MEMBERS!!

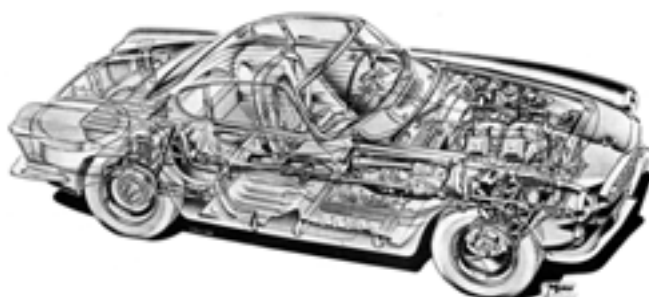
Hi All. First off: A big welcome to the 1800/120 Club members in this first issue of the new and improved Rolling Australia. With new content, new events, and a wider distribution, the magazine has become more of a national magazine aimed at owners of ALL Volvos, old and new, boxy and round!

I encourage the readers of Rolling to get on your keyboard or typewriter (does anyone still know how to use one?), or get out your digital camera (or film camera!) and send me something. It's easy, and I can almost guarantee that I'll use your story or original information in the magazine. After all, the magazine is for members, about members, and about Volvos - our common interest. The simplest way to get your stuff to me is via email, but I can accept submissions by post as well. I have a scanner so I can accept regular photos - just let me know if you want them returned.

A word about deadlines: My goal is to get the magazine out on time (or thereabouts) so I MUST rely on strict deadlines. I need all information at the very latest by the 10th of the month prior to the next magazine. That means for the May/June issue of Rolling, please abide by the April 10th deadline. I will be sending out email reminders to regular contributors and the club officers, but please don't wait until the last minute.

There's not a lot of excitement since the last issue in terms of Victorian events. January was a good month for relaxing and unwinding after the stress of the pre-Christmas holiday rush. There were a couple general motoring

events that attracted a few Volvos (and I mean a few - attendance was not strong from a Volvo standpoint!) The RACV Great Australian Rally was attended by a few members (see Lance Phillips' story elsewhere in this edition) as was the Australia Day Historic Vehicle Display in King's Domain Park (John Johnson in the 1800, Eric Johnson in the Chev, and John Grant in the 122?? Sorry guys, I can't remember who all was there - didn't make it myself!) The Picnic at Hanging Rock was rather poorly attended compared to previous years. It was a 42-degree day, which probably contributed to the reduced numbers, and it didn't help that I ended up with a sore throat and fever so was unable to attend this year. Shucks, as I had gone



to the trouble of washing the car the night before, and even had the folding chairs loaded in the boot, and Esky ready...ice in the freezer and all! Better luck in 2005! See Heino's pictures.

We had a bit of a gathering of committee members at our place in late-January to label, bag and sort the January/February issue of Rolling. Unfortunately we ran out of bags, but we had plenty of snags and beer to go around. Thanks to David Raynor, our membership secretary, for completing the bagging and posting the magazines a couple days later. With the

1800/120 CLUB AUSTRALIA

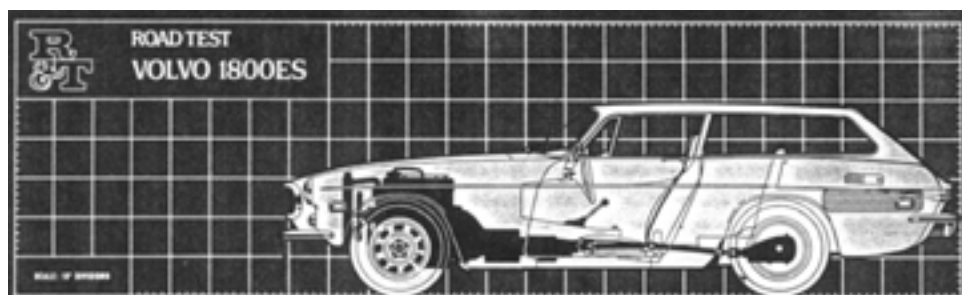


additional magazines from here on out, we'll need all hands on deck to help. I must admit that our labelling, bagging and posting has gone quite smoothly in recent months, with thanks to the committee as mentioned already and also to Stuart Boydell for printing the labels. The printers (Copycat Mitcham) have done a great job of printing the magazines quickly, so that has helped get them out more regularly.

A word about covers: This is something that we will be sorting out within the next several months. In the interim, we'll have a black & white cover, possibly varying from issue to issue. I had a crack at it with this issue, and had a few comments from various members when I previewed it at the night meeting. I must say that I haven't had time to make any changes as of press time, so no offence if I didn't take your suggestions to heart. I've about expended my creative juices on this cover, which could be revised and done in colour if people like it. However, if somebody has a different great idea for a colour cover, then make a submission to the committee or to me, and we'll consider it.

Well, that's enough rambling from the editor. I hope you enjoy this issue, and I hope to hear from you!

Regards,



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President's Report

Heino Nowatzky

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NOW HEAR THIS: National Magazine

I would like to welcome members of the 1800/120 Club of Australia to our magazine (is it this time Ed?). I got a bit ahead of myself last edition. We are now a truly National Magazine and with a widespread readership covering all makes and models in the Volvo family. I meet many proud Volvo owners and drivers every week and the one thing they all have in common is enthusiasm. It makes little difference what model Volvo you own, you will always find someone else in one of our many clubs to chat with and share memories and anecdotes with. Of course, should anything ever go wrong with your pride and joy (even though we think they are invincible they are fallible after all) there is always someone on hand that can offer advice or cure that niggling problem. This is why we join one-make car clubs.

All this comes at a price, and no, I don't mean membership fees. It is organisation, dedication and a willingness to help others. Clubs cannot survive without committees and

committees require people that will get out there and do what needs doing. It is unfair and immoral to join an organisation that relies on volunteers and have high expectations. No, I am not telling everyone to become a committee member. While this would be nice it is not always practical. I am asking you to support your committee, to support your club and support your fellow members. I have not been a club member for very long and many on our current committee are new members as well. We have many long-term members who have done more than their share of the hard work. I am not complaining but I do want to see more of you making an attempt to get to meetings and events. It is totally unfair to stay away from events when your fellow club members have put in a lot of time and effort on your behalf. This is an age-old problem; let us all make a commitment to attend a number of events this year. There is nothing more demoralising than organising an event that has been previously requested by members and only two or three people turn up.

Last year we had a great day at the British and European Car Show in Dandenong. A total of 48 Volvos were on display and earned us equal best club display. Let us excel ourselves this year on Sunday the 14th of March at the Dandenong Showgrounds. Bring your Volvo, bring all your Volvos and bring your family. The cars do not have to be concours - some will be but most are daily drivers with high mileage. Give them a birthday. Give them a clean and polish and come along and join the Volvo Club of Victoria's annual show and shine. We will have the club trailer and BBQ with meat, salad and some soft drinks provided by the club (vegetarians are catered for as well). All financial members get to vote for their favourite cars in lots of different categories and this year for the first time we will have a Modified Category for cars that have had significant modifications and at the owners request that do not want to compete against the standard cars in their class. Let us fly the Volvo flags high and you might just enjoy yourselves at the same time. I hope to see you all there.

Heino Nowatzky



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Vice President's Report

James Maddison

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HI EVERYBODY!

It's been a very long time since my words have graced (or should that be graffitied?) the pages of Rolling Magazine, and since that time I have been a committee member and now Vice President while retaining register captaincy of the venerable 140/164 cars. I should say 160 because we do have a genuine 165 in the club (who else can boast that!) cheers John, and no doubt there are 162s in the pipeline (what happened to Steve Irvine's?) As for myself my current ownership is a 74 164TE with manual o/drive and a 145 express rolling chassis. Also, legally owned by myself is a 71 142GL (yep, the o/drive version) which Mark has promised he WILL buy from me... All my effort has gone into the 85 240 I have become far too attached to and getting my 1800E back on the road. So, the 100-series have been waiting patiently for my attention.

The latest event I attended was the Picnic at Hanging Rock. I live 5 mins away and thus have no excuse. The Volvo turnout was down on the usual, but we still managed 7 cars which is still good as it is a fair drive for a lot of people, although I never hear any complaints! I must have had

the only dirty car at the show as getting the 1800 ready and to the show left me no time to actually wash it. To give people a bit of an idea of the event itself, comment of the day went to Noel or Heino (I can't remember, please correct me) who, while we were gathered around the open bonnet of Noel's V70R stated that people won't



look at the engines unless they are V8s with about 1 second passing before a crowd gathered around the 265 Chev V8 conversion. I thought it was very funny anyway...

One of my habits is to make a nuisance of myself at Voldat doing what I damn well please, and one of my

latest is playing around with a 74 164 that is out the front. What I have done so far is install the dash from the later 200 series as well as the heater unit (new and improved 4 speed fan.) While I was at it I changed to the later windscreen wiper setup (the difference is in where the wiper arms mount.) This is in preparation for my project 164

which most people already know about. What I found in the works is that a lot of mixing and matching is required and the steering wheel sits a bit vertical compared to a 2 series version, but it all went together well. Next will be rear inertia-reel seat belts and whatever else I do on a random whim. The car itself is for sale (not that John actually tells anybody and all it needs is some rust work in the front screen and the C-pillar. The rest of the car is excellent with a genuine 116000 km and a lot of new stuff too (the car was roadworthied meticulously in

1992 and then never driven.) It also runs and drives well. John is one of the last good sources for 100 series parts, so my recommendation is to hoard shamelessly as even John is finding some bits hard to get. I try to keep an eye out for 140s and 164s but of late the



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Nowatzky family has embarked on a mission to own every one in the state, with the latest being a 73 144DL that I am yet to eyeball.

Back to club events, and from a conversation with a member came a rather disappointing misconception. Said member turned up to one of the tune up days to hear the remark "So he doesn't turn up to any of the meetings, but here he is for his free tune up?" Well, I was not happy to hear this as it is our firm belief that as club members we are entitled to do whatever we damn well want. After all, membership is paid for and, at the lowest level, a member was receiving a service for money paid and thus it wasn't a "free" tune up as such. Events such as the tune up days are put on for the members and many hours are spent sweating over how many people are going to turn up. So I, along with the rest of the committee, strongly encourage members to attend (in droves!) Meetings are a good place for the birth of ideas within the club and also trade. There are a lot of cars that are mentioned at meetings that don't end up in the magazine. Then there are the guest speakers who are quite varied but always interesting, if not very informative. We also encourage people to attend meetings, but this is of course not a prerequisite for attending events, and should never be misconceived as such. People have a variety of genuine

reasons for not attending meetings, ranging from lack of interest to living 1000s of km away (we have Tasmanian and other interstate members and several overseas members.)

I probably should mention a few words about the economy run as it seems I have a bit of defending the to do in the name of the 100-series. There was only one 100-series car that turned up (Jesse and his 164) and it had the lowest economy of the day. Well, considering it had a bad transmission coupled to the largest engine on the day, I don't think his performance was too bad. Where was a V6 the only time it would have come in handy?? As for myself, passing Heino and the others meant that driving for economy left quietly through the nearest exit as I embraced full throttle driving with open arms, only to do much better than expected. Anybody who knows my car knows that it ain't set up for economy, with plenty of accessories, a high ratio diff and high ratio transmission. But still, there's no excuse for the only two non-Volvos being the highest placed cars on the day. Puah! Cheers to Graeme for meticulously organising such a well done day. This year it has tentatively been put in July and I strongly recommend looking out for it! Various other events are occurring soon, including a day at Winton with either the Valiant or Charger Club (I can't

remember) in early April. Noel Bruin knows the details.

Last mention should go to what should be considered the club's flagship event, the British and European Motor Show, where we run our display day. Last year saw an amazing turnout (to my memory anyway) of 49 cars. They ranged from absolutely pristine to daily drivers (with much overlap!) to "nothing a complete restoration won't fix." Another misconception is that your car must be a trailer queen to attend. Well if that were the case I'd never get in and the truth is come one, come all! The day itself was very good, and I expect more of the same this year. Special mention should go to Mark and Fiona for bringing three cars and the Nowatzkys for two (from memory if not more.) There's talk this year of competition for who is going to bring the most cars. I only own five and thus have no chance. Anyway this year is pinned down for Sunday the 14th March at the Dandenong showgrounds. A convenient 5 mins from my other address (who said life ain't easy?!) Well now would probably be a good time to end my ramblings/ rantings and let you, the member read some *actual quality* material from everybody else. Hopefully it won't be so long between drinks next time!

Well now would probably be a good time to end my ramblings/ rantings and let you, the member read some *actual quality* material from everybody else. Hopefully it won't be so long between drinks next time!

Until then,
James Maddison

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At left is a sample of Michael Drabikowski's work. Michael will be our night meeting guest speaker in March. If he can make a Corvette look that good, just think what he can do for your prized Volvo! Give him a call and treat your Volvo to a birthday special Glamour Shot!

Picnic @ Hanging Rock 04

Thanks Heino for these photos of the 2004 Picnic at Hanging Rock, held on Sunday 8th February. This year marked the debut of James Maddison's sky blue 1800E and Tina Nowatzky's golden 164E. Also in attendance were a hot eucalyptus green V8 2-series wagon & Noel's saffron V70R-AWD.



A keen new member brought his stunning black 740 Turbo, and of course John Johnson showed his concours-winning 1800S. There was also a nice-looking light green 120-series wagon, giving the winning edge to the wagon set for quantity - fitting for the 50th anniversary of the Volvo Wagon. Next year, let's hope the weather is more moderate and the attendance is better!



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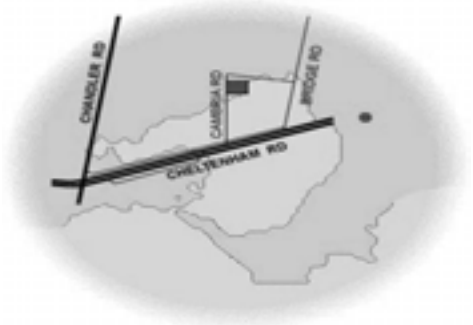
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The SA Pages

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

GREETINGS TO ALL FROM THE SOUTH AUSTRALIAN CLUB!

MT GAMBIER VETERAN AND VINTAGE CAR CLUB

Our club activity calendar kicked off in 2004 with a run to Mt Gambier in support of this event. Several members made the journey and Helen has provided an article and photos.

WILLUNGA COURTHOUSE

The next activity for the club is a run through the southern vales to historic Willunga for lunch. At this point our Club captain has not informed us whether we are visiting or are required to attend the courthouse. Look for the report next month.

David Bennett

AUSTRALIA DAY TOUR

On Friday 23rd January seven members of the SA Club left Adelaide for the 40th Anniversary Australia Day Weekend Tour held at Mount Gambier by the Mount Gambier Veteran & Vintage Car Club.

The day was beautiful - we had CB's to communicate and we were off. We were surprised to be escorted by twenty or so police on motor bikes, and we got quite a few looks too... from the police that is, but then they turned off to meet the push bikes of the Tour Down Under.

We drove leisurely to the Mount, the only incident being with Graham who thought he would be Jack



Picnic at Vansittart Gardens

Brabam. He went racing past the convoy, realizing at the last minute we were all turning off, then changed direction, missed a semi trailer and finished up at the intersection almost looking at our 1800s.

We arrived at the Mount, found the club rooms and met the very helpful



Possum Feeding at Umpherston Cave

VOLVO CAR CLUB OF SOUTH AUSTRALIA INC.

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Club Classic Cars at Frew Park

tour director Colin Thompson, then to our accommodation. Then a quick change and to the buffet-style meal at Malseed Park, this being a very enjoyable evening being entertained by members of the Mt Gambier Club.

Saturday morning some went on the Glenelg river cruise and others did



Club Captain Ken Bayley carries youngest member Annalise around the Wildlife Park

their own thing. We had our own Tour Guide "Ken" and we didn't really get lost, and credit must go to Ken. As we were driving Ken told us the history of various events and sights on the CB. That evening we attended the Concert picnic in Vansittart Gardens which was very nice but cold, so off we went to Umpherston Cave where the very friendly possums kept the children and the adults entertained.

Sunday morning Colin was early up and had his car washed and sparkling before the rest of us were out of bed. (I let Barry wash ours, a bit different to the Clare Rally.) We arrived at Frew Park for our Show & Shine and it was nice to catch up with Tony & Chris Williams with our sister car.

We departed at 10.30 a.m. for the run to Penola. That was everyone except Colin because little Annalise had to go to the toilet at the last minute. We didn't wait, expecting them to catch up with us along the road to Penola. The trip to Penola was slow because of the 134 vehicles, and we thought Colin should have caught up after an hour or more. Couldn't get them on the CB, gave them a ring, where are you??? How far back??? We're at Millicent - we took a wrong turn.

Nevertheless we all eventually arrived at Penola, parking vehicles on the Oval. Then we had a very nice cut lunch in the Club Rooms overlooking the Oval. We then had a look around Penola and headed back to where Alan Scott was waiting for us and directed us to one of his many beautiful homes. Our members were given a personal tour through "Benara Homestead," a magnificent home and gardens all in immaculate condition. We were privilege to see some of his vehicles in the huge sheds. Although they weren't Volvos, they were beautiful cars all restored to perfection. He also showed us his Rolls, a superb vehicle, though rarely used. Little Annalise looked at the Rolls and her comment



Breakfast at Valley Lakes

was "I don't like it, I don't like it, but Mommy would like it, I like our *Bolbo*"

Alan Scott looked at her and then at the rest of us all drooling at the Rolls. Then it was a quick change and Dinner at the RSL Bowling Club. This was also very nice but by now everyone was getting a bit tired so at 10 p.m. we retired.

The next morning, brunch was supplied at the Valley Lakes at 9 a.m., but before that Tricia, Raelene, Les and myself walked all the way around the



Volvo ladies with Alan Scott



Blue Lake - Long Walk

Blue Lake. (Tricia and I were tagging behind, but we made it).

After brunch cereal, eggs, bacon, bangers, juice, tea & coffee we said our farewells and headed for home. It was a trip very much enjoyed, and I must thank Raelene Frahn and Alan Scott for their hospitality extended to the members of the SA Volvo Club.

Helen Judd





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QUEENSLAND EVENT:

A BBQ club breakfast will be held on Sunday 7th March 2004 (sorry - may be too late for this issue of the mag! Ed.) in the Daisy Hill State Forest (south of Brisbane). Please notify Janet Thompson on (07) 3899 1339 or email Janet.Thompson@acgs.qld.edu.au. Bring the whole family and enjoy a full BBQ breakfast compliments of your Club. A great atmosphere and an outing loved by all those who have attended in the past. If you would like to help cook, bring an apron and a pair of tongs to turn the bacon & snags!

The 1800/120 Pages

The Pages dedicated to the Volvo 1800/120 Club Australia Inc.

MESSAGE TO ALL 1800/120 CLUB MEMBER\$

I just want to take this opportunity to thank Greg Sievert, Lance Phillips and the Volvo Club of Victoria for their effort in including the 1800/120 magazine within the pages of this now ALL AUSTRALIA Volvo magazine, *Rolling*. Hope you all enjoy being part of the 'big family'.

At the moment, club renewals will be due as usual at the end of the financial year. A reminder will be sent out to all Volvo 1800/120 members as the date gets closer.

Thanks for your support and patience. I am sure things will look on the brighter side with *Rolling* from now on.

Kind regards to all,
George and Vicki Minassian

CVI CLASSIC SPARES APPOINT\$ AUSSIE VOLVO LEGEND AS LOCAL DISTRIBUTOR

In a deal only consummated as this edition of *Rolling* was being put to bed, classic Volvo spare parts company CVI have announced the appointment of Gerry Lister as their Australian distributor.

Gerry has been a fixture in the sales, service and competition circuit areas of Volvo's activities in Australia going back to the 1960's and there is probably no one more suited to fill this role than he.

The company will trade as Volvo Downunder Spares and Gerry will progressively set up CVI product catalogues and sales information at his new website for this venture - www.volvodownunder.com.au He can also be contacted on mobile 0412 221 211 to discuss any specific needs a customer might have.

The new approach of appointing distributors around the world and moving out of direct selling is a concerted strategy by CVI that will enable them to concentrate on re-manufacturing and distribution.

Gerry suggests he will keep some inventories of the more in-demand items but says that orders for urgent

items not in stock can mostly be turned around in 8 days or so if required.

Given the valuable catalogue of replacement and re-manufactured parts that CVI keeps, having an effective local outlet for these components will take a lot of the hassle out of maintaining and/or restoring our classic Volvos in the future.

Another positive move to keep us all *Rolling*!

Kind regards,

Richard Zammit

President - Volvo 1800/120 Club of Australia

NSW CHAPTER NEW\$

BIRTH ANNOUNCEMENT: The Volvo 1800/120 Club would like to welcome its newest member, Charlotte Jade Bradfield, born 3:34am on 9/2/04. Congratulations John & Jen from the Club. I'm sure you will be looking forward to the 'L' plates on the 1800S in 16 years time.

Guy Smith

COFFEE MORNING RUN TO THIRLMERE

Organised by Kevin & Christine Allen.

November 03 a group of the Volvo 1800/120 Club members met at Wallacia and then enjoyed a drive thru The Oaks and onto Thirlmere for morning tea at the Loop Line Pie Shop.

After morning tea a few members took a tour of the Thirlmere Rail Museum.

Kevin Allen.

WEDDING OF SIMON & MELISSA SZYMKOW at Richmond NSW - 2003

After my nephew Simon and his then fiancée Melissa saw my 123GT they put in a request for Volvos to be used as



Loop Line Pie Shop Stop: (L-R) Christine & Kevin Allen, John & Jen Bradfield, Phil Ward, Rod Vinall, Cheryl Smith and Carol & John Wells.



L-R John & Jen Bradfield, Cheryl Smith and John & Carol Wells at the Thirlmere Rail Museum

their wedding cars. The only small problem was the wedding party of 10. So we needed 5 122's. A quick ring to a few friends in the Volvo 1800/120 Club



Szymkow wedding classic Volvos

and as you can see the problem was solved. My thanks to Cecil & Shane Masefield, John Wells, Arthur Haddow and Martin Hellemons.

Guy Smith

SHANNONS CLASSIC CAR DISPLAY EASTERN CREEK RACEWAY 2003

This year's display saw over 1650 vehicles proudly displayed by their owners from 120 Car Clubs.



Eastern Creek 2003 Show Field

The Volvos came out in numbers at Eastern Creek 2003 (below)



NSW CHAPTER EVENTS:

HUNTER VALLEY GARDENS & VINEYARDS

Sunday 21st March, 2004.

Hosts & Coordinators Greg Dickinson & Darren Robertson.

This trip will take us through the vineyards of the Hunter Valley and end with a lunch at the new Hunter Valley Gardens which has been featured on Burkes Backyard TV Show.

Travel Arrangements from Sydney:

Meet Darren Robertson at Freemans Waterhole at 10.30am. To reach this destination take the Cessnock exit from the Sydney-Newcastle Freeway and proceed about 11 km to the Mobil Service Station at the roundabout at Freemans Waterhole. Travel arrangements from North of Newcastle:

Meet Greg Dickinson at 10.30am, at the Hexham OAK car park, just over the Hexham Bridge.

Both groups will then be led to a secret location where instructions for an observation run will be issued. Points will be scored for correctly identifying clues, spotting landmarks and following your map. (For the geographically challenged there are emergency provisions in large brown sealed envelopes.)

We finish at the Hunter Gardens where we will award some prizes and have lunch etc. There are BBQ facilities, a small store for sandwiches and takeaways and a restaurant.

Entrance to the gardens costs \$12 and is highly recommended.

Those attending, could you please assist by emailing Greg Dickinson at gregord@acay.com.au or phone/fax 49595761 (Newcastle MG Car Club Line). If you need a map or further directions they are both available. *Greg Dickinson & Darren Robertson.*

SHANNONS EASTERN CREEK CLASSIC, EASTERN CREEK RACEWAY

Sunday 8th August, 2004.

The Council of Motor Clubs of NSW (CMC) is now allocating tickets for the Shannons Eastern Creek Classic. This year celebrates the 40th Anniversary of the CMC and it is expected that this event will be over-subscribed in a short time. Last year saw some 1650 vehicles on display from over 120 Car Clubs. Cost is \$10 per car with all occupants included in that fee. The cost of the ticket is not refundable.

To reserve and pay for your ticket, contact Rafael Marmolejo on 02 9310 4245 or Email winwill@natronics.com.au. **All tickets to be reserved and paid for by 31 MARCH.**

As the 1800/120 Club Delegate to the CMC, I attend the meetings held at the Western Suburbs Australian Rules Football Club, 40 Hampton St., Croydon Park. These meetings are very informative about issues relating to Car Clubs. If any members would like to attend with me as a guest, contact me on the above phone / email. The next meeting is at 8pm on 29 March.

Rafael Marmolejo

1800/120 Club, Delegate to CMC

VOLVO NATIONAL RALLY - CANBERRA

Still in the planning stages and yet to be finalised. The weekend of **24 - 26th September 2004**, for the Volvo National Rally - Canberra. This will coincide with the 35th Anniversary of the Volvo Car Club of NSW. So just mark your calendar, I'm sure more information will follow.

Guy Smith

1800/120 Club, NSW Coordinator

FUTURE EVENTS FOR NSW

We would like to say thank you to members like Greg Dickinson, Darren Robertson, Kevin & Christine Allen, who share their favourite drives and eateries with the Club. If you have a favourite idea / drive / restaurant / coffee shop, you would like to share with other members, please contact us. Bear in mind at some of these places we would like to show our cars.

Guy Smith, NSW Coordinator

Phone: 47398127

or email guysmith@ar.com.au

Phil Ward, NSW Assist. Coordinator

email: phillipward1111@hotmail.com

"A, B, C" DIRECTIONS TO LOCATING THE VOLVO 1800/120 CLUB WEBSITE AND WEB GROUP

The Volvo 1800/120 Club of Australia Inc. has a website with numerous interesting & useful links for the 1800/120 owner or enthusiast. In addition it has a fairly active web group which calls on the group knowledge of club members to solve mechanical ailments, locate sought parts or advise of upcoming events.

The following is a very basic guide for the less computer literate to locating the sites & joining the web group. I hope it covers all computers, software variations etc....

Volvo 1800/120 Club Website (www.geocities.com/oziamazon)

- Open your internet explorer. If you are unsure, find the little blue "e" in the bottom left hand corner of the screen and click on it with your mouse.
- Find the box which says "Search" or "Search the Web"
- Move the cursor over the box and click the mouse.
- Type "Volvo 1800/120 Club"
- Select "Search" or just press the enter key.

This should have brought up a list of websites containing the words "Volvo 1800/120 Club." Hopefully "Volvo 1800/120 Club Australia Inc." is the first but if not check through the list.

- Place the cursor over "Volvo 1800/120 Club Australia Inc." and click mouse.

This should now have taken you to the club website. This site is free access to all visitors.

HELPFUL TIP

To save looking for it again, click on "Favorites" at the top of the screen and then click "Add to Favorites." You will then always be able to short cut just by clicking on the "Favourites" button and selecting the club site.

Volvo 1800/120 Club Web Group (www.autos.groups.yahoo.com/ group/volvo1800120oz)

- From the club website, click "Join us at Yahoo Groups"



This takes you directly to the **volvo1800120oz** web group. This is a Private Group which you must join to gain read & write privileges.

- Click the "Join this group" button

A page will come up requiring information - email address - to be completed (no credit card no's or anything like that). You can select to receive each individual mail sent, receive a daily digest of emails sent or receive no emails. In the case of the latter, all the emails sent are readable on the web group page at any time. Once you have completed this page you will have full access to the Messages, Files & Photos.

HELPFUL TIPS

- 1) Again add the Web Group site to your Favorites.
- 2) There are other Web Groups to be found at www.groups.yahoo. Enter your chosen topic (i.e.: Volvo Amazon, Volvo 1800, Volvo 120 etc.) and you will hopefully find a group. Particularly recommended for 1800 owners is the "1800list" web group which has a huge & knowledgeable international following - ensure you select "Daily Digest" or no email for this group as there are often 30 or more emails per day!

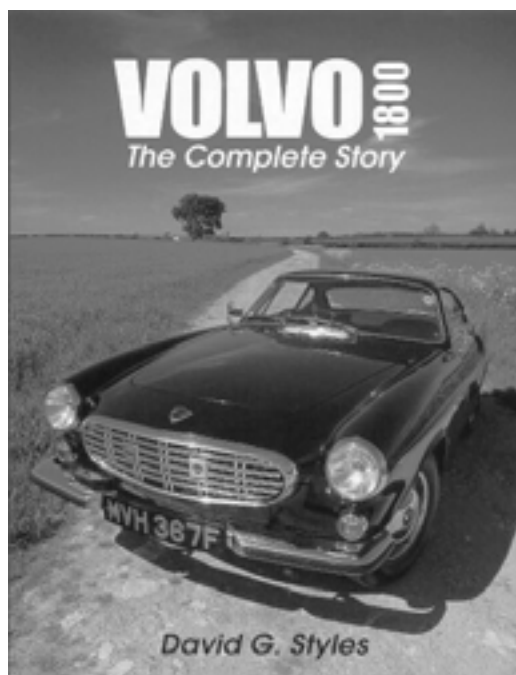
Good Luck!

John Bradfield

KNOWN MAJOR EVENTS FOR 2004 COUNCIL OF MOTOR CLUBS NSW (CMC)

DATE	EVENT	LOCATION
07/03/04	Shannons Wheels Expo	Old Parliament House ACT
07/03/04	Wellington Swap Meet	Wellington
8-14/03/04	Military Vehicle Rally/GPA Swim-In	Corowa
14/03/04	Classic Motors Showcase	Blacktown Showground
14/03/04	Inverell Swap Meet	Inverell
20-21/03/04	HSRCA Historic Racing	Oran Park GP Circuit
28/03/04	Classic Ford Poker Run	Wyong to Maitland
9-12/04/04	CHMC - Easter Rally & AGM	Picton
9-12/04/04	Daimler-Lanchester National Rally	Cowra
9-12/04/04	Jaguar Drivers' Club National Rally	Canberra
9-12/04/04	Armstrong Siddeley Federal Rally	Wagga Wagga
11/04/04	VW Nationals	Fairfield Showground
20-30/04/04	Veteran Car Club 50th Ann. Rally	Cowra
02/05/04	Volvo Club Swap Meet	Nursery Centre - Rouse Hill
29-30/05/04	Aussie Muscle Car Spectacular	Eastern Creek Raceway
19-20/06/04	HSRCA Historic Racing	Eastern Creek Raceway
20/06/04	Central Coast Swap Meet	Gosford Showground
3-4/7/04	Meguiars Motorex O4	RAS Showgrounds - Homebush
04/07/04	Rootes Group Display Day	Trench Reserve, Penrith
17/07/04	All Ford Swap Meet	Peter Warren - Warwick Farm
18/07/04	Liverpool Swap Meet	Fairfield City Showground
18/07/04	All Ford Day	Warwick Farm Racecourse
01/08/04	All Holden Day	Hawkesbury Showground
08/08/04	Shannons Eastern Creek Classic	Eastern Creek Raceway
22/08/04	All British Day	Kings School Nth Parramatta
29/08/04	EH Holden Anniversary	Silverwater Park
10-12/09/04	HSRCA Historic Racing	Eastern Creek Raceway
19/09/04	Spring Festival - Classic Car & Bike	Gannons Park - Peakhurst
27-28/11/04	HSRCA Historic Racing	Wakefield Park, Goulburn

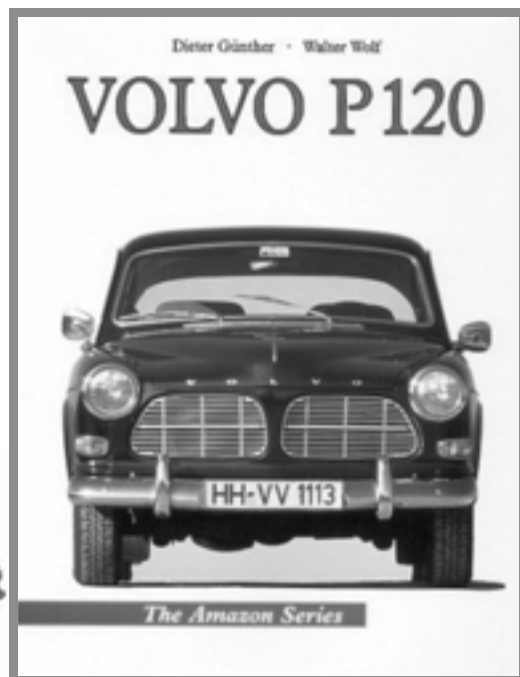
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Most of you know of the great success we had in offering our members unique publications on both the 1800 and 120 series cars. First it was Swedish Iron by Bill Webb which sadly we have no more copies of, and as far as we can tell it is out of print. I have not yet heard of any plans for a reprint. I've lost count of the number of copies of this great book we sold over the years, as it was not available in bookshops. Then came our direct import of the Volvo P120 Book by Dieter Gunther which again we sold over 150 copies of. I still do have copies of this book for sale.

Now there is a new one. This is a hard cover book, with a colour jacket, of some 190 pages full of information on mainly the 1800 series and other Volvos that the author finds related to this model. A real 'must have' book. I thought I had everything I could ever have on the 1800 series until a shipment of this book arrived, and I am amazed at the amount of new information and new photos, both B&W and colour, in it. The contents cover the start of the Volvo company, the PV444 and beyond, the Amazon and then onto the main subject. From prototypes to production with teething troubles at the Jensen factory and then onto production in Sweden, exports and the introduction of the ES. It goes on to show what other marques the 1800 had as opposition at the time with great comparisons with many other cars of other makes from the sixties era. There is also a chapter devoted to what the press said at the time, with the author's comments on them all. The last chapter goes into the progression of Volvo to their latest coupe, the C70. A great read with a lot of help to owners and would-be owners giving advice on buying, owning and enjoying the 1800.

The price of this book in local book stores is \$69.95 plus post and packing, which could be as high as \$10.00 or so, making it almost \$80.00. Due to our bulk purchase we have been able to get this book for a great reduced rate and hence are passing it on to you. Our price will be \$60.00 INCLUDING postage and handling. The stocks are very limited at the moment, so if you're not in early there will be a wait of a couple of weeks or so for our second shipment which is on its way.

Now as I said before, we still have plenty of copies of the P120 Book. So, if you still haven't bought this book and want to buy BOTH the new 1800 book and the P120 book, then we are going to offer you both books at only \$100.00 including Postage and packing. Now that's a further saving of \$16.80. So what are you waiting for?

**Make cheques/money orders payable to the Volvo 1800/120 Club and mail to:
George Minassian, PO Box 6522, Tweed Heads South, NSW, 2486**

Supercharge! Chapter 4

Supercharging Your Volvo Chapter Four: "Plumbing 101"

by Greg Sievert

Is everyone still following the saga? Well, it may take a long time on paper, but I can assure you that the results of the project have been quite rewarding, with more tweaking to come for even more extra power! But I digress. The last chapter left us with the Mother of All Brackets complete. At that point, I had a supercharger bolted to the engine block, but that was the only physical connection to the car. The two other main issues to be addressed with the supercharger are the plumbing and the belt drive. Chapter 4 will concentrate on the plumbing issues, hence the title "Plumbing 101".

When I purchased the supercharger, I made sure I grabbed the pipes and hoses that connected it to the intake manifold of the engine and to the outlet side of the air filter housing. Actually, I didn't go right back to the air filter housing because on the Toyota in-line 6 engine that the supercharger came from, there was no air filter box. (The engine was bare and ready to be sold as a complete unit, with the donor vehicle nowhere in sight.) What I was mainly concerned with was getting as much of the large-diameter rubber hoses, clamps and cast aluminium pipes as possible, knowing I'd have to be doing a lot of custom modifications to fit the system to the Volvo.

The key part of the plumbing that I knew I'd be using from the Toyota parts bin is the small cast manifolds that are bolted to the inlet and exhaust ports of the supercharger. The supercharger has large rectangular ports on the sides, and the manifolds re-direct the air from a horizontal flow direction to a more vertical flow and also present round pipe ends to connect to the rest of the plumbing. (See Figure 1 & Figure 2) If you didn't have these small manifolds, you'd be trying to figure out how to hook up a large (60-80 mm) diameter hose to the rectangular ports on the supercharger, and you'd be stuffed.

When I was setting up the position of the supercharger in the engine bay, I

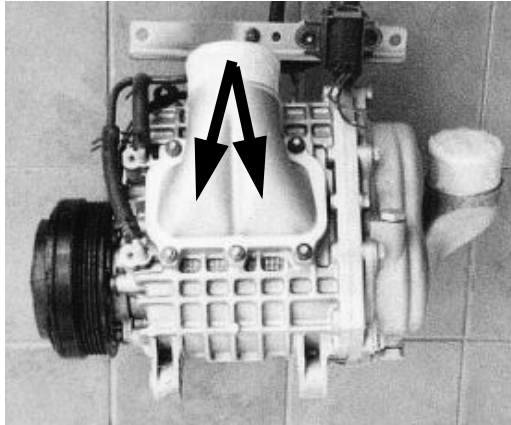


Figure 1: Supercharger with Inlet Manifold (Arrows indicate flow into Supercharger)

made sure that the inlet and exhaust manifolds on the blower could be used intact because I felt this was one thing that I couldn't safely modify and still retain an air-tight system. Luckily, the hose routing and position of the supercharger on the Toyota engine is very similar to the chosen location on the Volvo, so naturally the nice cast manifolds pointed in roughly the right direction to draw air in from the air filter and to blow air out towards the engine inlet manifold. Of course it wasn't quite as

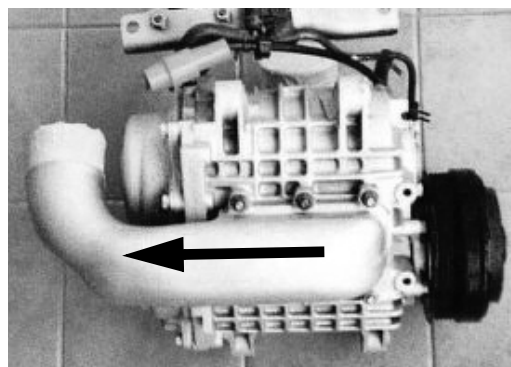


Figure 2: Supercharger with Exhaust Manifold (Arrow indicates flow out of S.C.)

easy as just hooking everything up! Filling the gaps proved to be quite an exercise.

Luckily, about the time I was starting the plumbing job, VolvSaab had their big garage sale. Because they break up heaps of cars, and because many of these cars are turbocharged Volvos and Saabs, there was quite a selection of various turbo hoses and pipes to choose from. I spent quite a while browsing through the bins of parts, and ended up with a wide assortment of plumbing that I thought I could use to finish up the project quite easily. I also found some power steering reservoir hoses from a 940 in new condition to tidy up the plumbing for that unit, which complemented the high-pressure side hoses that I found at



Figure 3: What to do with all these Hoses & Pipes?

Pick-a-Part. There were also several Bosch compressor bypass valves, so I grabbed one of those as well. I'll talk more about that later.

When I got home, I set out all the hoses and pipes and started trying to figure out which bend would go here, and which pipe there. (See Figure 3) It didn't take long to realize that I had a lot of pipes and hoses that simply wouldn't do the job. For the most part, the turbo Volvo and Saab aluminium intercooler pipes were much too small in diameter, so many of those were unsuitable for use in this project. One of the best parts was the 120-degree rubber elbow that fit the throttle body diameter and also had a small 25 mm

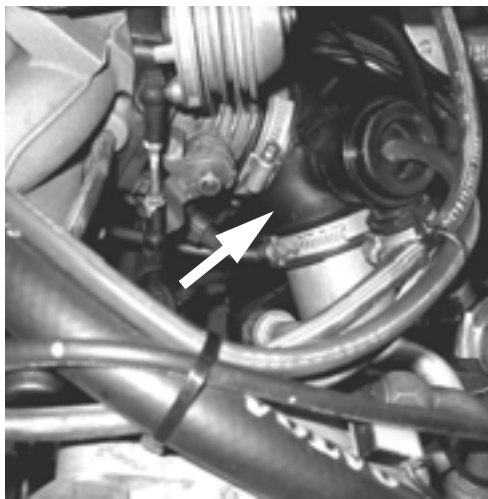


Figure 4: 120-degree Elbow Pipe

port for the bypass valve. (See Figure 4) I believe this came from a Saab 9000T. From a Saab 900T, I was able to use an aluminium pipe that had a large diameter on one end, then a 45-degree bend, then small diameter. I cut this into several pieces and used one between the 9000T rubber elbow and the existing Toyota output pipe/hose on the supercharger exhaust side. I used the other short piece between the supercharger inlet hose and a used Volvo 740 Turbo rubber inlet hose that I had from my old 740 project car. (See Figure 5) The hose had a bad end where it had melted near the turbo, but I cut that off anyway because it was too long. The final bit of my VolvSaab cache was the short rubber coupling (I think also from a Saab 900) that connected the mass airflow meter to the Bunnings-sourced PVC drain pipe piping headed towards the air filter. (See Figure 6)

I was pretty happy with the end result, especially since the Volvo turbo hose had the necessary fittings on it to connect the PCV vent hose and the compressor bypass valve hose neatly,



Figure 5: Modified 740 Turbo Hose

giving an almost-stock look. For the bypass valve and idle speed control plumbing, I went to Super Cheap and picked up several 25 mm radiator hoses (must be from an old Toyota or Datsun being that small) with various bends, and I positioned and cut them as required to get the bends where I needed them. A word about hose clamps - I never use the "cheese grater" clamps, the ones with exposed slots cut completely through the clamp band. Instead, always try to find clamps that provide a smooth surface contact to the hose. This will avoid chafing the hose and causing damage.

I forgot to mention earlier that I had to make some changes regarding the air filter. Early in the project, I found that there wasn't going to be room to utilise the stock air filter box (which sits just to the left side of the radiator). The box just took up too much room and interfered with the front pulley on the supercharger. I toyed around with the idea of



Figure 6: Short Rubber Coupling from Saab 900T

modifying the box and using a smaller filter, but decided instead to use a conical K&N filter on the end of the air inlet pipe. To make things easier for the purposes of getting the car going, I didn't plumb the air duct out to the front of the radiator, so the situation isn't ideal. (See Figure 7) I do plan to re-route the duct to draw in cool air, either from below the battery area or in front of the radiator. Another option would be to build a custom air box where the battery is currently positioned, and move the battery to the boot. That could be the topic of another article - maybe Ash Davies would care to contribute that one as he's done such a modification on his red-hot 240GL.

Now for a little commentary regarding bypass valves. With a positive-displacement supercharger like the Toyota SC14, and especially if the supercharger is upstream of the throttle plate, a bypass valve is absolutely

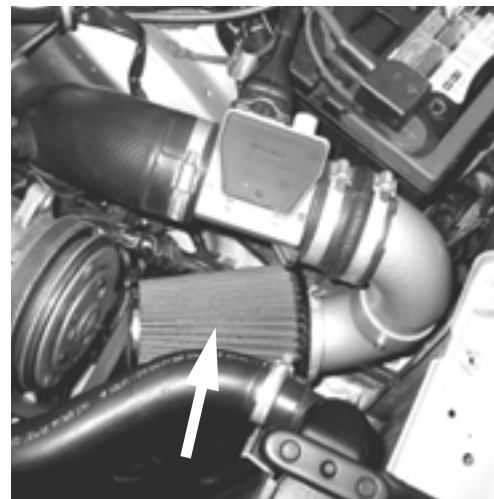


Figure 7: K&N Air Filter - Not Ideal

mandatory! If you don't have one, when the throttle is closed during shifts or deceleration, the supercharger keeps pumping against the throttle plate and you'll likely either blow all your hoses or damage the supercharger. The bypass valve I'm using is actually a "compressor bypass valve" made by Bosch. (See Figure 8) It has a sensing hose that runs

from the valve to the inlet manifold, and when vacuum occurs in the inlet manifold, the valve is drawn open. It's often used on turbo cars, but for a slightly different function. On the turbo cars, the bypass valve allows some recirculation of air when the throttle is closed. With a bypass valve, during shifts the compressor wheel doesn't slow down as much, so when you get back on the throttle, the boost builds up quicker than it would have without the bypass valve. The Volvo 240 turbos (sorry, not available in OZ, except for a few "special" cars!) didn't have a bypass valve, but the 740 turbos with LH Jetronic injection did. Those are the only Volvo turbo models I've owned, so I can't speak about others. Obviously the evolution from 240 to 7-series included



Figure 8: Compressor Bypass Valve

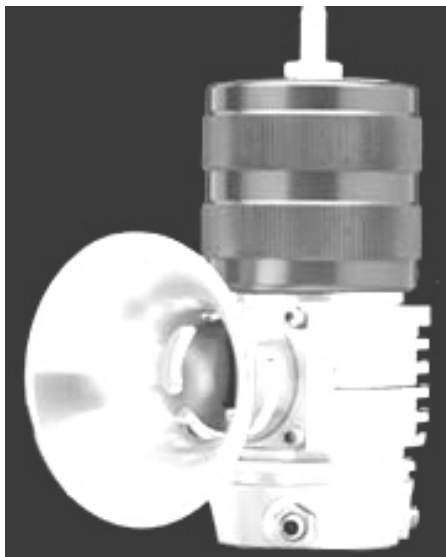


Figure 9: Blow-off Valve

more advanced features.

There's another commonly used name, blow-off valve. From what I can tell, these are exactly the same as a compressor bypass valve, but many are not plumbed back into the intake system. Hence, when you close the throttle between shifts, you hear a hiss or rush of air as the turbo keeps pumping and the bypass valve opens, dumping air into the atmosphere. This is OK depending on your fuel injection system (and if you like the obnoxious noise it makes! See Figure 9) It's NOT OK if the computer has already measured that air that you're dumping into the atmosphere. If this is the case, the computer will dump in the appropriate amount of fuel as well, but

won't have sufficient air to mix with it, so you'll have a very rich mixture any time the blow-off valve is open to atmosphere. In the Volvo systems with K-Jetronic (the 240 Turbo) and LH Jetronic (240's from 86 on in OZ, and all 740 Turbos), the fuel injection measures the air close to the air filter, so you wouldn't want to use a blow-off valve that's not plumbed back into the intake system. The FI systems that use a manifold absolute pressure (MAP) sensor are not adversely affected by open blow-off valves because they only look at the inlet manifold conditions. They don't physically measure the air going into the engine like the Volvo FI systems. Most of the aftermarket FI systems use a MAP sensor, as do many

GM cars & trucks, and probably many other manufacturers. It's a little hard to describe all that without writing a dissertation! Maybe it's a good subject for a future tech tip or article.

To finish up the plumbing job, there were a few loose ends to connect. The bypass valve had to be plumbed back into the large Volvo 740 turbo hose, downstream of the mass airflow meter. The idle air bypass system also tees into this line. Also, the crankcase ventilation system needed to be connected, again to the Volvo turbo hose. Finally, the sensing line for the compressor bypass valve was fitted to the inlet manifold. At this point, I was able to start the car and drive it, even though I didn't have the supercharger belt drive hooked up. If you were at the Dandenong display day in 2003, you would have seen the car in this state. So, the next step, and the topic of Chapter 5: "Holy Pulleys, Batman!" is the belt drive and pulley set-up. I hope you enjoyed this installment. Any questions or comments, feel free to Email me at gsievert@bigpond.net.au.

Regards,
Greg

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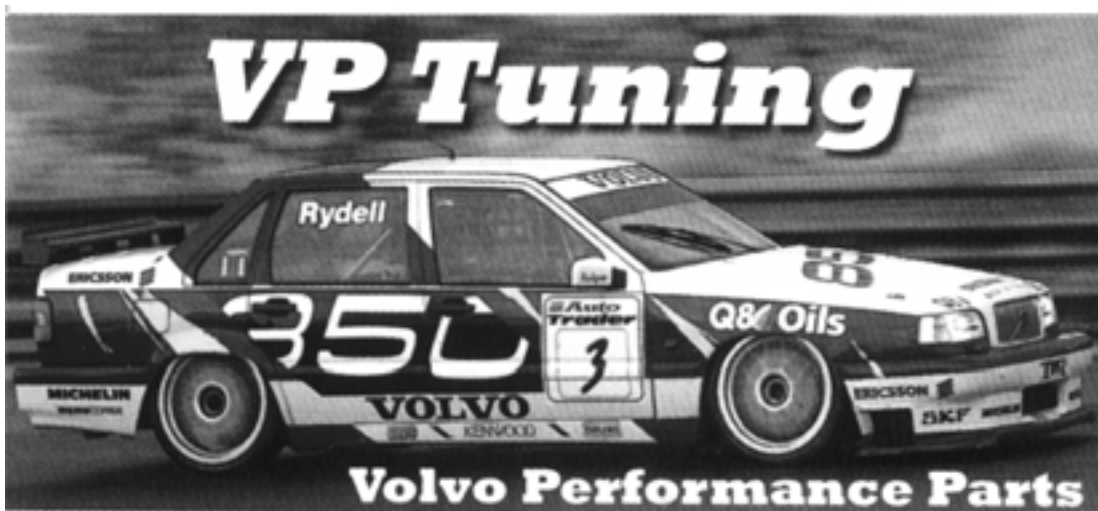
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Crossword Puzzle #3 “SA Rally Fun”

Hi All. Here's a trip down Memory Lane for those of you who participated in the National Rally in 2003 in South Australia. Hope you enjoy the puzzle. If you have any comments or questions, let me know. Email me for hints!

Greg

ACROSS

- 2 SA Rally train trip from Quorn to Port Augusta.
- 8 Pub specialty.
- 10 Popular man's name in Sweden.
- 11 These eggy drinks will go to your head.
- 13 Many Volvos, due to their legendary longevity.
- 15 This agency takes a big chunk of your paycheck.
- 16 I ____ (wedding vow).
- 17 These flowed freely at the rally.
- 18 Famous surf beach in Victoria.
- 21 Bay to ____ Classic.
- 24 McLaren ____ wine region in SA.
- 25 Oh, I see (Internet chat keyboardese).
- 26 He may have started you in a Volvo.
- 27 SE Asian country.
- 29 Wet attraction in Mount Gambier.
- 31 Graceful.
- 32 Comedienne with “big hair”.
- 34 Expression of relief.
- 35 Russian home away from home.
- 37 VW hot hatch.
- 38 Snowman.
- 40 The Saint has one.
- 41 ____ Sanders, of fried chicken fame (abbr.)
- 42 Modern transport.

DOWN

- 1 You might hope to find a partner here in the country.
- 2 Use it on the clothes line.
- 3 P-plater burning rubber.
- 4 We sampled these in SA.
- 5 Many wineries explored here.
- 6 Worn with Volvo Driver stigma.
- 7 Volvo defined with sticky keyboardd.
- 9 Main reason for road trip break.
- 12 Bill Webb's masterpiece about the P1800.
- 14 Car-loving American comedian with big chin.
- 19 Russian reject.
- 20 One of Heino's favourite wineries.
- 22 Shag (not carpet).
- 23 Use this for 9 Down.
- 26 Preposition, used in names.
- 28 Flyer in the service.
- 30 Lazy way to the top.
- 32 Equal (Fr.)
- 33 If the shoe ____, wear it.
- 34 See 15 Across.
- 36 Replacement (abbr.)
- 39 This set styling direction for S80.

If you've ever used a garter belt to repair a broken fan belt...

Haynes, the British motor manual publisher, has just released a new workshop manual. Delving into the dark art of non-petroleum based lubrication and what to do after you've blown a head the manual also goes into details about proper driving position. Like all good Haynes manuals there are glossy pictures and chapters covering parts, bodywork, safe practice, how things should work and what to do if they don't.

The manual, released in Britain this month and due for distribution in Australia in April by Capricorn Link, is a swerve in the road for Haynes. Having spent the days of my youth poring over their manuals to work out how to fix the fuel injection in a Triumph, or rewire a Renault 4, this one is like opening the bonnet of a Beetle for the first time. It's not quite what you expect to find.

The manual, written by Dr. Ian Banks, author of the best-selling Haynes Man and Baby Manuals is called Sex (16 years onwards, all shapes sizes and colours). In the manual Banks now turns his attention to sex. Once again

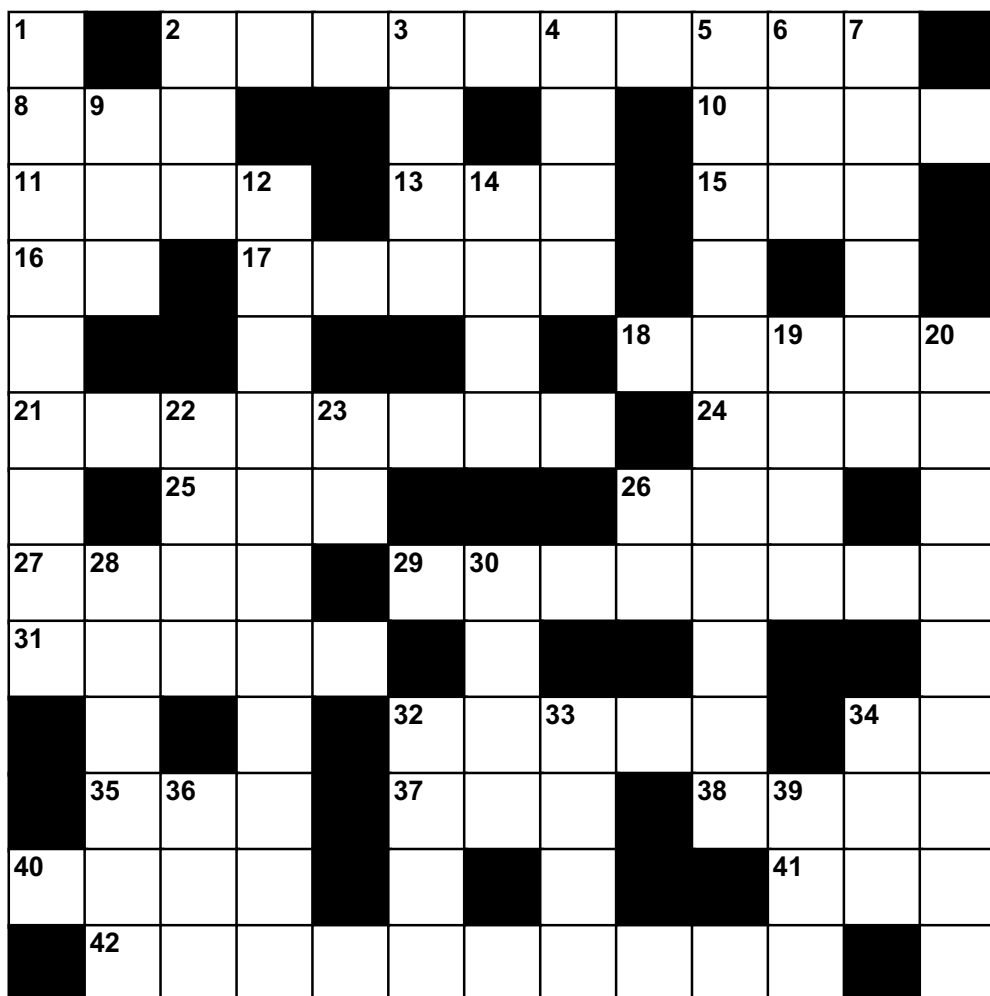
the style is robust and realistic, dealing with all possible health and recreational aspects of the popular pastime. Hints and tips, real-life letters, fault finding charts and illustrations in traditional Haynes style, with more cartoons from Jim Campbell, combine to make this third title in the series the best yet.

The emphasis in this manual is on helping to get the message of good health and good sexual practices across to an audience who as John Steinbeck famously said of men of his generation; they knew more about the Model T Ford ignition coil than they did about important parts of the female anatomy. This is the first Haynes manual intended to reverse that position.

If poring over manuals to work out the fiddly bits is your thing, then this one will give you deeper insights into some of the trickiest bits around and hopefully lead to some great hands on experience.

For the average Volvo driver with plenty of room in the back this manual should make an ideal addition to your library. For P1800 drivers, well, it might just make a good read anyway ;-)

Stuart



Not Just a Volvo Wagon!

50 YEARS OF VOLVO WAGONS, BUT THESE ARE SOMETHING SPECIAL

by Mark Richardson

As we have 50 years of Volvo wagons, I thought it would be a good subject for a story. I just want to have a look at the "fast" side of this milestone. In a recent Swedish magazine I read an article that gave me the idea for this direction so I hope you will enjoy reading it.

We all have read, heard or seen about the new R's and some may have even driven one, but I just want to take you a bit further back in time. The early wagon years up to 1982 were not seen as sports wagons - they were made to move things, stock 'em up and lets go!! They were a very practical car, which of course still stands today. Performance meant on the PV's, 120's and 140's an extra carby and a "wilder" cam if you where looking for it. Later



240 Turbo

on we had the choice of injection and yes we could rev 'em quite happily. But in the '80's it was also the era that turbo was that sporting note or fashion as you can say, especially in cars. Here we see the first signs of the R symbol.

Volvo's sports department was called "Volvo R Sport" and was mainly in the rallycross circuit, but with that experience and testing it resulted in a prototype of the 240 turbo model. This was a 1980's model and the personal car of the president of Volvo at the time Mr. Pehr Gyllenhammar. That car is now in Volvo's museum.

So Volvo followed the turbo trend and for model year 1981 a sedan version was introduced. This was some very serious driving (and I speak from experience.) The car had 155Hp and came with the 4+o/d gearbox. Officially it was never made in RHD, but for those thinking "what does it look like?" it was like a 240GLE or GLT [most markets]

with turbo with the exception of the 2.3ltr it was 2.1ltr. Or you can check out John's car that he keeps in the workshop.

A year later the wagon version was introduced. Suddenly we had a fast wagon on the market and I believe reports say it was the fastest wagon at the time. Other manufacturers thought "a sports wagon?? No way!!" That sounds somehow familiar....racing a wagon?? But that's later. The wagon had the same specs as the sedan, with in the later years the option of adding an intercooler kit giving it an extra 25hp. The intercooler became standard in some markets. In the US, it was standard on late 1984 & all 1985 240 Turbo models, and came factory-fitted on the 1983/4 "homologation special flat-hood" turbo models, which are fairly desirable now. You

could buy the intercooler kit at the Volvo parts department, which was quite easily fitted by the competent DIY mechanic.

1983 saw the 760 turbo sedan and of course there had to come a wagon version. 1985 was the year introduced together with the 740 wagon. The engine had nearly the same specs as the 240 turbo, 156hp for the 2.0ltr and 177-182hp for the 2.3ltr. Sounds healthy, but all that power is only good if the bloody thing goes, isn't it Rod?!! Power is going up nicely and some LHD markets 7 series in 1990 had the lovely experience of



Tyre-smoking 240 Turbo Wagon Advert

having a 2.0ltr 16V turbo of approx. 200hp.

Hey!! Looks like we're missing out on a lot of Volvo models here... time to convert to LHD Australia. All in favour...!!

940 Turbo wagons were more or less a continuation of the 7 series with 165hp for high pressure turbo models or 135hp for low pressure types.

So what's next? The 850 sedan was released in 1991 but no wagon and no turbo's. I guess we keep driving the RWD's until further notice. That notice came in 1993 with the release of the wagon 850. It's just like waiting for Christmas really, sedan...wagon. But hey, where is the 220hp turbo model? Well that was another year's wait and finally we could trade our RWD in for more power - what a car!! For the ones who have driven one, or even better owned one, you know what I mean. This is power, and there is even heaps of space for all your stuff like golf clubs or extra dogs. There is no shame in having fun...time to do it now while the speed cameras are on the blink. (No responsibility taken on my part!!)

In 1994 Volvo also did something unthinkable (not for us though): they



Late 740 Turbo

entered an 850 wagon in the British Touring Car Championship - a first. Why not? It was a pain for some drivers because this Volvo was always in the way, like some people think of Volvos today! But we know better don't we?

To make things worse (or is that better?) 1995 saw a yellow special edition 850 T-5R wagon pop up based on the touring car series developing 240hp. This was done by reprogramming the ECU (electronic control unit) which operated the waste gate on the turbo. Note: this model is

But unfortunately they were prototype only and we only saw it in production as a 193hp low pressure turbo with manual.

The 850 model was starting to show its age and needed to be updated. By redesigning the



"Blue Bolt" Performance Concept Car

curves (not too much) they produced the 5/V70. Still a Volvo to look at and having the 850 base concept, we didn't have to wait long for the turbo wagon. It was there straightaway! But what the... was this a new colour? Copper? Gold? What was it? Well it's called Saffron and typical Volvo - always different. I still hear people say "what is Volvo thinking over there in Sweden?"

Well remember the 850 T5 AWD prototypes? Now the Swedes combined a V70 T5 with AWD and a "different" colour and named it V70R (see Noel's car) producing 250hp with manual. The

1999 Volvo went another step further and introduced a laser blue metallic V70R auto with a hefty 265hp. This was the ultimate driving wagon, with abundant speed, comfort, handling and of course safety. See Peter at MCV they have one for sale, silver coloured (if not already sold).

All this has led up to the introduction in 2003 of Volvo's most powerful wagon yet - the V70R with 300hp.

With this story I have tried to let you all in that Volvo produces "fast" cars as we all would know, but if you look at the other things like the introduction of a yellow sports wagon, didn't Holden copy the same idea a year later with their GT5 limited edition? Or how about Subaru...What about the Saffron colour....manufacturers followed. Laser blue colour....same.

Fast wagon? Everybody has a fast wagon now in their line up.

Could I say without speaking too loud....is Volvo a bit of a trendsetter here?

Yours in (tuned) driving pleasure,
Mark



The Volvo BTCC Wagon

extremely rare here in Australia.



Rare Yellow 850 T5-R

Volvo turbo models were a common thing by now. They had 400 series (440,460,480), the 940 turbo (in low-pressure and high-pressure form), and the 850's. In 1996 the yellow machine made way for the 850R and had some minor exterior and engine changes, bigger turbo etc. producing 250hp. Unfortunately the automatic was restrained to 240hp I believe for safety reasons of the tranny. Typical Volvo: always thinking about safety.

Well how about this! What if we combine the love of RWD to an 850!! Sure Volvo was making a prototype T5 wagon with AWD and was making some heads turn - this is what we like!!

auto was again "only" 240hp. Basically the same as the 850R but with AWD, the V70 T5 is a very nice combination, and it handles pretty good on the Dandenong mountain roads. Trust me - been there, done that.

If that's not enough excitement, in



The NEW V70R

RALLY FLASHBACKS:

Getting there (and back) is half the fun!

RALLY TO ADELAIDE AND A WELL DESERVED WEEK'S BREAK

by Mark Richardson

End of September was the time to go to SA for the national rally. Normally I think it is a bit far to drive to rallies organised by the interstate Volvo Clubs, but this time it was in Adelaide and looking to add on some well-deserved time off, we thought "Why not?"

We took it nice and slowly [2 days] to get there. Booked in for two nice nights in one of the Bungaree station's cottages: beautiful. That Saturday was the "display" morning for the photo shoot. Tough grass there in Clare 'cause we did some driving to get all the cars in several shots.

Sunday when most of the members went to the Birdwood rally we went the opposite direction, to the Flinders Ranges. We always wanted to go there one day and now being so close why not!! After a nice lunch in Orroroo the SA plains became more Australian, red earth and open country. We stayed inside The Ranges - school holidays - but we survived. We took a good walk into "the Bowl" where people really used to live in the old days. Only the house was left - the rest was gone. They lived a very hard life and so far away from everywhere!!

The next day took us through the ranges. 4wd?? Not on the 240, but we had all the trust in its capability that it

will take us through it. It was dirt track all the way and the last part was quite rough with rocks on the "road" and some streams to cross. I had the feeling that 4wd people were looking at us, but hey built-tough car mate!!

After all that, we drove a beautiful road down to Port Pirie where we found this wrecker with a 164. The car was used for doing burn-outs but the guys couldn't kill it, so it ended up on display. It has a "custom-made" side exhaust pipe fitted. Can't remember if it was manual or auto!

The time did come that we had to head for home, so after the last days in the Adelaide hills [lovely area] nice and slowly back again with a small detour



Die-hard 164 on display

to Bendigo.

Looking forward to our next trip to Tassie but we will be flying this time!!

*All the best,
Mark Richardson*

ON THE ROAD TO THE CLARE VOLVO MEET: Kevin & Marg's Big Adventure

When the notice about the SA Volvo Meet arrived I decided immediately that we were going come what may. Time to get the caravan out again and all fixed up for another trip. When the Geelong Rally was on we headed off a few months early and travelled to Geelong via Mt. Isa, Broome, Perth and Adelaide arriving just in time with 18,000kms on the clock of our 960 Volvo wagon. Obviously not the shortest route from Brisbane to Geelong! And to think I didn't even get



Anamooka Cottage

the longest distance travelled award!

I had a commitment to organise an outing for the local car club on 14th September 2003 so we were off next morning and had planned our route to take in as many places that we had not visited before with the result that we arrived at Cunnamulla where we were to meet up with Phil & Brenda Rasmussen and travel together for a few days.

Our first "new" town was Thargomindah, and that is getting decidedly west of the black stump in that it is only about 300kms to the Burke & Wills Dig Tree! Thargomindah's claim to fame is that it was the third town in the world, after London & Paris, to have electric streetlights in the 1890s! Our track then took us south from Cunnamulla to Burke. Burke was once a thriving river port on the Darling River but the last Paddlewheel was there about 60 years ago. Today the town has a population of about 2500 and a local told us that 45 of those are Policemen! My last visit to Burke was in 1963 so there wasn't a lot I remembered about it. Cobar was



Mark's 244 goes off-road



Burra



Barmera Sheep Dog Trial

our next stop which was a bit of nostalgia trip for me as I worked here in the Bank 40 years ago and I was kept busy pointing out to Margaret where & what we used to do for fun those days.

Hillston, Hay, Balranald, Euston to Mildura where we stayed a few nights and caught up with old Bank mates from 30 plus years ago.

Soon we were crossing the border into SA and we spend a couple of days in the beautiful Riverland district around Renmark, Berri, Loxton & Morgan.



Ellery Water Hole

I want to return here again and hire a Houseboat for a week or two, reckon it would be magic. As we approached Barmera there was a sign advertising the upcoming "Sheep Dog Trial" and I just had to photograph it, couldn't stop laughing! After a tour of Historic Burra we were soon getting settled in at Clare and as there has already been quite a lot in the club magazine about the Rally I will not dwell on it except to say congratulations



John & Sandra on display

to the SA Club for putting on such a great show, we thoroughly enjoyed ourselves.

After the Meet was over we decided to take the "short" way home and set our compass bearing north to go through the crossroads city of Port Augusta. In this part of the world it is hard to avoid Port Augusta and I have now been there about 8 times. I hadn't been north of Port Augusta for about 25 years so renewed our acquaintance with the Stuart Highway. Last time I was here Woomera was a 'closed town' and visitors were discouraged. Now hardly anyone lives here, even the detention centre is closed, and apart from the Missile Park there isn't much to



Cooper Pedy Motel

see. We based ourselves there for a few days and went on to Roxby Downs that is a beautifully planned town in the middle of nowhere that services the Olympic Dam Mine. Copper, Gold, Silver & Uranium are mined here. Andamooka, the Opal field about 30 km east of Roxby Downs is something to behold. Appeared to us what we would expect an 1850s gold field to look like without the tents. Has to be seen to be believed. Back in Woomera we were extremely fortunate to be there when a night launch of a couple of



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rockets was to take place. We, along with about 20 other vehicles, ventured over 50 km into the prohibited area surrounding Woomera (with special permits) to witness the event that although not very spectacular, was a great experience.

We say farewell to Woomera and the next little spot on the map is



Oodnadatta Pink Volvo 245

Glendambo. Their sign took my fancy but I'm sure they underestimated the number of flies! We continue to Coober Pedy where nearly every one lives underground, in fact we were told that Coober Pedy means 'white man in holes'. There is even a Motel underground. Had difficulty in recognising much from our last visit but walked the town and discouraged Margaret from buying any more Opals, her favourite gemstone. As I wasn't too keen about taking the 960 on the Oodnadatta track we were very fortunate to secure two cancellations on the Mail Run truck that travels twice a



Glendambo: Fly Central!

week from Coober Pedy to Oodnadatta, William Creek and back to Coober Pedy again. We called at all the Cattle Stations along the way delivering mail and the last Station we visited was Anna Creek, the largest cattle station in the world at 24,000 square kilometres! The adventure lasted 13 hours and about 600kms

We noticed "hoon tracks" on the road just out of Coober Pedy, hoons,



Kings Canyon

they seem to be everywhere!

About 360 km north of Coober Pedy we crossed into the Northern Territory and when we reached Erldunda we turned off the Stuart Highway and headed to Kings Canyon. Kings Canyon was one place out here that I had never visited and it was not a



Kings Canyon

disappointment, I would have to say it is possibly the most spectacular place I have seen in this country! Because it is so isolated, prices for everything were sky high. A very average looking villa room at the Kings Canyon Resort would set you back \$450 for just one night! We walked the canyon rim trail of about 6 km taking photos the whole time. I know I ended up with about 70 photos from the walk. We stayed 3 days and looked at just about everything that



Hoons leave their mark

was available to look at before moving on to Alice Springs.

The most direct road to the Alice is a horror FWD stretch so we opted to back track the way we had come to join the highway again.

Found a caravan park in Alice Springs called of all things - "G'Day Mate Caravan Park", terrible name but



Mildura Paddlewheel

quite a nice park and we checked in for a week to allow us to see the sights in and around Alice. By now it was getting quite hot, close to 40 degrees each day but it being such a dry heat we managed OK. Checked out Trephina Gorge, Jessie Gap, Emily Gap, Simpson's Gap, Glen Helen Gorge, Ormiston Gorge, Serpentine Gorge, Ellery Water Hole, Palm Valley, an extremely unique place whose palms grow nowhere else in the world, Hermannsburg Mission and the Alice



Palm Valley



Devil's Marbles dwarf Volvo

Springs Old Telegraph Station. All this and walking the streets of the Alice soon used up the week and we moved on again.

We were very lucky to be on the Stuart Highway at the same time as the "Great Solar Challenge Car Race" from Darwin to Adelaide. It was very odd to see such strange looking vehicles coming towards you on the road. We were told that the winner of the race was timed in Darwin at 170kph!! Not bad just using the sun. It wasn't long before we were checking out the rock formations called the 'Devil's Marbles' that are very impressive to say the least and after an overnight stop at Tennant Creek we turned East onto the Barkly Highway heading back towards Queensland.

We have travelled this road several times before so we kept moving, bush camping near Camooweal before spending some time in Mt Isa. It is still very hot and we are now anxious to get back to the East Coast. The run down

through Longreach, Emerald to another overnight at Duaringa, this free campsite is provided by the local council and even runs to hot showers. When we arrived at Mount Morgan, (one town in this area we had not visited before), instead of driving straight through as was intended, we were so impressed that we stayed two full days. Mount Morgan is an old Copper Mine that before it was closed down in 1981 it was the largest open cut mine in the Southern Hemisphere. Currently the mine is an ecological disaster area with



Solar Race Car

toxic chemicals leaching out into the Dee River. The town is rather quaint with hardly a new house having being built in the last 20 years or so.

Being only 40 km from Rockhampton, houses are still (for the moment) affordable, many being for sale under \$40,000.

Called to visit Gary Kinsella at Rockhampton, a Volvo mechanic who owns an 1800 before continuing south



Duaringa

to spend 3 nights at a secluded campsite near Agnes Waters. Almost our own private beach for only \$8 a night.

Called on the Rasmussens in Bundaberg, (we last saw them in Clare,) and they invited us to spend a couple of nights with them in their Woodgate Beach House. Woodgate is a great little town and the beach is one of the best in the area, but here again prices for homes have gone through the roof.

Spent a couple of nights in Burrum Heads, and a couple more in Tin Can Bay before we arrived home on 6th November after another 10,600kms on the speedo and almost 8 weeks on the road

Bring on the next rally.

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Interim Treasurer's Report \$\$

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

MONEY BUSINESS

Hi All. As of going to press with the magazine, a new initiative we started in January seems to be working fairly well. With the January/February issue of Rolling, we began attaching a bright orange "Member Expiry" notice to the cover of magazines we sent to unfinancial members. After looking at the list of members who hadn't paid their dues for some time (you probably didn't even know who you were, did you?) we decided that we need a better way to inform you that your membership has expired. We had been putting your expiry date on the magazine mailing label (and we'll continue to do so - so please check it), but we also plan to continue the practice of affixing the offensive orange warning with a quick and easy renewal form so you don't forget to promptly renew. The club relies on your support to print the magazine and to hold events to

benefit the members, so keep those renewals coming please.

Our major expenses and income since the last Treasurer's report are shown herein. Once again, the club financial position is stable. As we grow into the new magazine arrangement, we'll continue to monitor the printing and postage costs. A percentage of these costs will be paid by the 1800/120 Club, so there should be no major change in the Victorian club's magazine and postage costs. We have yet to work out details for the printing of future colour covers. This issue will be discussed by the committee and we'll keep you posted of the recommendation.

Account Balance on 14 February 2004: \$2311.49.

The last magazine treasurer's report was on 31 December 2003. At that time, we had a balance of \$2104.81. Here's a summary of the income and expenses of the club since the last report:

INCOME:

Advertising & Sponsorship: \$10.00
Night Meeting Income (Feb04): \$72.00
Membership Subscriptions: \$1060.00
GROSS INCOME: \$1142.00

EXPENSES:

Government & Bank Fees: \$23.30
Hall Hire & Suppers (Feb04): \$18.40
Magazine Printing (Jan/Feb): \$696.70
Magazine Postage (Jan/Feb): \$167.42
Office Supplies: \$29.50
TOTAL EXPENSE: \$935.32

NET INCOME: \$206.68

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

Regards,
Greg Sievert

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VOLVO SPECIALISTS

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Phone: (03) 9848 9655, 9848 9346 Fax (03) 9848 9783



GREAT AUSTRALIAN RALLY, 18TH JANUARY 2004

The Concept:

The Great Australian Rally is a one-day event that started around 1990. It is predominantly for cars older than 25 years but some newer cars are accepted. The original concept was to meet in the MCG car park and be flagged off for a cruise down the Mornington Peninsula ending up at Cape Schanck Country Club for a static display along with entertainment and food. One year was an overnight event returning on the Sunday for a display in Dendy Park, Brighton.

There was then a bit of a break before the RACV became one of the sponsors along with Melbourne City Council. The Lord Mayor would then flag cars off as we headed down Swanson Street. During these years the Rally ended at Portsea, Red Hill Showgrounds and more recently at Mornington Racecourse. Over the last two years Casey Council have also been involved with a start point at Fountain Gate (of Kath & Kim fame? Ed.)

The Route:

Cars leave the city and Fountain Gate at intervals and head towards Hastings Marina, which is a designated morning tea, stop over. Tea/ Coffee & biscuits are provided before cars head off over Red Hill towards Dromana then up the coast to Mornington. Cars travel along the main street of Mornington before finishing at the Racecourse for the display and entertainment.

The Display:

Cars can be entered for judging if desired and are marshalled into a different area. It takes a fair time to look over the collection of fine machinery dating back to the early 1900s. There is usually a jazz band or similar to keep people entertained as well as a variety of food stalls dispensing a variety of food. For the children there are go karts or a merry-go-round. Other displays included cars from the Fox collection, Ford GT40 replicas as well models, car covers and memorabilia.

The Volvo Connection:

John Johnson [1800S], Phillip Perkins [122S], Lance Phillips [122S in early years and now 242GT] have been regular entrants along with some other members in the early years. This year we were joined by Fiona & Mark in the 122S. It is a good event and would be nice to see more Volvos participating on a regular basis. It can be a bit frustrating when marshals don't like accepting the 242GT as an entrant and try directing me to the visitor's car park. More people are embracing the Rally in general as numbers are increasing towards the 1000-car mark. The entry fee goes to charity, which was the McCallum Cancer wing this year.

Lance Phillips



VOLVO CAR CLUBS AUSTRALIA REPORT

1. Expanding the Magazine:

As you read this issue of Rolling you will note that the 1800/120 Club magazine is now incorporated into the magazine. This is a result of discussions that I had with George Minassian along their committee & members accepting this as a step in the right direction. It is a two-way information street with existing members of each Club broadening their knowledge on other models as well as other useful information about all things Volvo and the Clubs. Greg is looking forward to the challenge with support from all chapters of the 1800/120 Club to make it a smooth transition.

2. National Rally:

The NSW Club propose to hold a National Rally during the weekend of September 24-26 2004. The venue [subject to confirmation] will be Canberra. This event will be a celebration of the 35th Anniversary of the NSW Club and also 25 years of the 242GT in Australia. More details will be published as they come to hand as the NSW Committee finalise accommodation/costs etc. Let's make this a successful event and support it in large numbers!

3. Volvo Australia:

I will be liaising with Todd Hallenback, the new Volvo Car Australia Public Affairs Manager shortly on aspects of support for the Car Clubs. I will keep you posted on the outcome of these talks. After my initial discussions with the Managing Director of Volvo Cars Australia, Steve Blyth, I am looking forward to positive outcomes.

*Lance Phillips
Chairperson,
VCCA*



Volvo-backed \$60 Race Car set to take USA by storm!



Irvine, CA - Following a record-breaking sales year in 2003, Volvo Cars of North America will take the battle for supremacy in the premium car market into a totally new 'arena' for 2004 - the racetracks of the USA. More details to follow in upcoming issues!! Look for it!

THE ALPINE RALLY

By Graeme Wakeling

One of the oldest motor sport events on the calendar is the Alpine Rally, which commenced in 1921. Basically it was a tour for members of the Royal Automobile Club of Victoria, and was based in the East Gippsland area for a period of some ten days. In those days the roads were poor, and in many cases unmade. The vehicles were not good by modern day standards, but the enthusiasm of members was there.

Over the years the event became a competitive one, and was based at Bright, in north-eastern Victoria, but often went down into the areas south of Omeo. It was considered one of the toughest events in the rallying calendar in Australia, with the aim of finishing being uppermost in all competitors' minds. The event was originally part of the Australian Rally Championship in the 70's and 80's, and the 2003 event, for historic cars, held at the end of November, proved that the Alpine had lost none of its sting.

The 2003 event consisted of both a daylight stage which started Lakes Entrance, and was run on the fast and winding forestry roads in the Nowa Nowa area, and a night stage, including one stage of 125 km, which headed north to Swifts Creek. There were some ninety starting in the event, a maximum field, which included three Volvos. These were crewed by Paul McLaughlin and Geoff Floyd [1970/144], Russell Thorpe and Ken Garrioch



[1968/142S], and Ralph Price and Ashley McBain in a 1966 144GT.

Although none of the cars were a winner, they accredited themselves well against specially-built forest racers such as Escorts and Stanzas, and once again proved that the spirit of competition is alive and well. Interestingly, the theme for the event was "if you're not having fun, go home", and this emphasised the spirit of the Alpine Rally.

VOLVO BASHING - AUSTRALIA-STYLE

By Greg Sievert

I just don't get it. From what I can tell of Australia, most people are keen to let everyone have a fair go. Oftentimes, the "little guy" is encouraged to excel, and the "tall poppies" are cut down instead. What I really don't understand is why Volvo hasn't been given a fair go by the motoring press here in Australia. It appears that there is a wide-spread bias against Volvos in the press, and this rubs off on the general public. It's almost to the extent that one could question whether there is a conspiracy out there! Take a look at some of the comments from recent automotive publications and newspapers.

"Volvo XC90: 'WHIPS ... SIPs ... ROPS ...' And SUCKS" (Wheels, February 2004, page 62)

"With handling like this, be thankful for the safety features" (Mike McCarthy, on the Volvo XC90, Wheels, February 2004, page 85)

The Volvo 850 "was ugly, overpriced, complex to repair, and unreliable" (Joe Kenwright, comparing the 850 to the 122/144/240 Volvos, Unique Cars, December 24, page 51)

"Volvo drivers will soon have no excuse for not knowing what's going on around them." (Joshua Dowling, Drive, Friday January 9, 2004)

"Overpriced and ponderous. Something seriously wrong with the suspension. Feels nervous and unstable on all but smooth surfaces. Harsh, uncomfortable ride. Unrefined engine and gearbox. Some turbo lag. Huge turning circle. Front seats lack lateral support. Verdict: Bloody awful drive. Stars: 2 (out of 5)." "The V70R, despite its price, equipment and sports pretensions, is a dreadful handler on all but the smoothest roads." "The Volvo V70R is overpriced and unrefined, with incoherent dynamics and an

equally weird ride. How Volvo could let it loose when it so obviously requires major remedial work on the suspension is beyond me." (Bill McKinnon on the new V70R, The Sydney Morning Herald, Friday February 13, 2004.

If you believe this, then you would probably conclude that Volvo's future in Australia is all but nonexistent!

I say it's rubbish. I can't believe that the cars that Volvo is selling in Australia are crap, and everywhere else around the world, Volvos are being praised by the media and the public alike. Is it that Volvo is sending all their reject models to Oz? Does some factory technician in Sweden hand-pick the lemons and put them on the first ship headed down under for press reviews?

I've looked back through some of the Volvo car reviews in the Aussie press over the past couple years, and I can honestly say that in this past year, the same cars that got favourable reviews just a year ago are now relinquished to the automotive junk heap. How could Volvo cars all of a sudden be so bad? Or is it that every other car on the market has just taken a huge leap forward, leaving Volvo behind? I don't think so! I think with the "Bloody Volvo Driver" campaign, the journalists are now really seeing Volvo drivers as tall poppies. And, in the usual Australian style, they're having a go at these tall poppies by insinuating that they have made a poor decision to buy a new Volvo. So, they're not really knocking Volvos per se, but they are instead knocking Volvo drivers, or those folks who are well-heeled enough to be able to afford a new Volvo. Combine this with the constant snide remarks about drivers of older Volvos (need I print some of those comments too? I think not!) and you have a double-whammy of Volvo bashing.

I personally refuse to take it any more, and I encourage everyone reading this to boycott the popular motoring journals and newspapers as I have. If I were in the "good ol' US of A" I'd be saying "Write a letter to your Congressman!" Then again, if I were in the USA, I wouldn't be writing this at all, because nobody bashes Volvos over there! Pity it's not the same in Australia. Times change, but I have a bad feeling that we may be waiting a long time to see Volvo's reputation change here.

Regards,
Greg

Crossword #2 Solution: "Part; Department"

Did everyone enjoy Crossword #2? Kudos to Chris Stanford & Tina Nowatzky for submitting the most correct answers for this puzzle. Chris and Tina only missed one letter. The solution to 1 Across: Airbag System (American abbr.) was SIR (which stands for Supplemental Inflatable Restraint, not AIR as Tina & Chris guessed. A good effort guys! I have yet to receive a 100% correct solution, so keep trying everyone. Email me at gsievert@bigpond.net.au if you have any comments, questions or suggestions.

Guess I had better get started on another puzzle, as #3 (printed in this edition of the mag) is the last one I have ready!!

Regards,
Greg

ACROSS

- 1 Airbag system (American abbr.) SIR
- 4 Get a genuine one at the Volvo dealer SPAREPART
- 9 Jack Frost will do this to you toes NIP
- 11 The tachometer shows you these REVS
- 12 Swedish water feature FJORD
- 14 A type of 41 Across MEER
- 16 Famous college in Windsor, England (educated 18 British PMs) ETON
- 17 What this is all about VOLVO
- 18 Jaguar, Land Rover & Volvo belong to this (abbr.) PAG
- 20 Introduced on the 1800E (abbr.) EFI
- 21 21 Down (abbr.) OD
- 23 Hummer tyre pressure not a worry with this (abbr.) CTIS
- 25 Cops will ask for this if you are naughty ID
- 27 Afternoon, familiarly ARVO
- 29 It's changed frequently OIL
- 30 inter-___ (quick way to travel in the USA) STATE
- 32 29 Across in Germany OEL
- 33 You've done wrong if you end up on this while driving ROOF
- 35 Musical tone FA
- 36 After a crash, you may feel this way (if you're lucky) SORE
- 37 Alphabet letter EN
- 38 Helps you steer while stopping ABS
- 41 Jag symbol CAT
- 43 Nickname for popular early Volvo wagon DUETT

1	S	2	I	3	R		4	S	P	A	R	E	5	P	6	A	7	R	8	T
		9	N	I	10	P							11	R	E	V	S			
12	F	J	O	R	13	D					14	M	15	E	E	R				B
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49	D	50	A	R	T						51	L	E	V						
52	S	U	N	Y	E	L	L	O	W			53	R	E	D					

- 44 Road kill problem in northern USA DEER
- 47 German discount supermarket invading Australia ALDI
- 48 Tassie cartoon icon DEVIL
- 49 Mid-size 1960's Dodge model DART
- 51 Doesn't pollute much (abbr.) LEV
- 52 Volvo colour code 107 (Hint: Greg's 1800ES) SUNYELLOW
- 53 Thorben's GLE colour RED

DOWN

- 2 Look ma - no carbies! INJECTION
- 3 "Free Volvos" advert may cause this scene at dealership RIOT
- 5 Another name for Toyota peoplemover (called "Tarago" in AUS) PREVIA
- 6 Top Saab performance model AERO
- 7 Japanese wagon term (abbr.) RV
- 8 Service department receives this notice from Volvo (abbr.) TSB
- 10 Volvo Penta bladed parts PROPS
- 13 As yet, no Volvo shares this with a Ford DNA [Ed. note: Now the \$40 shares its DNA with the upcoming Focus and Mazda 3]
- 14 Victorian town near power stations MOE
- 15 Santa's little helper ELF

- 19 Stupid person GIT
- 21 Flick the switch and watch the tacho drop OVERDRIVE
- 22 Buying a new Volvo might put you on this DOLE
- 23 This may be copper in your ignition leads CORE
- 24 Substitution (abbr.) ILO
- 26 Dutch co. that used CVT transmission DAF
- 28 Tasty road hazard ROO
- 31 Provides compulsory insurance in Australia TAC
- 34 Why you need to buy 2 Across FAULTY
- 36 Most new Volvo bonnets no longer use this STEEL
- 39 Standard feature of the Aussie icon "Shaggin' Wagon" BED
- 40 "Rex" performance arm (abbr.) STI
- 42 2 plus 2 ADD
- 43 Nice way of saying #&*^@*! DARN
- 45 ___-Clear (band sings "Volvo-Driving Soccer Mom") EVER
- 46 Best place to find a used Volvo ADS
- 50 All that glitters is not gold with this Falcon AU

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.

1964 P1800 (CM-1800, NSW Rego) Expressions of interest are being taken. This car is a FULL GROUND-UP restoration - no expense spared! Silver with new black Norwegian leather front seats. Rear seats are original. Dash around instruments restored in black. New black carpet inside and boot. New Pioneer radio/CD with amp and speakers. Motor fully restored and fuses and electrics updated. Instruments all checked and restored when required. Mini-lite style alloy wheels + original tyres & wheels. Many extra parts as well. \$99,999 ONO. (No price provided by vendor - POA) Call John MacDonald on 041-333-6301 or email macca841@bigpond.net.au for photos. (14Feb04)

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)

1974 144DL (unreg) Engine number 144999999. Ex-Jim Cairns. 1-owner car with a chequered history; white, twin-carb, manual 4 speed; \$575.00; PH Arnold on (03) 9762-2840 (9Feb04)

1974 144DL (LMK-084) Orange, auto, single carb, AC; 280,000 km; Good condition; Reg'd until 05/04. PH Craig on (03) 9836-7405 for details. (9Feb04)

1970 164 (KNG-465) White with blue leather; auto; twin-carb; AC; 75,000 miles; good cond; PH John on (03) 9817-5267 for details. (9Feb04)

1970 144DL (KWR-435) Mustard, auto, 77,000 miles; suit collector; \$3990; Phone Alick on (03) 9836-2065 (9Feb04)

SPARE PARTS: Set C70 17" alloys with new tyres \$1200; Set 15" 5 spoke with tyres for \$400.00; PH Alick on (03) 9836-2065 (9Feb04)

"OVLOV" Victorian number plates \$600 PH Alick on (03) 9836-2065 (9Feb04)

"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)

1973 164E (LRW 052) Leather interior, pwr steering, 154,000 miles, beautiful condition & excellently maintained, full



service history, 10 months reg. Urgent reluctant sale. \$4400 ONO. PH Henri 0418-140-079 (3Feb04)

1979 240GL (AKB-444) Yellow with brown interior. 2nd owner. 294,000 km. Auto, AC, alloy wheels, rear louver, New brakes all round. Good condition for age. Needs windscreen for RWC.



Runs and drives well. New tyres on front. No rust - paint will come up nice with a polish. \$1500 ONO. Call Noel on (03) 9397-6800 (14Feb04)

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)

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

1970 142 (ECD 094) Metallic blue duclo, 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)

Custom "R" Coupe (RARE 02). Soko's Bertone Coupe! Dark grey pearl (a C70 colour) with full leather tan interior. A three-year ground-up restoration



project. Nothing to spend by new owner. Worked high pressure Volvo turbo 4-cyl motor with performance enhanced computer, Volvo motor sports modified suspension, high-stall auto, 16x8" S70T5 alloys and tyres, California front end, late model dash, passenger and driver racing seats + racing harnesses, etc. This is a performance car in looks, straight-line speed and cornering. Will come with RWC and 12 months rego. Voted best in class winner at Volvo display day. P.O.A. Ph. Peter Sokolowski 0418-188-758 or Email soko@mail2me.com.au for a fact sheet. (11Jan04)

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)

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)

Please notify Editor when item sells. Email gsievert@bigpond.net.au

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

VOLVO SPECIALISTS

LMCT 5717



MELWAYS REF. 46 J11

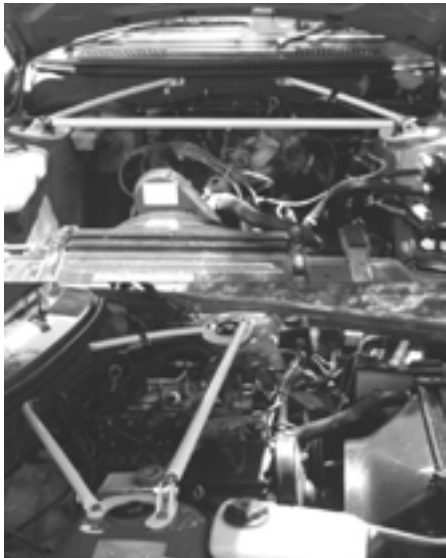


SERVICE: 9836 9961
SALES: 9836 2065

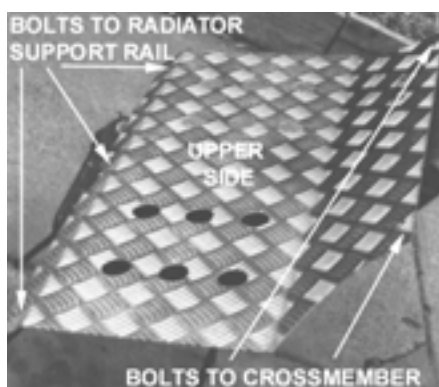
Fax: 9888 5075

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. **New - 140 sump guards; now available! Call for info.**



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)

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 black) \$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 tan) \$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) \$100; 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; 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! Tow bar to suit 740 (removed from 86 740 Turbo) \$20 & European tow bar from 83 240 (needs some work, but quite unique) \$40. Ph. Greg Sievert (03) 9397-5976 (AH) or Email gsievert@bigpond.net.au (Revised 14Feb04)

Your Ad Here! Ads are free to members. Please Email your ad directly to the editor: gsievert@bigpond.net.au

DAVIES VOLVO SPORT
PERFORMANCE PARTS

240 SPECIALISTS

Ashleigh Davies
Mobile: 0412 709 695 ph: 03 9310 7061
Email Enquiries: ashd Davies@optusnet.com.au

Volvo Car Club Of Victoria

Membership Application

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



<p>() New Application</p> <p>() 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.

AT YOUR SERVICE

VOLVO PRIDES ITSELF ON ITS FIRST-CLASS CUSTOMER SERVICE.
HERE'S WHERE TO FIND YOUR NEAREST DEALER.

Area	Name	Ph.	Type
AUSTRALIAN CAPITAL TERRITORY			
Phillip	Rolfe	(02) 6282 4888	CSP*

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	Cardoll 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



VICTORIA, Continued

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

BODY SHOPS

Area	Name	Ph.
AUSTRALIAN CAPITAL TERRITORY		
Fyshwick	Tony Farrugia Bodyworks	(02) 6280 4144

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

*C = Sales SP = Service and Parts

Member Magazine for the Victorian, South Australian (incorporating Western Australia) Volvo Car Clubs & 1800/120 Club of Australia	Print Post Approved PP32699/00016 Volvo Club of Victoria P.O. Box 3011 Moorabbin East, VIC 3189	<u>SURFACE</u> <u>MAIL</u>	Postage Paid Australia
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