

ROLLING AUSTRALIA

MAY/JUNE 2004

Issue Number 154



**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:
National Rally Information
VIC Display Day Rundown
Winton Track Day Reports
What's In Your Garage?
Supercharge: Chapter 5
Tales from Tassie

HOT! HOT! HOT! Events Not to be missed:

FRISK'S Safety Check & Tune-up Day

DATE: Saturday 8th May 2004

LOCATION: 4 Wigan Road, Bayswater VIC, PH: (03) 9762-9353



Paul Frisk
MANAGING DIRECTOR

Marshall Hornby
SERVICE MANAGER

We are
HERE



TIME: 9:00 AM Arrive early to avoid disappointment!

DETAILS: ALL members are WELCOME and encouraged to attend the Safety Check/Tune-up Days. Bring your car and have it checked out and tuned by the professionals! Enjoy conversation with fellow members, and take a look under various Volvo models to see what makes them go. Sausage sizzle provided for attendees.

Reminder - 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 Victorian 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!

2004 National Rally Canberra - the BIG EVENT 23rd to 26th SEPTEMBER 2004

Details for the 2004 National Rally have been established. You'll find in your magazine a flyer with full info and the all-important Registration Form. The rally is being hosted by the Volvo Car Club of NSW & the Volvo Sporting Car Club of NSW in honour of the 35th anniversary of the NSW club. The event will also commemorate the 25th anniversary of the 242GT in Australia (see Lance's notice in the 242GT Register section).

For further information, refer to the flyer or organiser details in the VIC Calendar of Events page. To have a flyer e-mailed to you, send an e-mail to volvocarclubnsw@volvoemail.com Register early to avoid disappointment. See you there!!



WWW.VOLVOVIC.ORG.AU

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REGISTER CAPTAINS

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

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- Volvo *Imagineering*
- Volvo Utes from Around the World
- Supercharge: Chapter 6
- My First Volvo/My Favourite Volvo

WEB SITE UPDATE:

Have you checked out the Volvo Club of Victoria web site (www.volvovic.org.au) lately? Our faithful webmaster David McLeod has been busy keeping the events up-to-date, and posting new advertisements on a weekly basis. You may find your dream Volvo there, and if you're keen to check the site regularly, you may find out about it before everyone else does (when the magazine arrives)! If you have pictures from recent events that you'd like to see on the web site, email David at mcleod@labyrinth.net.au

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A big THANKS to the team at **Copycat!!**

ROLLING AUSTRALIA

MAY/JUNE 2004 ISSUE NO. 154

**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 June 2004

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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

May 2004

- Wed 5th Night Meeting**
Video night - see some video of the recent track day at Winton, and other interesting Volvo-related videos.
- Sat 8th Safety Check & Tune-up Day at Frisk's Garage, 4 Wigan Road, Baywater**
 Starts at **9:00 AM**. Bring your Volvo in for a comprehensive safety check and tune. The experts at Frisk's will thoroughly look over (and under) your car and recommend any areas that need attention. The engine settings will also be checked and adjusted as required using the computerised equipment. Arrive early to put your name on the list to avoid disappointment. Sausage sizzle will be provided for all members. PH: 9762-9353

June 2004

- Wed 2nd Night Meeting**
 Guest speaker **Ulf Sebecke, Southern Region Sales Manager for Volvo Car Australia**. This is a great opportunity to hear Ulf's comments on where Volvo is headed. Let's have a big attendance to show our support!

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 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. As with the 2003 Economy Run, 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
- Sat 14th Safety Check & Tune-up Day at Carson & Murphy, 24 Firth Street, Doncaster**
 Starts at **9:00 AM**. More details to follow in next magazine. This is a great opportunity to have your car checked out before the drive to Canberra for the National Rally in September. PH: 9848-9655

September 2004

- Wed 1st Night Meeting**
 Guest speaker information see website www.volvovic.org.au
- Thu 23rd - Sun 26th National Rally - Canberra, hosted by the Volvo Club of NSW. See full details and Registration Form on the flyer inserted in this magazine. Celebrating the 35th anniversary of the NSW club and 25 years of the Volvo 242GT in Australia. Plan to attend this major event! We expect a large Victorian contingent to be present, with opportunities to drive up as a group.**
 Key Rally Contacts:
Rally Director: STUART ALLSOPP (02) 4358 8157
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volvocarclubnsw@volvoemail.com
 PO Box 1065, Sutherland NSW 1499
Website: www.volvocarclubnsw.com

October 2004

- Wed 6th Night Meeting**
 Guest speaker information see website www.volvovic.org.au

Have your say!

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

- Member & Advertiser Parts Swap & Sell Day - possibly at RAAF Air Museum in Laverton
- Dyno test day. Looking into discount dyno day. Minimum of 10 members required.
- Breakfast & sightseeing around Williamstown
- 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.



VOLVO FOR LIFE!

Ouch #1: 240 Wagon with intact passenger compartment.

← Ouch #2: P1800 looks like it rolled end-over-end.



THE EDITOR'S DESK

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EXCITING TIMES AHEAD

Hi All. Welcome to another issue of Rolling Australia. I think we're in for some exciting times ahead for the Volvo Clubs and Club Members. With more cooperation and co-mingling of the Australian clubs, there's more opportunity to share our common knowledge and experiences. Thanks again to all of you who have submitted material for this issue (and upcoming issues if you don't see your submission in this issue!) It's great to see information flowing in from around the country.

The big news is the 2004 National Rally. The arrangements have been made by the Volvo Car Club of NSW and the Volvo Sporting Car Club of NSW. It looks to be a great rally, and the location of Canberra is central to the two major population centres in the East, so we should have a large attendance. I encourage everyone to attend. There's no better way to meet new people and have a great time than to attend a National Rally. Full details of the rally can be found on the flyer

inserted into this edition of the magazine. Get your registration form in as soon as possible to avoid missing out on the excellent accommodation rates (thanks to the major rally sponsor PAVILION ON NORTHBOURNE Hotel and Serviced Apartments). We hope to have a large Victorian contingent at the rally, and there will be ample opportunity to drive up from Melbourne as a group for those who prefer to flock together. Victorian members, please let Heino know if you are planning to attend so we get a feel for the numbers.

This issue is chock full of events coverage, including the rundown of winners at the VIC Display Day at Dandenong and the Winton Track Day sponsored by the Charger Club (oops - pardon me for not knowing the difference between a Charger and a Valiant! They're all big heavy things, aren't they?) A great time was had by all at these two events. Unfortunately I missed the track day due to our previously-scheduled trip to Perth. You can bet I will attend next year! The

consolation was being able to drive an 850 T5-R in Perth (story to follow in the magazine!)

Don't forget about the upcoming Economy Run. Graeme Wakeling has put together a challenging route on the West side this time (thanks Graeme!) The date is Sunday 18th July, starting at 1:00 PM in Altona (and finishing around 4:00 PM at the same location). I haven't yet decided whether I'll run the event in economy mode (supercharger switched off) or fun mode!

Enjoy reading, and by all means, please send me as much information as possible for the next issue. If you have any stories about your first or favourite Volvo, or late arrivals into your stable of Volvos ("Birth" or "Adoption" Notices), please pass them along. Remember, the **deadline is 10th June** for the July/August issue.

Regards,

Teaser Photos for upcoming story: 850 T-5Ahhhhh!



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President's Report

Heino Nowatzky

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NOW HEAR THIS: British and European Motorshow

What a busy month March was. First there was the preparation and organisation for the British and European Motorshow. We were still juggling, begging and pleading for extra space from the organisers up to a few days before the show. Thankfully Eric Norton from the AOMC came through and we had enough space for all our cars (47 cars on the day). We then had to do the shopping and prepare the food for our now traditional BBQ. I got into a minor panic when my printer started playing up and I had a whole heap of voting forms and certificates to print but somehow it fixed itself and was working again.

We wanted to take three cars but with only two drivers (Dion goes for his licence at the end of this month and Tina early next month) that wasn't looking hopeful. Then Greg volunteered that he could take the 144GL for me if I dropped it off at Williamstown. This was fine but the

other two cars didn't have a towbar and we had to take the club trailer. Easy, I thought, we can fit a towbar to Tina's 164TE. We already had a spare towbar so I got Dion to fit it during the week and I would wire it up the weekend before. Well everything went well and I tested it all, great, everything was fine, I even went to the extent of backing the car up to the trailer and connecting it up to ensure the trailer lights were all working. After some minor fiddling we had all the lights working. That was great now let's get to work detailing all three cars. Even though we keep the cars in good condition we always find more work to do. We did the 144GL first and then drove it down to Williamstown. This then enabled us to concentrate on the 164TE and Chris's 850R. We finished late on the Saturday evening and since it was an early start on the Sunday I luckily decided to hook the trailer up that night. Now when I had tested the lights we had simply backed the car up and put the trailer plug into the connector, we hadn't hooked up the trailer. Now with the trailer hooked up the cable was too short, how frustrating is that? I must admit that the 164TE is a

far better tow car than the 144GL - it's amazing what a couple of extra cylinders will do.

Thank you to all that made it to Dandenong, it was great to see you all including our visitors from Adelaide and Queensland. I hope you all had an enjoyable day. Thanks also to Graham Sutton and Melbourne City Volvo for bringing the S40 Race car down for display. The high performance Volvos were very well represented this year with numerous 7 series turbos and 850R's. We even had a new S60R. This was the first year that we had a modified class and it was well represented with four 240's and one 262C. V8's into Volvos seem to be popular and Greg and Wayne showcased their Supercharged 240.

Early April saw us at Winton for the Charger Challenge. Thanks to Noel Bruin for his organisation. Even though I was unable to take the S70R out for the day, both Dion and myself enjoyed ourselves as spectators.

I hope to see you all at our next club event.

Heino Nowatzky



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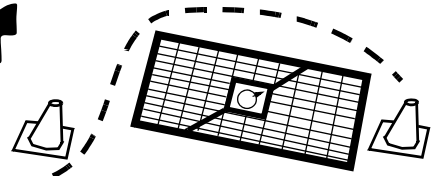
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240/260 Register

Mark Hoffmann

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Welcome to this issue's 200-Series Register Page. It's hard to believe that three years have passed since a customary scan of the Motoring pages of The Age one Saturday morning uncovered an advertisement for a car which was to become my second Volvo. I had spent several months searching with growing frustration for a quality mid-1980s 240. This new car was to be a "daily driver" to spare my white 1976 model 244, with which members will be familiar, from the rigours of the daily commute to work. As well as fulfilling a practical requirement, I would be able to indulge my enthusiasm with another Volvo of a later vintage. To date, I had turned down several supposedly excellent but ultimately sub-standard GL models which had appeared on the used car market, and the weekly wait for the classifieds was becoming a regular and disheartening routine. On this particular occasion, the promise of an immaculate and fully-optioned 1985 240GLE at a reasonable price had prompted an enthusiastic phone call to a dealer, which was followed by an inspection and purchase the very next morning.

Driving the new Volvo home on that day, I recall revelling in the additional GLE features such as the sunroof, electric windows, and full accessory instrumentation. The colour

combination, in all honesty, was probably the last thing I would have chosen, had I bought the car from new. But the metallic sky-blue paintwork was gleaming in the sunshine, and the dark blue colour-coded interior with corded velour upholstery complemented the sporty characteristics of the mid-1980s 240GLE model. After having viewed only the more basic and abundant 240GLs to this point, I felt I had done better than I had originally hoped for from both a practical and enthusiast's perspective.

As a whole, the car was in fine condition and although we performed a fairly thorough examination of all aspects prior to agreeing to the purchase, it was fairly clear to me from an early stage that this car was to be the one. The body was straight and rust-free, and the paintwork looked excellent save for the minor apparent stone-chipping and occasional scratch to be expected of its age. The interior, in particular, was superb with an uncracked dashboard and dark rich upholstery untainted by wear and the harsh effects of the sun. The boot was also completely clean and original.

At the time, I was sufficiently happy to have finally found such a good car, that I wasn't overly bothered by the fact that the paintwork was not entirely original. In making this

purchase, though, I had broken my own pre-determined rule of finding a completely original 240 that had not been the subject of any repairs or refinishing. During my pre-purchase inspection it had been fairly clear that a significant part of the front of the car had been refinished, evident by minor over-spray and slight ridges and seams where trim components had been masked off for painting. Nonetheless, the unique metallic blue appeared to have been flawlessly colour-matched, and the overall appearance of the car had been enough to win me over. Closer inspections confirmed that the bonnet, tops of the front guards and sections of the doors had been re-sprayed, although a later examination of the underside seemed to indicate that all panels were in fact original, as the thick black underside rust-preventative coating characteristic of Volvos appeared unbroken. This led me to conclude that a previous owner had deemed necessary some cosmetic repairs, or that a fairly minor accident had occurred at some point in the car's life.

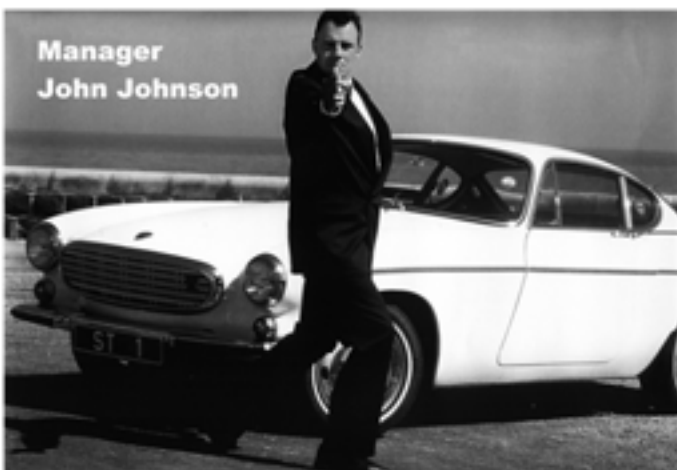
I had also broken another rule. My initial discussion with the dealer had promised a service history for the car, but no such paperwork was present on the day of my inspection. I recall being promised this documentation at a later



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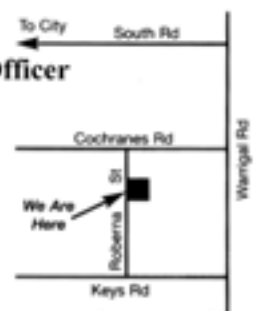
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date but ultimately, and despite my best efforts, it was never forthcoming. Later, I even drafted a letter to the person I believed to be the car's previous owner, in the hope that they might have retained some paperwork, but this produced no result.

I wanted the service documents for obvious reasons - a mechanical history of what is essentially an older car, to attest to whether it had received the necessary routine maintenance, as well as to see if and when any major mechanical components had been overhauled or replaced. Additionally, and from an enthusiast's perspective, I would have liked to have had some history of the car from its first sixteen years of life, such as where it had been purchased, how many owners it had had, and where repairs and maintenance had been carried out. In spite of these absences, the condition of the car seemed to speak for itself, as it looked and drove like a car that had been looked after.

Over the past three years, in fact, the 240GLE has been a great car - reliable and comfortable for daily commuting and weekend touring alike. Regular readers of this space in *Rolling Australia* will have read about some of the many improvement and upgrades I have performed over this time such as fitting cruise-control, having the windows tinted and custom-carpeting the boot. I also replaced with new genuine parts some of the components such as bumpers and badges, which I felt were less than perfect and

detracted from the appearance of the car. Throughout this time, though, I was always somewhat frustrated by imperfections such as the stone chipping which featured on the doors and leading edges of the front end, and by



Mark's immaculate 240 GLE on display at Dandenong Display Day 2003

the fact that the prior repairs to the car had been less than perfect; with blemishes in some of the painted surfaces and minor dents that had simply been painted over by the repairer.

It was clear to me that whilst the car was being used for its present purpose, exposed to the elements and the rigours of a public car park on a daily basis, investing in some substantial repairs to return the bodywork to essentially new condition were out of the question. From a monetary perspective, spending several thousand dollars on having the car resprayed and replacing trim components with new genuine parts would also be over-capitalization on a car of this age. In

spite of this, I guess I decided at some point, perhaps a year ago, that I was sufficiently fond of the car and committed to keeping it for the longer term, to justify this undertaking. The exceptional condition of the interior,

fine driving characteristics and additional sporting appeal of the GLE model, combined with my particular enthusiasm for the 240 series Volvos, would ensure I ended up with a car I would enjoy owning for many years to come.

Ahead of me, at the time I made this decision, were three main tasks: to replace the GLE in it's current role by obtaining another Volvo to use as a daily commuter hack, to purchase and assemble the necessary trim components from Volvo to be on hand for when the GLE was finished, and finally, to find

a premium quality repairer to complete the refinishing to the highest possible standard. The first of these, which resulted in the purchase of my green 1984 240GL last July, has been detailed in the past couple of issues of *Rolling*, and by the time this article is being read, I should have picked up the freshly repainted 240GLE from the repairer. I will report the results in the next issue of *Rolling*. In the mean time, I wish all members happy and safe motoring.

Mark Hoffmann

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The first step of the process is application of a paint pre-treatment. This removes light oxidation and enters the pores of the paint to remove all foreign impurities. The pre-treatment is applied with a sponge or applicator pad one panel at a time (to allow easy removal of the product). Note that heavily-oxidised paint would require cut & polish to take the paint down to a fresh surface.

March 3 Guest Speaker: Michael Drabikowski, Spark Automotive Portraiture

We were fortunate to have Michael Drabikowski as our guest speaker at the March Victorian night meeting. Michael specialises in automotive portraiture. For examples see the web site: www.sparkimages.com

Michael uses his creative approach to develop unique images of your car based on not only the style of the car but also your personality, likes & dislikes. The end result is an image that captures the personality of the car and its owner.

To create such an image, Michael starts with a photo shoot of your car in an area that allows for optimum lighting and minimal background clutter. He then searches through his database of photography for just the right backdrops, and uses post-production techniques to combine different elements and create an emotive image.

Another unique aspect of Michael's work is the fact that he typically uses a commercial format called "medium format" for the photos. The resulting photo has about 3-times the quality of a typical 35 mm SLR camera image, allowing the images to be greatly enlarged (eg. to A1/poster size) if desired.

The whole process can take 2-3 days, including the photo shoot. Due to the high-tech process and skill involved, the cost is not cheap (typically \$200-

300, depending on the number of images and quantity of prints), but the end result is well worth it for those of us who treat our cars like a member of the family!

Michael has studied photography for 4 years, and has done commercial photography professionally for 2 years. His father owns an automotive engineering business (Ceedra Enterprises), which is probably what Michael can attribute his love of cars to.

If anyone would like further information, or would like to see additional examples of Michael's work, please give him a call on 0402-908-632. Please do let the editor know if you intend to have Michael photograph your car, as I would be interested in your experiences. Michael has also purchased a 1-year advertising subscription to Rolling Magazine - Thanks Michael for your support and for presenting to us at the night meeting!

April 7 Guest Speakers: John & Cameron from Toughseal Australasia

A big thanks to John Deeble & Cameron Richardson for attending the April Victorian night meeting. The guys demonstrated a revolutionary new paint protection system from Toughseal. This is a two-step system that gives your paintwork an extremely hard, durable shine to protect it from the harmful elements encountered every day (including bird droppings, UV rays, acid rain, etc.)

is application of Toughseal's Acrylic P.T.F.E. Sealant (containing Teflon - you know - the stuff used in non-stick kitchen pans!) The sealant chemically bonds to the paint to seal and protect for up to five years (guaranteed 5 years if applied by Toughseal personnel). You don't need to wax your car again - simply wash as you normally would. In fact, because the protective coating is so slippery, washing the car is even easier as most dirt, bugs and bird droppings wipe off without rubbing.

John & Cameron said that this system is a lot better than competitor products such as Ming. Interesting to note that car dealers often charge big dollars to apply such coatings (which I have always felt was a rip-off!). The Toughseal system was offered to Club Members at a great discount price at the night meeting (too bad if you weren't there - many of us bought it and will be showing off our shiny cars at the next event!) The system was demonstrated on a test panel and we were all impressed at how smooth and shiny it was.

Toughseal also offers fabric protector, vinyl & leather protectant, waterless car wash, and wash & gloss shampoo. For info, check out the web site at www.toughseal.com.au or contact John or Cameron on 1300 554 944 or email info@toughseal.com.au. Thanks guys for an excellent demonstration, helpful hints and the great discount!

VIC DISPLAY DAY

SUNDAY, 14 MARCH 2004, DANDENONG SHOWGROUNDS

The weather gods provided a beautiful day for the Victorian Display Day. The event was held for the second year at the Dandenong Showgrounds, in conjunction with the British & European Motor Show. Other than a slight traffic delay getting into the grounds, the event ran smoothly and attendees were well catered for by the show organisers. This year we had the same number of cars as last year - 47 counting the S40 race car. A BIG thanks to Heino and family for organising the food this year (I've felt a little overwhelmed with the magazine editor & treasurer's roles this year so didn't sign up to buy the food again this year!) Heino did a great job on the BBQ but had a hard time keeping up with demand for snags. We Volvo clubbers are hearty eaters. In the end, everyone had plenty to eat and drink, and it was an enjoyable day chatting with friends and checking out the cars.

It was good to have a modified class this year. I hope it's something the club continues to do. Funny that this year all the modified cars were 200-series. It will be interesting to see if next year it is all 800's or something - the cars seem to come and go in droves! (Where were all the 242GT's this year? Maybe saving up for the National Rally 242GT anniversary bash in Canberra in September?) Only one 200-series wagon this year, and it was a 285 (Chevy powered). My dream of a beaut 240 wagon may not be realized as soon as Thorben's, but it looks like it would be pretty exclusive. Maybe somebody will pick up the lavender 245 V8 advertised in the classified section and bring it next year?

Enjoy the pictures and let's try for even more cars next year - maybe we can hit the magic number of 50?

Regards,
Greg



VOLVO CAR CLUB OF VICTORIA INC RESULTS OF PEOPLES CHOICE VOTING ANNUAL SHOW AND SHINE

BRITISH AND EUROPEAN MOTOR SHOW SUNDAY 14TH MARCH 2004

120 Amazon & PV Class:

- 1st: CH1844 - Phillip Perkins - 1966 122S (grey)
2nd: JME122 - Fiona Robinson - 1966 122S (white)

P1800 Class:

- 1st: CH2088 - John Johnson - 1967 P1800S (white)
2nd: KKS020 - Mark James - 1969 P1800S (white)

144/164 Class:

- 1st: WSV308 - Erik Ullner - 1973 164E (burgundy)
2nd: BXR419 - Christina Nowatzky 1974 164TE (gold)

240/260 Series to 1980 Class:

- 1st: MK244 - Mark Hoffmann - 1976 244DL (white)
2nd: VO242 - Angus Campbell-Wright - 1975 242GL (white)

240/260 Series 1981 to 1993 Class:

- 1st: UKD958 - Ken Bayly - 1983 240GLE (silver)
2nd: RQG872 - James Maddison - 1985 240GLE (light goldy-green-silvery-beige)

242GT/262C & 242 Series Class:

- 1st: AGT242 - Mark James - 1980 242GT (silver)
2nd: No 2nd

740/760 & 900 Series Class:

- 1st: IKM222 - Lance Phillips - 1984 760 Turbo (lt. green)
2nd: FGU205 - Peter Hoffmann - 1993 940GLE (burgundy)

360 & 440 Class:

- 1st: RGE186 - John Grant - 1987 360GLT (blue)
2nd: OMU203 - Krishnan Pasupathi - 1986 360GLT (blue)

850 & Later Class:

- 1st: 540FMV - Kent Beecham - 1997 850R (dk. green)
2nd: BTT - Brendan Tanner - 1995 850GLT (red)

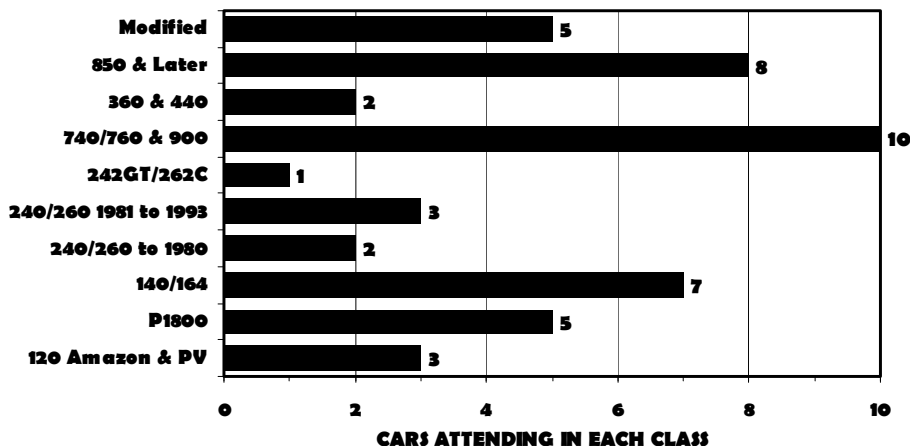
Modified Class:

- 1st: QBC607 - Greg Sievert & Wayne Bowers - 240 Supercharged (silver)
2nd: AD182 - Ash Davies - 1990 240GL (red)

Encouragement Award: Selected by Club President
BXR419 - Christina Nowatzky - 1974 164TE (gold)

Masters Class: Selected by Guest judge Mr. Martyn Davies
CH1844 - Phillip Perkins - 1966 122S (grey)

DANDENONG DISPLAY DAY 2004





Heino did a great job on the barbie!



Mark Richardson with high-performance wares



Peter Hoffmann leads a row of shiny 7- & 9-series Sedans

DANDENONG DISPLAY DAY 2004



Good to see Erik Ullner who brought his 164E from SA



1800's (5) gracing the field. No E's!!



Lance's 760T is a real looker. 17-inch Simmons wheels set it apart!



Newly-established "Modified" class saw 5 200-series cars



Mark James' lonely 242GT



There were FWD & AWD Volvos as far as the eye could see this year - a nice surprise!



Heino's 144 & Tina's 164, both with nice displays



Not many 240's this year - 1 in 3 of the late 240's came from SA (Thank's to Ken Bayly)



The 770's & 850 Wagon's were out in full force



The 740 Race Car drew a lot of attention



Another shot of the 1800's including Larry Varley's 1800E race car



The 122's (only 3 this year)



Awesome new 60R!!



The Nowatzky Family gets the award for having the most cars to the show! L-R: Tina's 164E, Heino's 144GL & Chris's 850R.



The SA Pages

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

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NOTE: All Magazine Submissions to the Editor, Greg Sievert. See Page 1 for details.

SPECIAL REPORT:

WHAT THE? in W.A.

A strange beast was found lurking in the shadows of the Swedish Vintage & Classic Auto and Swedish Car Company repair facilities in Welshpool, WA last month. We were in Perth visiting Wayne's brother, Ashley. On Sunday morning, I opened up the classified ads section of the local newspaper and started the search for Volvos (as you do whenever you visit any far-away place!) Lo and behold, what did I find? This ad:

R A R E

VOLVO C3 4x4 T/top, Low kms, 295x16 tyres, 16 inches ground clearance, based Perth, \$15,000 ono. (08) 9645-5221.

Fascinating, as I had never seen one of these vehicles in real life - only in photos in such books as Volvo Down Under and other historical accounts of Volvo's history. I called the number in the ad and had a long chat with the owner. He had quite a tale to tell about his trusty workhorse Volvo. He had owned the truck for about 14 years. It is a 1977 model, supposedly one of the last of the C3 models. I think it had been converted to a tray (originally they came as a troop carrier body), but I couldn't confirm that.

Originally, this truck had been used in the Port Hedland area in the iron ore mines (I think that's what he said...). The current owner is a farmer who bought it in 1989. It has about 85,000 km on the clock, and has been used the last 14 years on a farm, primarily to pull a large spray rig. It's never been bogged (although the spray rig sometimes gets bogged, causing the Volvo to bog - simply unhook the rig and the Volvo climbs right out of the axle-deep mud!!)

The engine is a B30 with twin carbs. It has a 4-speed manual with high-low range. The 4WD system has vacuum-operated diff locks and the 4WD is electrically controlled. Massive ground clearance is provided by the offset hub axles (the axles are above the wheel centreline and the wheel is driven by an individual gearcase at each hub). For those of you familiar with the Hummer, this is the same thing it has to provide the ground clearance. The engine is mounted amidships, with about half of it accessed via a cover between the driver and passenger seat. The other half is visible between the rear of the cab and the front of the tray.

Best feature: in 1st gear low range at 1000 rpm, the vehicle can practically drive itself at 1.5 mph while you walk along side it!! Worst feature - highway fuel economy sucks! Amazingly, parts are still available, with the most common replacement items being the rubber axle boots.

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Email: dcdarwin@chariot.net.au



Volvo C3: The Real Deal. It's a lot bigger than it looks!

Here's what the Volvo body plate says (going from my photo, so may not be exactly correct!):

Type: C03-4x4-2-H

Ch. No: 4815

Wheelbase: 2630 mm

Gross Laden Weight: 4000 kg

This truck isn't in great condition - the cab has some widespread rust, and it definitely looks like it has had a useful working life. Unfortunately there are no Volvo emblems on the front (I suppose they might have been pinched by previous owners?) The drivetrain is basically bullet-proof. The other drawback to this particular example is

the lack of the van body. A tray body has limited use unless you are a farmer or tradesman. I envisioned it as a great mini-motor home conversion and could see us driving around Australia in it like Dr. Karl Kruzelnicki did back in the late 1980's (refer to Volvo Down Under book - pg 245 for a photo), but I was disappointed to see the condition and the fact that it was indeed a tray body.

Overall, if you want a really unique vehicle, this might be for you. It



Front view of cab



B30 engine visible through access cover between front seats



The C3's cabin environment is pretty spartan by all accounts



Instruments & switchgear



**Front axle showing hub gearbox.
This is serious off-road machinery**



Cab is a bit on the rusty side

would make a neat project and probably would impress at the Volvo rallies. However, I wouldn't recommend it as a daily driver unless your commute involves knee deep mud every day! Ha!

Greg Sievert - Roving Reporter

FOOTNOTE: As of writing this, I believe the C3 is still for sale. Please contact the owner on (08) 9645-5221 if you would like further details.

Swedish Car Co. in WA

In addition to viewing the C3 in Perth, we had the opportunity to chat with old friend Wayne Coles (from Swedish Vintage & Classic Automobiles in Welshpool, WA). Wayne introduced us to Darrell Pitcher. Darrell runs the show at the Swedish Car Company, which is co-located with Swedish Vintage. Darrell handles the newer Volvos (and Saabs as well), whereas Wayne does the vintage stuff.



As we were touring in Ashley's 850T5-R (more elsewhere in this edition), we took the opportunity to have Darrell look over some issues on the car. Although it was nothing serious (engine rubber mountings and upper strut bush perished), we were glad to know that the parts were in stock and that Ashley could make an

appointment to have the work done the following week. Ash reported that the job went as planned, the repair cost was quite reasonable, and that the car now drives like new (although he misses the snarling engine noise that was coming into the cockpit!)

Thanks Wayne & Darrell for showing us around and for your advice and good service!

Greg Sievert, Wayne Bowers & Ashley Bowers

Swedish Vintage and Classic Automobiles

8 Somersby Road, Welshpool. W.A. 6106

Phone / Fax (08) 9350-9220

Email: oldswede@iinet.net.au

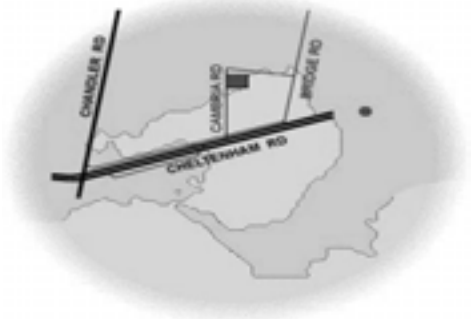


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NOTE: All Magazine Submissions to the Editor, Greg Sievert. See Page 1 for details.



Picture of the new Minichamps 1:18-scale 1800ES model (light blue metallic). If you're into model Volvos, this is a must-have. Many of the Victorian members have purchased them through Mark Richardson in the VIC club. Probably available at other model shops as well. Price is around \$100. Well worth it! Contact Mark on 0403-814-545

The 1800/120 Pages

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

QLD CHAPTER NEWS

DAISY HILL STATE FOREST BREAKFAST

Sunday 7 March 2004

A great turn out as per usual, though there were a few late withdrawals this year due to unforeseen circumstances. One in particular was George and Vicki Minassian. George's lame excuse was he had a mate he hadn't seen in about 20 plus years who was being driven from Sydney to Coffs Harbour to catch up with him and George had to meet him there to make it all possible time wise for this mate. Yeah George, we've all used the old "I have to drive 200 kms to meet a friend" excuse!

Seriously though, the event seemed a little odd without the Minassians, who always seem to make it to these gatherings. Nonetheless, we soldiered on and had a great time, with Janet Thomson and Ian Beiers doing a great job cooking, and Graham Jones acting as chief fire stoker.

The morning dawned beautifully for this enduring annual event, so everyone tucked into the bacon, eggs, snags, juice, etc., without the rather appetite-suppressing effects of the excessively hot weather we've been experiencing recently.

We had a few less of the old cars this year, though Robert Bakker bought his new C70 convertible which a few people cast their optic nerves over as well as the nice line up of 120's that attended.

Joan and Keith Beddoe bought their nice, early Jensen P1800 that is for sale (at the writing of this report).

I "slummed it" in my daughter's 242GT (to give it a bit of a run) which kept company with Col Mellonie's all-silver version (incidentally, Col also has this one on the market and it looks a nice car).

We took the time to have a committee meeting as well, so the day was both enjoyable and productive. Many thanks to all who attended, and especially to those that organised the provisions, etc.

Richard Zammit

President - Volvo 1800/120 Club of Australia

NSW CHAPTER NEWS

THE EARLY DAYS OF VOLVO IN AUSTRALIA

by Kevin Allen

Congratulations to the hard working committee in the Victorian VCC for producing such an interesting read in the Rolling Magazine, well done. It has inspired me to write this article. I am sure everybody has an interesting story to tell so why not share it with our now extended Volvo family through the pages of this fine publication.

I started work at Swedish Motors with Colin Barrell we were the apprentice motor mechanics in early November 1965. Chris and Ray Wellington were the mechanics and Colin Blades the Service Manager in a small garage which still stands today on the corner of O'Riordan St and Robey St Mascot, it was attached to its then parent business Truck Sales and Service selling and servicing Mack and Commer trucks.

The small car work shop was home to the Rootes group of vehicles and of course Volvo, in my first year just over 100 new Volvo's were imported, de-waxed, pre-delivery and sold. Enthusiasts were keen to get out of their Humbers, Wolseleys and MGB's to get behind the wheel of 120 or P1800.

Swedish Motors were seriously involved in rallying with many great and well known people like Max Winkless, John Kieran, Bill Nolan, Graham Ward and Chris Edwards competing NSW and Australian Rally Championships, Bill Brown, Max Winkless, Gerry Lister and Dave Seldon to mention a few pioneers who road raced the cars at places Oran Park, Surfers Paradise, Bathurst.

Many factory rally and race model 122 & P1800 cars were imported and prepared in that little shed on the corner. I can remember sleeping in my car at work some nights because we finished so late and it was a long drive home but we were rewarded with many successful results, the beautiful little Volvo proved to be very competent on a dirt road or a race track.

My association with Volvo continues through a 1964 122, 2 x 242

GT's and of course my many friends throughout the Volvo family. I have recently found an old 'Red Book' price guide from the late 1960's and have included a copy of a page listing Volvo for your enjoyment.

I would be pleased to hear from any Swedish Motors or Volvo Australia people on my E-mail:
Kevin.Allen@tafensw.edu.au
Always keep the black side down.
Kevin Allen



Kevin and his 122S

THE RED BOOK	Prices in 1968		
	CONDITION		
	AVERAGE	GOOD	NEW
122-S & 121 SERIES			
61 Recess. Twin grilles. Bucket seats.			
SALOON	\$770	\$1,165	\$3,550
62 Disc brakes. No radio.			
SALOON	\$865	\$1,305	\$3,394
63 Unch. 2-dr. sedan & 4-dr wagon avail.			
SALOON	\$1,030	\$1,490	\$3,350
64 Dec. Grab handles on dash.			
SALOON	\$1,300	\$1,795	\$3,350
65 Unchanged. Discont. Dec			
SALOON	\$1,615	\$2,080	\$3,194
66 Dec. 65. 3 verticals in twin grille.			
SALOON	\$1,955	\$2,515	\$3,480
67 July. 4dr. sed. & wagon discontinued. 2-door sedan 100bhp. GT 115 bhp intro.			
2-DOOR SEDAN			\$3,790
GT			\$3,965
142-S & 144-S SERIES			
67 Apl. Full width rubber insert bumper. Dec 142S introduced. O/drive avail.			
2-DOOR			\$4,450
2-DOOR AUTO			-----
4-DOOR			\$4,580
4-DOOR AUTO			\$4,890
68 Unch. June Wagon Introduced.			
2-DOOR			\$3,775
2-DOOR AUTO			\$3,975
4-DOOR			\$3,975
4-DOOR AUTO			\$3,995
Wagon			\$4,150
P 1800 COUPE			
62 Oval waffle type grille	\$1,720	\$2,315	\$5,310
63 Unchanged. Eng. 00-5893	\$2,070	\$2,735	\$5,310
P 1800S COUPE			
63 Sept. high com. Eng. imp. from Sweden			\$5,500
64 Unchanged	\$2,345	\$3,085	\$5,500
65 Mar. Rubber strips on bumps. 17.5 bhp	\$2,690	\$3,425	\$5,596
66 Unchanged. April. Dual exhausts			\$5,386
67 Dec. Chrome strip full length			\$5,500
68 Unchanged			\$5,800

REMINDER RE: SHANNON\$ DISPLAY

Sunday 8 August 2004 at Eastern Creek Raceway, Eastern Creek. Cost \$10 per car, with all occupants included in this fee. To reserve your ticket contact Rafael on 02 93104245 or Email winwill@natronics.com.au At the end of March 500 tickets had already been allocated to car clubs for this event. So if you wish to show your car and have a look at what other car clubs are doing come along. Refreshments, fast food etc are available or BYO picnic lunch.

UPDATING NSW MEMBERSHIP LIST - EMAIL\$

The NSW Chapter of the 1800/120 Club is updating members addresses and email addresses. Could you please advise us of your current address and email so we can update our records. This will make it easy for us to contact you about upcoming events.

Send your updated records to guysmith@ar.com.au or phone me on (02) 47398127
Guy Smith
NSW Coordinator

NEW FEATURE: WHAT'S IN YOUR GARAGE?

On 12 December 2003 a Honda CRV was listed for sale on the Volvo 1800/120 Egroup, this caused a response from our very own passionate Volvo purist, Darren Robertson that the ad was perhaps better suited for another motoring forum. Up to this time the site had been sleepy, averaging about 15 postings per month. Darren's response awakened many sleeping pens and resulted in a huge response. (74 postings for December). A large number of members let us know that they had many collectable items in their garages and were very happy to share the contents of their garages with us. One member, Chris Horn, from Scappoose, Oregon USA, mows his lawn on a 1939 Chalmers B Tractor and also has a MAN Heavy Weapons Carrier in his collection. Now you know the background. Each magazine we will highlight a member and let you know WHAT'S IN THEIR GARAGE.

This month: JOHN WELLS
"What's in your garage?" Turn the page to find out!

JOHN WELLS:

WHAT'S IN YOUR GARAGE?

John Lives in Cambridge Park, NSW with his lovely wife Carol. He has the nick name "Snake" and loves to have a bet on the horses. I asked Carol & their daughter Kim for a funny story about John. Both agreed living in the Wells house has never been dull. As for stories there were so many about him, you would want to give Carol a medal. Like the time he used her iron to heat up and shape the tar on the speed hump he had placed in the driveway, leaving the tar in the steam holes of the iron for Carol to find. He has a love for motoring and has owned in excess of 28 cars, not all at the same time (no he is not a car dealer). Most Volvos he has purchased since 1984 were given a name. The name usually is the first name of the previous owner. Prior to John purchasing his first Volvo, he had many cars. I will list a few: 48 Morris 8 Series E, 52 Humber Hawk, 52 Jowett Jupiter Sports Convertible, 52 MG TD Supercharged, 37 Studebaker straight 8 Hearse 21' long, 34 Ford Coupe Hot Rod, 67 Cooper S, 69 Fiat 124 Sports, 65 S-Type Jaguar, 71 Ford XW Fairmont V8, 64 Landrover Series 2A & 79 Ford.

Now onto the past Volvos:

68 123GT (Yoda), 67 123GT (Noddy), 64 2-door (Maxx, pictured above, met an untimely demise), 65 4-door (Erroll, the Saturday Night Car - that's another story), 63 4-door (Morticia), 65 4-door (no name), 69 2-door (Julius), 70 1800E (Simon), 73 1800ES (no name), 82 244 (Alf), 69 144 (The Decker Car)

Current Cars in John's garage:

1965 Series 1 FHC, E-Type Jaguar 4.2 litre motor (this car is in immaculate original condition), 68 122 Volvo (Bob), 84 240 (no name), 89 240 (Wilfred) and a 1959 Sunliner Caravan, which John completed a full restoration on - just in time for holidays at Crookhaven Heads.

If you wish to share with the Club "WHAT'S IN YOUR GARAGE", send details or contact Guy Smith at 2 Omega Avenue, Lapstone NSW 2773. Phone (02) 47398127 or Email guysmith@ar.com.au

*Guy Smith
NSW Coordinator
Volvo 1800/120 Club Australia*



The demise of "Maxx"



Carol & Mini Cooper S in 1967



Previously owned 1973 EJ



John & Carol with their 1959 Sunliner Caravan



Couple 240 Volvos belonging to the Wells garage



John & his 1965 E-Type FHC Series 1



John's 1968 Volvo 122 "Bob"

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

DATE	EVENT	LOCATION
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 04	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

HUNTER VALLEY GARDENS OUTING - NSW

Sunday 21st March dawned cloudy and very wet. The weather forecast was not optimistic about a dry day. Darren Robertson and I had chosen a venue that provided some good shelter, but we were still worried.

Members coming up from Sydney had some very wet sections on their trip.

When the two groups coming from different directions assembled at the MCG - Mulbring Cricket Ground - to begin the observation run, the clouds were there, but the rain hadn't appeared.

We were lucky all day. It was quite a pleasant day - not too hot, and that was a relief after some of the temperatures that we had enduring in the week preceding our run.

There was a very good turn out considering the weather. We had a few navigators who needed a lot of help from the organisers and some others who were guns.

A series of questions about the area and some deft navigation got everyone to Hunter Valley Gardens for lunch. Through the generosity of Bob & Loretta Taylor there were a good number of prizes for competitors, and then a leisurely lunch and a tour of the gardens.

A lot of talk about Volvos, of course, and I learned a few more things.

It was a very pleasant outing with a very pleasant group of people.

What about a weekend touring event through the vineyards?

Gregor Dickinson & Darren Robertson

CREATIVITY MEETS TECHNOLOGY

Geoff Larkin, member from the ACT, has on offer a great product/service (unfortunately the photos don't do it justice). Geoff can take an image



Original artwork or photo is transformed to image



Image is used to embroider the pattern



It was good to see past Club Members Andy & Julie Lewer and Bob & Loretta Taylor, also prospective new members Norm Westermann & Louise with a very nice E3. Also Charlotte Bradfield & Dylan Robertson on their first 1800/120 Club outing.



Some of the Volvos parked at the Hunter Valley Gardens

(photo or artwork) of your car or your favourite car model and turn it into something you can wear proudly.

The pictures here show what he has done with an 1800, although for a fee he can do the same with your image. Geoff is currently selling the T-shirts for a very reasonable price. These are high quality with a fully embroidered logo (it won't wash off or craze like an iron-on patch).

If you're interested, give Geoff a call on (02) 6241-6162 or email him at glarkin@apex.net.au

The embroidered logo

can also be applied to caps or other shirt styles (call Geoff for details). The T-shirt shown above is being offered for only \$17.50.



Final product: Pattern embroidered on T-shirt

The T-Shirt is a HANES mid-weight (160gm), pre-shrunk & colourfast. Colour is Black, in Sizes S,M,L,XL,XXL with 90x30 mm logo as shown. Shirts are \$17.50 each plus postage (1 or 2 shirts: \$4.10; 3-12 shirts: \$7.50, anywhere in Australia using Aust Post pre-paid parcel post satchels).

Feel free to give Geoff a call or email and let him know what you think, and of course order a few shirts for those Volvo fanatics in your life!

Supercharge! Chapter 5

SUPERCHARGING YOUR VOLVO CHAPTER FIVE: "HOLY PULLEYS, BATMAN!" by Greg Sievert

In the last instalment, I discussed the process of plumbing the intake system for the supercharger. At this point, basically the only thing keeping us from having a boosted engine is the fact that there is nothing driving the supercharger. Unlike a turbocharger, the supercharger is powered by a belt drive off the front of the engine crankshaft, just like the rest of the engine accessories (A/C compressor, power steering pump, alternator, etc.). This chapter explains how the belt drive for the original accessories was modified, and how the supercharger drive pulley, belt and tensioner were developed.

On all 240-model Volvos, the belts are "Vee" belts that run in single-groove pulleys. In the case of the later 240-series Volvos, the accessory drive provides redundant belts (ie. 2 belts) for the alternator and water pump/cooling fan. Being the most critical components for operation of the car, this was a wise set-up that Volvo chose, and obviously driven by the engineer's desire for improved reliability. A third belt runs from the crank pulley to the A/C compressor, and a fourth belt drives the power steering pump off the A/C compressor pulley. See Figure 1 for a schematic of the standard 1988 Volvo 240 belt routing. Effective with the B230E and F engines, the accessory mountings were modified to enable easier adjustment and replacement of

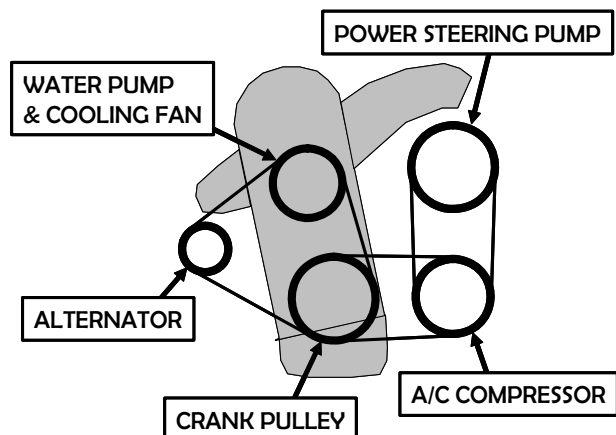


Figure 1: Standard Belt Drive Schematic, 1988 240 with B230F Engine

the belts. On earlier engines (B21 & B23), adjustment for the A/C belt was done via adjusting shims on the crankshaft pulley. This was a rather poor method of adjustment, and quite cumbersome. The newer engines provide full adjustment of each accessory via a slide mechanism controlled by a screw. Tensioning the belts is as easy as slackening a bolt or two and winding in or out the adjustment screw for the accessory. The newer Volvo engines switched to a ribbed vee belt (often called a serpentine belt) similar to most modern cars. In this case, all accessories are driven by one long belt that is usually self tensioning via a spring-loaded tensioner pulley. Unfortunately the 240's never saw this set-up. Or maybe it was fortunate, as the redundancy of the 240 belt drives probably makes it more reliable than the single serpentine belt system (if the belt breaks - you lose everything and walk home!)

In Chapter 3, I detailed the mounting of the supercharger, and I described how I had moved the power steering pump over to the exhaust side of the engine. The supercharger is positioned where the A/C compressor normally resides, and the A/C compressor was moved into position above the supercharger. In this case, there is still redundancy of belts for the alternator and water pump/fan. The only difference is that one of the belts now also wraps around the power steering pump pulley. The A/C compressor is still driven by its own belt, albeit longer than the original belt due to the new position high on the inlet manifold side of the engine. See Figure 2 for the new schematic.

Because of the supercharger pulley design and the load requirements

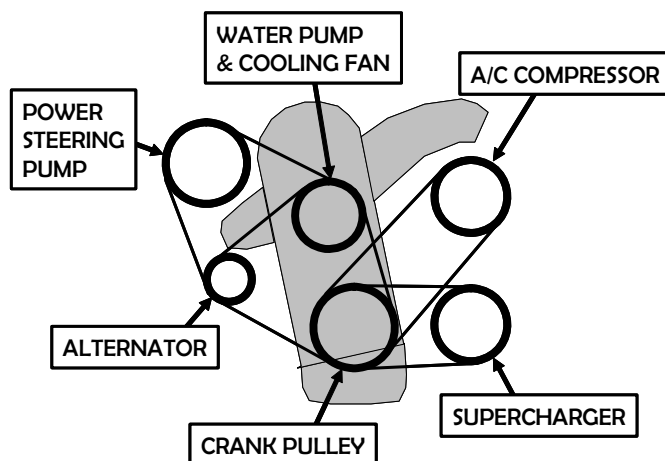


Figure 2: Belt Drive Schematic with Supercharger

to drive it, a 5-rib vee belt is used. The supercharger is rigidly mounted to the engine, so belt tension is done via a separate tensioner pulley. The first step in design of the pulley drive system for the supercharger is selecting the crank pulley diameter. The boost pressure is directly related to how fast the supercharger turns, therefore a larger crank pulley will result in more boost, and a smaller pulley less boost. Prior to starting this project, I purchased a book called *Supercharged* by Corky Bell. In the book, detailed equations are provided to help identify the correct pulley diameter based on engine size, supercharger displacement, efficiencies, desired horsepower, etc. I created an Excel spreadsheet to run through the calculations based on conservative boost pressures, and decided I needed to find a crank pulley that was about the same size as the supercharger pulley (eg. I wanted to drive the supercharger at about the same speed as the engine). So the search was on for a pulley, and of course I started at Pick-a-Part! What I needed was a 5-tooth vee belt pulley approximately 125 mm in diameter. I found that the Ford Telstar had a crank pulley of 130 mm diameter, and it was easily removed without a gear puller or special tools. There are 2 types of crank pulley on the Telstar, the first being a cast iron pulley and the second a pressed steel pulley. I chose the pressed steel pulley for lighter weight and I figured that it probably would hold up OK given the modest loads I was expecting. I also found that the Telstar had a simple screw-adjustable belt tensioner with a flat mounting plate, so

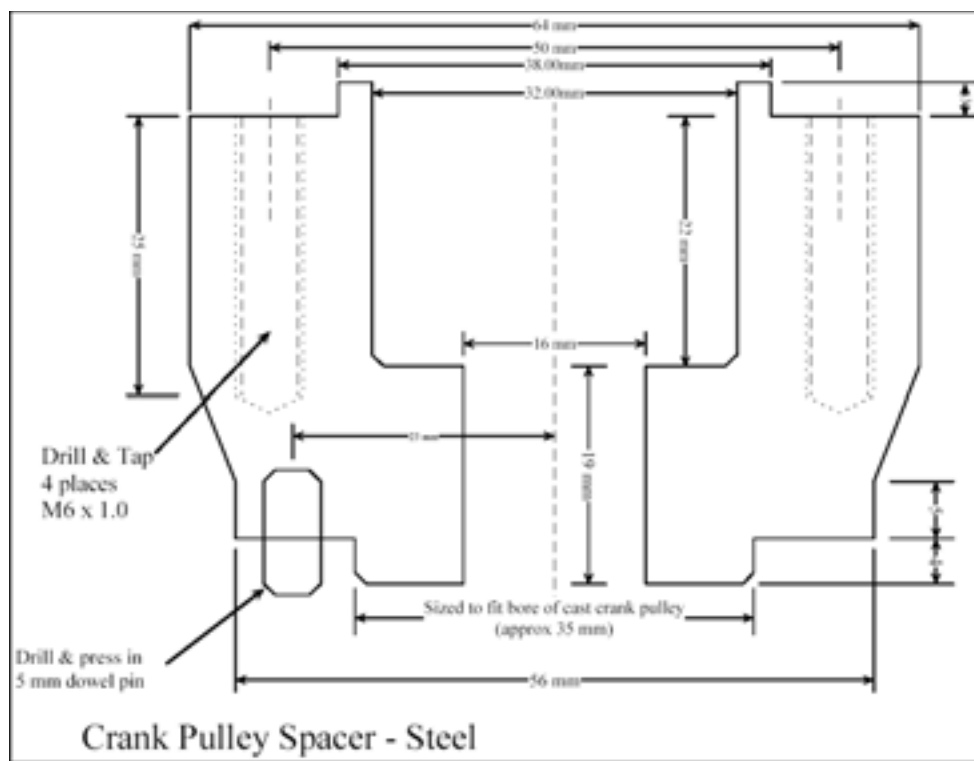


Figure 3: Pulley Spacer CAD Drawing (prior to minor design modifications)

I grabbed one or two of these to try out as well.

The main difficulty in setting up the pulley was that I needed some way

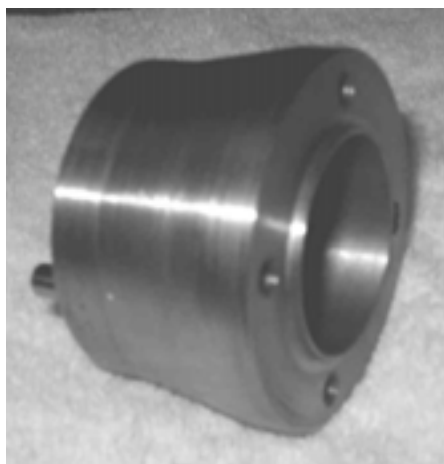


Figure 4: Completed Spacer

to mount it in front of the original Volvo crank pulley. For this, I designed up a spacer that could be easily fitted between the Volvo pulley and the Telstar pulley (See Figure 3).

Unfortunately I don't have a lathe, so I contracted with a friend of a friend from work who did the job for 2 slabs of VB! The spacer came out perfectly (See Figure 4), and he even suggested a few revisions to my original design to simplify things. I mounted the spacer and the Telstar pulley to the original Volvo crank pulley and things were looking great (see Figure 5).

The next step involved bolting the whole pulley assembly back onto the Volvo crankshaft, then selecting a belt

of the correct length. I measured the belt length approximately using a tape measure, and bought a length that was very close from Super Cheap (they have all the belts on display and you can choose your own to suit). I fitted the belt, which was of course loose on the pulleys because of the lack of a belt tensioner. I had planned to use the Telstar tensioner pulley from the start, so I had considered this when I designed the supercharger bracket. This made things pretty easy, as I only had to cut another small piece of thick aluminium to bolt to the bracket, then mount the tensioner in place. It took some mucking around, but I finally was able to find a suitable location for the tensioner that worked well (see Figure 6). Being lazy, I opted not to remove



Figure 5: Crank Pulley Assembly

the entire set-up to drill the mounting holes into the supercharger bracket, so I ended up purchasing a cheap right-angle drill attachment that allowed me to drill the holes in situ.

With all that done, it was time to try out the supercharger to see if it actually worked without making any strange noises. Because the supercharger has a magnetic clutch like an A/C compressor, I hot-wired the clutch to the positive battery lead and a fused switch. I started the engine and flipped the switch, hoping for the best. Being a Toyota part (no doubt designed for ultimate reliability), it came to life with only the faint whirring noise of the rotors spinning in the casing. Success!

I know the suspense is killing everyone, but I'll stop here and save some for the next chapter: The Fuel Pressure is On. In this chapter, I'll talk about the necessity for delivering more fuel to the boosted engine, and how this was accomplished by fooling the original computer. Until then, happy motoring! Any questions or comments, feel free to Email me at gsievert@bigpond.net.au

Greg

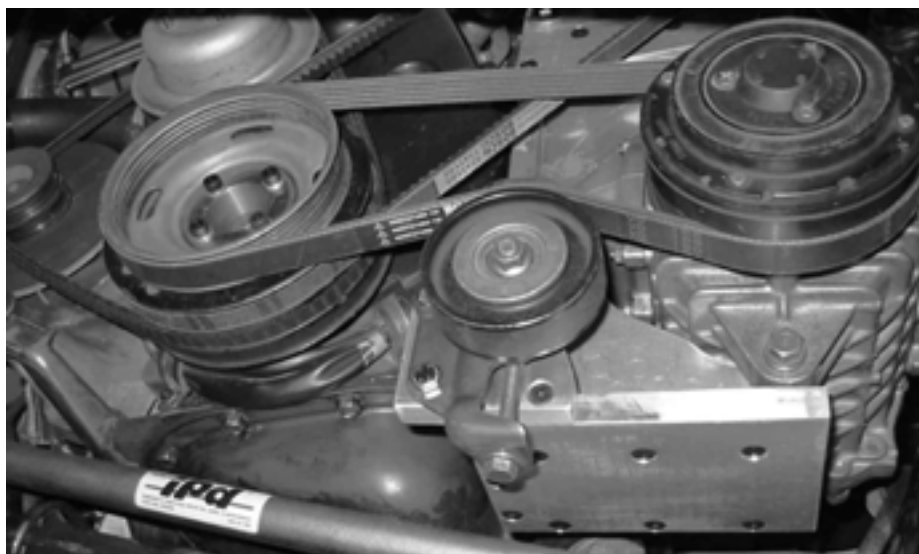


Figure 6: Supercharger Belt Tensioner & Pulley

WINTON TRACK DAY

Saturday 3rd of April, sponsored by the Charger Club of Victoria

WINTON REPORT

By Noel Bruin

On Saturday 3rd of April, the Charger Club of Victoria held their Charger Challenge Day at Winton Raceway. This event is open to anyone, so Ash Davies (240GL), Ross Gilmore (262 V8) and Bill Benic (Amazon) entered. The day started out very cold here in Melbourne, but it was a very hot and sunny day at Winton. I traveled up in my V70R, picking up Heino and Dion on the way. With Heino driving we had the great fortune to test out the ABS and defensive driving techniques as lots of house bricks fell out the back of a dump truck (more of this by Heino).

Anyway, we got to Winton about 10:30 and found our Volvo club members. A quick look around the pits saw a good variety of cars. There were some full race cars, Commodore Auscar, LC Torana, Leyland P76 and a few group NC chargers and Pacers, and the 122 Amazon. But most were street registered. There were 36 drivers with some driving the same car. Of course most of the cars were Chargers and Pacers with a few older Vals thrown in as well. Other cars there were an XY GT, 69 Monaro, MGB, Nissan Pulsar SSS, 75 Celica, Subaru Liberty wagon, 2 RX-7s, some very fast Centuras and the 3 Volvos.

The Charger club made everyone welcome and there was NOT ONE bad Volvo comment all day. As a matter of fact they were pretty impressed, as Bill's Amazon had been up on 2 wheels, the 262 V8 had the biggest boot spoiler and was quicker than most of the chargers,

and Ash's 240 ran trouble-free all day. The Amazon had a problem with fuel (No AVGAS) but managed a 2.01 time. Ash was next with a best time of 1.58.97 and had the pleasure of not having to put one spanner on the car, a credit to Ash and his father for a well-prepared Volvo. Then there was the 262 with a best time of 1.51 flat.



The V8 262 and bullet-proof 240GL

along and help the drivers who do - it's a great lot of fun. With the 240, 262 and soon, 850s, plus a couple more out there that I don't know of yet, but want to know about, there are plenty of fun days ahead.

If anyone knows of a hillclimb, motorkana, track day, anything, even in other states, please let me know details so it can be entered into our Rolling magazine.

Email to Noel at volvocrazy@bigpond.com



Bill in the 122 gaining on a Charger?



Bill's 122 ready to race

I must thank Ross for taking me around Winton in his 262 during the free practice time; even with my extra weight it still had traction problems and would easily spin the wheels (maybe I should have sat in the back). This was an awesome experience.

This whole event ran smoothly all day with NO idiots anywhere. On the track all drivers drove well with no accidents but there were a few good spins. Ash may have one on tape as he had a camera mounted in his car.

I am hoping to add more sporting events to our calendar, so people can maybe become more interested in having a bit of fun in their cars. Even if you don't wish to compete, come



Ross in the V8 262 having a blast

EVOLUTION OF A WEEKEND WARRIOR

By Ash Davies

April 3, 2004 - Charger Challenge at Winton with the Charger Club of Victoria

A few weekends ago I had the opportunity to sit down and watch a program on pay-tv called A Racing car is born. The series ran over several episodes with the narrator building a Westfield-type Clubman from a kit and then attending driver training days, local open-track days, hillclimbs, right through to club racing events with other cars. The series is really good to watch and covers the learning process involved in getting into motorsports at ground-level. Both successes and failures are documented and whilst watching it I found myself relating to much of what the narrator found enjoyable and frustrating, even with the small number of track days and events that I participate in with my 240.

Watching the show inspired me to write this article, and talk about how we (my dad and I) prepared the car, how the track day went, and ...The aftermath!

Firstly though, a little about the car! Those of you who are familiar with my red 1990 240, you can skip through

this and start reading from the next part.

1990 240GL SEDAN

- * B230F engine with H grind camshaft
- * Extractors and 2.25 inch exhaust system
- * Custom made airbox setup
- * Davies-Craig thermo fan
- * M47 5 speed manual gearbox and 3.73 diff ratio
- * Kings Springs KVFL-04 front springs (40mm lower than std)
- * Custom made rear springs (40mm lower than std), 15% stiffer than Kings KVRL-07
- * Monroe GT Gas front shocks
- * Koni Sport 'D' adjustable rear shocks.
- * 23 mm front and rear swaybars
- * Adjustable panhard bar
- * Adjustable swaybar endlinks
- * Strut tower to strut tower brace
- * Lower chassis braces
- * Standard 4 wheel discs (ventilated front) with EBC Greenstuff pads

For more information on the car, please visit <http://www.geocities.com/ashvolvo>



Ash's 240GL is looking good

PREPARATION:

12/3/2004: I finally received the rear springs and shocks, after having had the car off the road with no rear end in it for nearly three weeks. The British and European day was on the 14th and the car was filthy and up on jack stands. I got back to my parents place in Melbourne after work and began working on putting the adjustable panhard bar, new rear springs and shocks back in the car. Luckily it didn't take too long. We had the car back on its wheels and found that it sat nicely, the same height as the Kings Springs I'd removed and as a quick road-test would prove, considerably stiffer as a result of the Koni shocks and the custom made springs.

13/3/2004: I work up pretty early and drove the car to Geelong. My girlfriend works for Smiths Holden in Geelong and had organized to have the car detailed in preparation for the British and European day on Sunday. I dragged her out of bed at about 8:30am and

headed into her work. We dropped off my car and picked it up at 11:00am looking probably better than it ever has.

14/3/2004: The British and European day was quite a success, and my 240 came 2nd in the modified class behind Greg and Wayne's '88 240.

20/3/2004: Dad and I sat down and wrote out a list of things to check prior to the track day at Winton, and also things to take with us as far as spares are concerned.

25/3/2004: I organized to borrow a digital video camera for the Winton weekend from work. "I promise I won't break it, really!" Perhaps I shouldn't have told them what I was planning to do with it???

26/3/2004: I arrived back in Melbourne after work and Dad and I chatted about how we were going to mount the camera, and about what we needed to do on the car to get it ready for the day.

27/3/2004: I woke up pretty early and got to work on removing the front passenger and the rear seats. I've done a few track days at Sandown and Calder previously and have never taken seats out of the car before, as I think that there's more to be gained from practice and working on becoming a better driver than there is in removing seats, etc., but thought it was worth trying. With the interior out, Dad fabricated a camera bracket and bolted the camera into the car to make sure everything worked as it should. We checked all the oils and fluids and removed the wheel centres from my mags.

28/3/2004: With the car still up on stands from the previous day's work, I crawled underneath and worked my way from the front to back checking every nut and bolt and looking for anything that could potentially be a problem. Once I was sure everything looked healthy, we put the car back on its wheels and I gave it a wash. Having a company car makes life a lot easier and made it possible for us to do all the preparation and checks the weekend beforehand and also meant I could leave the 240 at my



Ross swapping over to race tyres

parents' place while I was at work the following week.

2/4/2004: My girlfriend, Jae, and I drove to Melbourne from Geelong on Friday night after work, and Dad and I gave the 240 a final 'once-over' in preparation and loaded his car full of tools and spares ready for the next day.

RACE DAY (3/4/2004):

We all woke up pretty early and cruised up the highway to Benalla and then to Winton and arrived at about 8:30am. We gave the 240 another check-over and set ourselves up in the competitors pit area. I removed the last of the loose items from the car, the street directory, spare wheel, jack, jumper leads, tow rope, etc.

I was assigned the number 5 as my number for the day, and then attended the drivers briefing at 9:00am. The drivers briefing covered all the basics, from what to do when you're being passed to how long the sessions would be.

We taped up the headlights on the 240 and it was time to hit the track for our first practice session. Cars were sent off onto the track in groups with reasonable spacing between the cars so as to cause minimal fuss with faster cars having to deal with slower cars on the track. I spent most of the first practice familiarizing myself with the track and learning braking points, lines, etc., and also took some nice video footage with the camera mounted in the car.



Ash burning up the tyres & tarmac

I haven't done a track day since running at Sandown early last year so was probably a little rusty and we've changed a lot about the 240 since then anyway, so it really had been a while since I'd been driving it on the limit. Once my session was over I sat with Dad, Jae and some friends who made the drive up to watch the others practicing. It's surprising how slow it looks when you're not in the car! We checked over the car and made sure everything was fine and then headed out for the first timed session.

The timed sessions consisted of 1 warm-up lap, 3 flying laps, and 1 cool-down lap. I was still learning more about braking points and some different lines around corners and found myself in the wrong spot on the track before entering a corner a couple of times, largely due to over-enthusiasm trying to get the car out of the previous corner as quick as possible on what were becoming very hot and slippery Bridgestone Grid II street tyres.

My best lap for the session was a 1min59.00sec. Ross was doing 1min51sec lap times in his Holden V8 powered 262C. The day was quite warm, so probably not ideal for good horsepower, nor was it ideal for cars on street tyres. After checking over the car again, I went out for a second practice session, wishing now that I'd left the passenger seat in the car so that I could have taken Heino and Noel, who also came along for the day, out for a ride. I ran about 10 laps in the second session and the thermo fan was now and staying on! The tyres were also no way near as good as they had been in the morning. I could only really do 5 laps at the very most before I'd start to slide around and struggle to turn in hard into corners or accelerate hard off them.

I came in after the session and the left front and right rear tyres had obviously been getting VERY hot, showing tread blocks with the edges

torn off and rubber beading toward the edges and the grooves of the tyre. I think I was still improving at driving the track even though the car's tyres were starting to suffer.

There were very few cars running on street tyres, with most running various control-type tyres, specifically for track to tarmac rally type usage. This would certainly be something I'll look at investing in.

As I went out again for the second timed session, the laps felt quicker and I left braking going into some of the corners a lot later, with my quickest lap of the day being a 1min58.97sec and my split being 0.66sec. However, by this stage I think that both the car and I were a little beyond at our peak. I finished the session and parked the car and looked over the 'damage'. The right rear tyre was well past the wear marks in the tread, and the left front had significant tearing of tread from the edges of the tread blocks, and was very well worn on the outer edge. Other than tyres the only damage was a spongy brake pedal.

TIME TO DRIVE HOME:

The drive home felt like it took an eternity - I was quite tired and couldn't wait to get into bed! Anyway, we got home fine and decided to park the 240 and look at it in the morning.

I didn't stay around on the day for the final results, and received a copy of these a little later via the mail. I placed 29th outright, out of 38 cars, while Ross placed 15th. I also set the 4th most consistent lap times. I guess it goes to show that a little more horsepower and a decent set of tyres wouldn't go astray. Although I would



My wing is bigger than yours! Hah!

have liked to have been up toward the pointier end of the field, I'm still quite happy with the 240's performance...and my own...

Back to the drawing board for next year...

THE AFTERMATH:

4/4/2004: We went over the car and checked all the fluids and oils, refitted the passenger seats, removed the video camera bracket and decided that the car would need at least 2 new tyres in the next few days.

9/4/2004: I gave the car a wash and checked over everything.

10/4/2004: I returned to my parents' place in Melbourne and had new tyres fitted. Dad removed the adjustable panhard bar so that it could be sent for powder coating and refitted the original. We bled the brakes and the car is now back to normal.

THOUGHTS...

We were treated very well by the Charger club in what was an extremely well-organized event, and everyone was really friendly, welcoming and helpful. I am very happy that we were able to take part in such a well-run and fun event. I'll be there again next year for sure!

(Ed. Note: See Ash's range of performance products on his web site. Items for sale and ad can be found in the Classified section of the magazine. Well done Ash!)

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SWEDISH BRICKS

by Heino Nowatzky

Elsewhere in this edition you will read about the Charger Challenge held at Winton Raceway on 3rd April. Noel Bruin had organised the participation of the Volvo club at this event. We were initially to meet up at a roadhouse on the Hume Freeway and travel up in convoy but due to a very early start by some we decide to split into groups. Noel rang me the night before and suggested that since he had to get Ash Davies to do a final fit on a strut brace he would be taking the VAGON (Noel's term for the wagon) up any way and would Dion and I like to travel up with him. This made sense and as we were on his way I sent Noel instructions how to get to our place. After he arrived here we had a civilised cup of coffee and decide to get going. Noel had been up nearly all night and had already been driving for over an hour so he asked if I want to drive up and he would drive back again. Now for those that don't know, Noel owns a saffron gold V70R. I guess the only real difference between this and my car is that mine's an auto and doesn't have AWD (and it's a sedan and it's blue. Ed: Other than that they are exactly the same!?).

We left around 8:30 am and travelled the 'back way' along Plenty road to get to the Hume via Wandong. Less than ten minutes into the trip and we are behind a slow moving dump truck. Now I know the road well and know there's no hope in overtaking where we are so I hold back a bit. The guy behind us in an EL Ford is a little more frustrated and is only a cigarette paper off the rear bumper of the V70R. We are just getting to a point where I know we can overtake. I wait for an oncoming car to clear us and then start to accelerate. All of a sudden all hell breaks loose.

The tailgate of the dump truck opens just slightly and we are directly in the path of dozens of flying bricks (maybe hundreds, there's a lot anyway). Not new bricks but old bricks from a demolition, many still cemented together. I brake hard but realise that the guy behind us is not only confused by the bricks but also isn't going to stop, so I have no option but to try and dodge the bricks. Since there was no oncoming traffic I headed for the right hand side of the road using the ABS and AWD to maximum (and I really mean maximum) effect. Some how we managed to duck and weave around the worst of the bricks and only took some hits low on the spoiler and in the left hand door plus one or two under the car.

We ended up in the grass on the right hand side of the road in an effort to minimise damage. I turned to Noel and Dion and asked if they were Ok. Both were as calm as I was and Noel was only worried about the sump being

damaged. I suggested that we need to catch the driver of the dump truck who had continued on, totally oblivious to the carnage behind him. A brief glance behind us looked like a battle scene. I gave chase and although I flashed the lights the truck driver didn't seem to want to stop, so I passed him and indicated for him to pull over. When we had stopped, Noel and Dion went to check the damage to the car and I went to have words with the truck driver. He was in a state of shock or panic because as he opened the door, he fell headlong out of the cab into my arms (no he wasn't drunk or on drugs but appeared overtired). When I mentioned the tailgate was open he didn't believe me and walked to the back of the truck (it did appear shut). He pulled on the tailgate and he was lucky that I pulled him out of the way as it opened up and bricks spilled out to where he was just standing.

OH, AND THE TERM SWEDISH BRICKS HAS TAKEN A NEW TURN FOR US.

Other than being very lucky to sustain minimal damage the main thing that we all got out of this one was: One: things can and do happen unexpectedly and sometimes there is little or nothing you can do about it. Two: late model Volvos not only give you a feeling of safety and, dare I say it, a feeling of invincibility (as do the earlier models) but they are capable of the most amazing manoeuvres to get you safely out of a dangerous situation.

I am positive that had any of us been in any other make of car the result would have been vastly different and we would not have had the feeling of safety and therefore kept level heads. Thank you Volvo, you have proven yourself once again, and we are grateful. I know that Noel and I keep a very wary eye on dump trucks now. And finally to Noel, thanks mate, I guess the shock must always be greater when you are a passenger in your own car. The rest of the trip and Winton were strangely uneventful for us.

Oh, and the term Swedish Bricks has taken a new turn for us.



Graeme's 142 Rally Car at Government House

HISTORY ON THE MOVE by Graeme Wakeling

In late March, the R.A.C.V conducted the "Centenary Fly the Flag Tour", which was run over four and a half days, in the western part of Victoria.

This tour followed the route of the original 1904 Easter tour by members of the Automobile Club of Victoria, the forerunner of the now R.A.C.V. and visited some of the historical homesteads that were owned by some of the founding members.

In 2004 the event started at Government House, flagged off by John Landy, with an overnight stop in Colac, two nights in Hamilton, including a tour of the area, and the last overnight stop being at Ballarat. These stops included vehicle displays and an opportunity to "talk cars" to both local people and other participants in the Tour. The event was non competitive, with plenty of time for sightseeing along the way.

There was an enormous diversity of cars, ranging from a beautifully restored T Model Ford, through to a GT-40 Ford, with every imaginable make in between, including a former LaFrance fire engine, which boasted a 14.5 litre engine, with three plugs per cylinder.

There were only two Volvos in the event, with club member Graeme Wakeling running his 142 Historic Rally Car. According to Graeme, the event was superbly run, the marshalling and routing were excellent, and the time was available to talk to other participants. He commented that the two cars that took his fancy were a 1915 Rolls Royce convertible, and a 1951 Bristol 401, which had been in the same family since its original purchase.

The event was limited to cars that were a minimum of twenty five years old, and in 2005 a different route will be chosen. Cars do not have to be in concours condition, merely roadworthy. The R.A.C.V. provided service vans and staff to follow the event, however there were almost no breakdowns which says something for the standard of the mechanical presentation of the participants' cars.

Perhaps next year we can see a few more Club members taking part, and flying the Volvo flag in this fun and enjoyable event. As a footnote, Wakeling was talking to an elderly Volvo owner at Hamilton, who had a 144. Asked if he had a good run out of it, the owner snorted, commenting that it had only done 800,000 kilometres, had been serviced every 10,000, and had never let him down once, although he objected [in a joking sense] being called a "bloody Volvo driver"!

242GT/262C Register

Lance Phillips

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lancephi@outeast.cyberspace.net.au

TALES FROM TASMANIA

In this issue I have an article from Tasmania from a family of Volvo enthusiasts with 2 GTs [father & son]. One of these cars is for sale (See ad in classified section of this magazine). I also have details of the National 201 Volvo Rally in Canberra hosted by the Volvo Club of NSW. I hope as many as possible will take the opportunity to attend this event and help celebrate the 25th Anniversary of the 242GT in Australia as well as the 35th birthday of the NSW Club which is a huge milestone. The NSW Club have, by making it a National Rally, allowed the GTs to celebrate as well for which I thank their committee but all are welcome.

Lance Phillips
242GT Register

TRISTAN'S STORY

Hello everyone, my name is Tristan and I'm a Volvoholic! I keep getting asked "why Volvo?", then these doubters get taken for a quick blast through my favourite piece of twisty road in my 1979 242GT. When these Ford and Holden devotees finish shaking and regain their power of speech I explain that it is essentially a bog standard 25 year old car.

One example springs to mind. A friend's younger brother stood smirking and passing puerile Volvo bashings around with his mates while I finished up an oil change on the GT. Unwilling to rise to their baiting I calmly asked "have you guys got anywhere you need to be?" hoping they didn't. They piled in (there were 4 of them) and we were away...



Rear view of Tristan's 242GT

Until that day I had never heard grown men scream like little girls. I remember looking in the rear view mirror and seeing terror staring back at me. Suffice to say they were impressed, enough in fact for one of them to go out and buy an 82 244GL which he remains rapt in.

My first car was a 71 142GL with B20E and M41 gearbox. I have very fond memories but the poor old thing was as rusty as they come. We believe it was used for launching boats and once the terminal nature was acknowledged it was retired to the scrap heap. Next I took over the 72 164E we have had in the family for many years and I learned to drive in it. After about a year I



The 242GT from the front

and bonnet, and it has a locking fuel cap, air horns, no mud flaps (as it is quite low). It has undergone a full engine rebuild with little tricks like knife edging the throttle butterfly and getting rid of the pollution gear which has resulted in one sweet motor.

My dad has an 81 242GT with that elusive boot spoiler. The car is in much the same condition as mine and has proved to be a great car. It has been the family for a while now and is still going strong. Mum drives an 83 240GL which is



The family of Volvos

couldn't live with the fuel bill any longer and bought a FIAT!

I must have been mad, a 76 131 Mirafiori with a (soon to be discovered) knackered engine. A comprehensive rebuild of the car and I thought I could live with it (with a 144 seat!). That was until I saw the GT, in completely original form with a few battle scars but a good car. \$1500 later and I had it home. I

don't care to think about what it has cost since as depression tends to follow.

Over the years it has undergone a few transformations. It now has the 79 244GLE square light front with black grill, later adjustable mirrors, slimline bumpers with 81 front spoiler, centre coin tray, rear headrests, lower chassis braces, and it has no badges. The stripes are gone from boot

affectionately known as 'taxi'. This is getting replaced by an 87 760GLE which, to the terror of my dad has just had the engine rebuilt.

In the paddock there lives my old 142, another one is buried in the creek, 2 145's, 2 245's, 2 244's, 2 244GLE's, a 73 164E, a 71 144S, and the icing on the cake must be my 71 144S ute. It's a monster and tends to induce tears when people see it, as tears follow laughter you see! It has been used and abused for years now and every time we think it has finally died we seem to breathe life back into it and it is still as good as it has ever been!

Mostly it gets used to cart fire wood and bits of Volvo, but occasionally it is used to vent frustration and was frequently used to jump through a creek bed flying 6 feet in the air! It's hysterical to look at and positively



Ouch! Tristan's mistake. Tree: 1, Car: Nil

terrifying to drive complete with locked diff and tractor tyres and yet it would have to be my favourite vehicle.

Currently I am putting together an 82 244GL which was a freebie and will eventually become something of a toy. I am hoping to either use a turbo motor or an 8, depending on a bunch of stuff.

Also in the pipeline is a 65 122S with

B20E engine which has been converted

back to SU's and has the overdrive manual gearbox. The body is rough but

interior excellent and mechanically it is a gem. The sale of my GT purchases the 122 so any interested parties can contact me on (03)62251568 or 0407396175.

Apart from one unfortunate lapse in judgement I have and will always be

a Volvo nut. Like they say, it's for life!



Front view of the Beast



**The "Beast" 144 Ute. You should see the colour(s)!
How many Volvos can you count in the paddock?**

VOLVO CARS OF NORTH AMERICA BREAKS SALES RECORDS

Reports Increase of 10 percent for First Quarter

Apr 1, 2004

Source: Volvo Cars North America

Volvo Cars of North America, LLC (VCNA) reported an all-time record for the month of March, as well as an all-time record for the quarter. Sales were up 10.7 percent for the first quarter of 2004 en route to its amazing seventeenth consecutive month of year-over-year increases for the Volvo brand.

Sales for March were 12,960 units - a 5.8 percent increase over the same period last year. The sales record for this quarter exceeded the previous all-time record, recorded in 2000, by nearly 3 percent.

"In spite of intense competition in the U.S., Volvo experienced continuous growth during the quarter - up over 10 percent," said Vic Doolan, VCNA President and CEO. "This is one of the better performances in the premium market compared to other European brands."

VCNA recorded growth of 15.2 percent for SUVs and 8.4 percent for cars for the quarter, demonstrating sustained growth in both segments.

Overall, sales in North America increased 6 percent for the month and exceeded 10 percent for the quarter - 14,371 and 36,556 units were sold respectively.

In Canada, sales increased 6 percent for the month, and sales were up over 19 percent in Mexico for the month.

VCNA, part of the Volvo Car Corporation of Gothenburg, Sweden, provides marketing, sales, parts, service, technology and training support to Volvo automobile retailers in the United States, Canada, Mexico and Puerto Rico.

The Volvo automobile model line includes the newly introduced award-winning all new S40, the award-winning XC90, the sporty S60 sedan - including the award-winning performance sedan - S60 R and its performance wagon counterpart - V70 R, the flagship S80 luxury sedan, versatile V70 wagon and rugged XC70 (Cross Country), the C70 convertible, and the compact S40 and V40 models



1979-2004: 25 years of the 242GT

This year is the 25th Anniversary of the release of the 242GT in Australia. To celebrate this occasion 242GT and 262C owners are invited to participate in the Volvo National Rally to be held in Canberra during 23- 26th September 2004.

The aim is to assemble as many 242GT / 262C vehicles as possible for display on Saturday 25th September in Canberra.

The Volvo Club of NSW who are also celebrating their 35th Anniversary are hosting the National Rally. Full details including application form are attached or in this issue of Rolling.

The National Rallies are an excellent opportunity to enjoy the company of like-minded Volvo owners. Please give it some thought but not for too long before you make a decision on attendance as accommodation can go quickly.

If you have any questions on the event please ring me on 03 9707 2724 AH

Lance Phillips
Berwick VIC
03 97072724 AH

Craig Rasmussen
Edwardstown SA
0428 529372

Crossword #3 Solutions: "Rally Fun"

How appropriate. We're now talking about the 2004 National Rally, and I'm sure you'll all want to attend remembering all the fun we had at the 2003 National Rally in Clare, SA.

How is everyone doing on these crossword puzzles? Are you giving it a go? As I write this it is a gloomy autumn day, great for being indoors reading or (what else?) working on the Rolling crossword puzzle! The good news is that here are the answers from last edition's puzzle. The bad news is, I haven't created Puzzle #4 yet, so you'll have to wait until you see it in an upcoming magazine.

Keep trying, and Email me on gsievert@bigpond.net.au if you have any comments, questions or suggestions.

Regards,
Greg

ACROSS

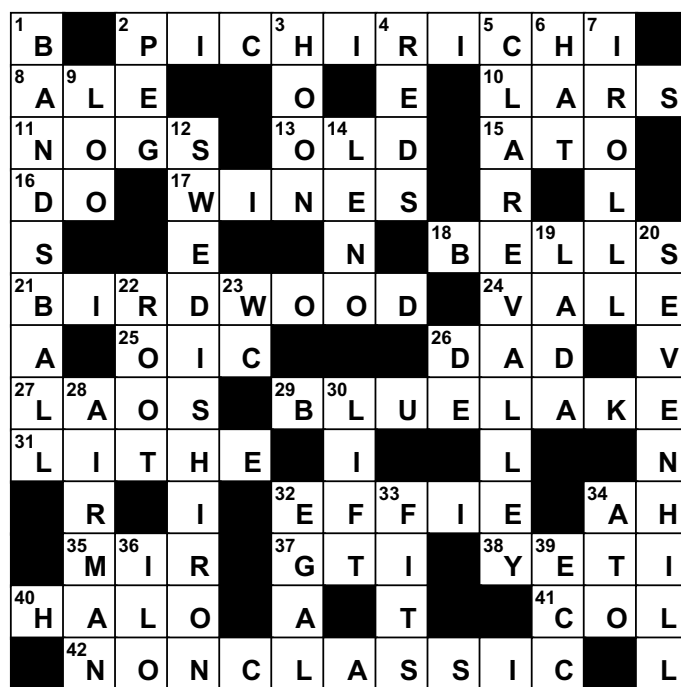
- 2 SA Rally train trip from Quorn to Port Augusta. PICHIRICHI
- 8 Pub specialty. ALE
- 10 Popular man's name in Sweden. LARS
- 11 These eggy drinks will go to your head. NOGS
- 13 Many Volvos, due to their legendary longevity. OLD
- 15 This agency takes a big chunk of your paycheck. ATO
- 16 I ____ (wedding vow). IDO
- 17 These flowed freely at the rally. WINES
- 18 Famous surf beach in Victoria. BELLS

- 21 Bay to ____ Classic. BIRDWOOD
- 24 McLaren ____ wine region in SA. VALE
- 25 Oh, I see (Internet chat keyboardese). OIC
- 26 He may have started you in a Volvo. DAD
- 27 SE Asian country. LAOS
- 29 Wet attraction in Mount Gambier. BLUELAKE
- 31 Graceful. LITHE
- 32 Comedienne with "big hair". EFFIE
- 34 Expression of relief. AH

- 35 Russian home away from home. MIR
- 37 VW hot hatch. GTI
- 38 Snowman. YETI
- 40 The Saint has one. HALO
- 41 ____ Sanders, of fried chicken fame (abbr.) COL
- 42 Modern transport. NONCLASSIC

DOWN

- 1 You might hope to find a partner here in the country. BANDSBALL
- 2 Use it on the clothes line. PEG
- 3 P-plater burning rubber. HOON
- 4 We sampled these in SA. REDS
- 5 Many wineries explored here. CLAREVALLEY
- 6 Worn with Volvo Driver stigma. HAT
- 7 Volvo defined with sticky keyboard. IROLL



- 9 Main reason for road trip break. LOO
- 12 Bill Webb's masterpiece about the P1800. SWEDISHIRON
- 14 Car-loving American comedian with big chin. LENO
- 19 Russian reject. LADA
- 20 One of Heino's favourite wineries. SEVENHILL
- 22 Shag (not carpet). ROOT
- 23 Use this for 9 Down. WC
- 26 Preposition, used in names. DE
- 28 Flyer in the service. AIRMAN
- 30 Lazy way to the top. LIFT
- 32 Equal (Fr.) EGAL
- 33 If the shoe ____, wear it. FITS
- 34 See 15 Across. ATO
- 36 Replacement (abbr.) ILO
- 39 This set styling direction for \$80. ECC

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9874 6644

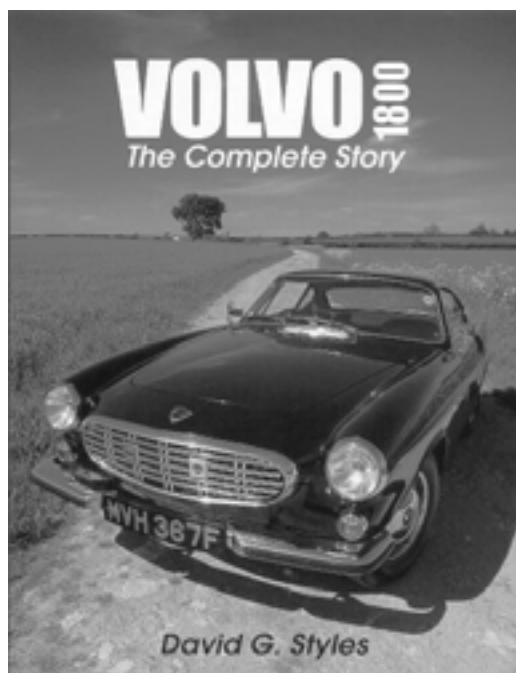


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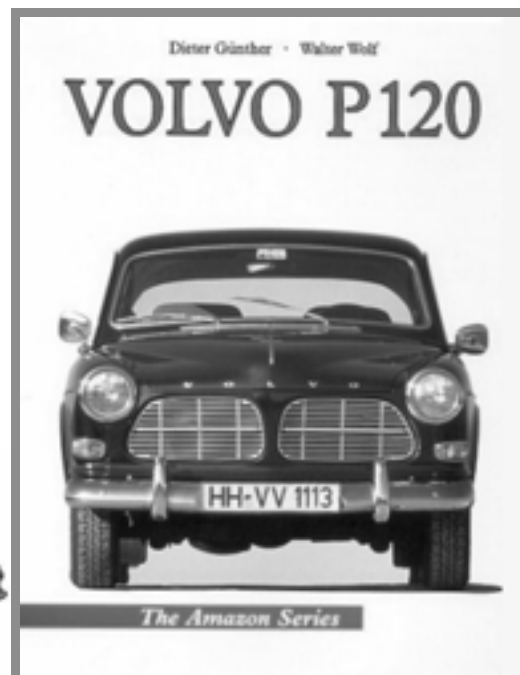
VOLVO BOOK OFFERS



SPECIAL

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books for
\$100**

inc. p&p



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**

Interim

Treasurer's Report \$\$

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

MONEY BUSINESS

Hi All. Things are looking fine on the money front for the Victorian club. Our account balance is stable, and we will be invoicing magazine advertisers for the 2004-2005 financial year in June. That will bring a boost to the bank balance to see us out for the immediate future. Membership dues continue to roll in. Thanks to everyone for renewing your membership and to those who paid up your back dues if you had been expired for a lengthy period. We appreciate your integrity! If you have any questions about your membership standing or when you paid your dues, please don't hesitate to contact me or your Membership Secretary, David Raynor (Details on front page). Account Balance on 26 April 2004: \$2741.34.

The last magazine treasurer's report was on 14 February 2004. At that time, we had a balance of

\$2311.49. Here's a summary of the income and expenses of the club since the last report:

INCOME:

Advertising & Sponsorship: \$85.00
Night Meeting Income (Mar/Apr04): \$111.65
1800/120 Club Magazine Contribution (Mar/Apr): \$363.15
Membership Subscriptions: \$1520.00
Club Permit Book Sale: \$5.00
GROSS INCOME: \$2084.80

EXPENSES:

Government & Bank Fees: \$31.85
Dandenong BBQ: \$260.80
Hall Hire & Suppers (Mar/Apr): \$40.35
Trailer Rego: \$31.40
Magazine Printing (Mar/Apr): \$871.65
Office Supplies: \$119.46
Magazine Postage (Mar/Apr): \$299.44
TOTAL EXPENSE: \$1654.95

NET INCOME: \$429.85

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

Regards,
Greg Sievert

For Stuart, with affection:



**YOU WISH YOU
WERE A BLOODY
VEGAN DRIVER!**

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AUTOMOTIVE

VOLVO SPECIALISTS

24 FIRTH STREET, DONCASTER, VICTORIA, 3108

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ALL MAKES & MODELS**

Contact: Austin Carson or Len Murphy

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

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.

1977 C3 4x4 - RARE! (Ch. #4815) White, tray, B30 engine, 16-inches ground clearance, low mileage. See related story in this issue of the magazine. Suit collector or Volvoholic



farmer. \$15,000 ono. Can view in Perth. Phone (08) 9645-5221 (28Mar04)

1976 264GL (1QA 267). Reasonable condition. Driven daily until recently. Blue with blue velour. \$200 ONO. Ferntree Gully. Phone Jolien (03) 9758-4896 (2Apr04)

1976 245 V8 (GL 245). 10 mo Reg & engineering certificate. Powered by 307 Chev V8 on straight gas, 5-spd Supra trans, Lilac acrylic paint, 28,600 km since full resto. Winner national



rally Geelong 2001 200 series and best modified. Mags, CD, Roof racks, dickey seat, tint, tow bar. Absolutely NO

RUST, lowered. \$6,800 ono. Phone Graham for more details on 0415-733-521 any time. (1Apr04)

Wanted: up to 1970 Volvo 144 (4door) A good friend of mine is in the market to purchase a Volvo 144 up to 1970 model, would prefer a manual. (No models after this date please) The body must be in good condition, mechanical condition is not a worry. Rally modified 144 can apply. Please give Lindsay Curry a call on mobile No. 0407 516888 Lindsay lives in the Blue Mountains, NSW and will arrange to collect the right car. Or give me an email and I will pass it onto him. guysmith@ar.com.au Regards Guy Smith (3Apr04)

4x122 Wheels rims and hubcaps. I'm under pressure to part with some of my treasured and valuable parts callously referred to as "junk" by my wife. They're in good nick and I'm



looking for around \$300 for the wheels & hubcaps. I think 1967-70 122's had this type as original equipment. Contact Ken Duffy on 0404 89 1946 or Email: kcduffy@optusnet.com.au (3Apr04)

Volvo 122 Parts: Bumper Bars, Bonnets, Boot lids, Doors, Glass, Door Handles, Knobs & Instruments, Gearbox, Head Light and Tail Light surrounds, lots of bits & pieces collected over the years. Give John Wells a ring on (02) 47218451 or Email Spyder@tsn.cc (3Apr04)

DESPERATELY WANTED: 1 chrome spear trim for the driver's side front guard of my P1800S 1965 model. It's the earlier large fat one that I require (not the later thinner style). I would like to get one in good condition that does not require re-chroming so it matches better with all my already original condition strips, if possible. Even if you have one that does require re-chroming and is up for sale please let me know.

Stephen Hopkins NSW 0415-440-698 (13Apr04)

Wanted to buy: Volvo 850 station wagon, 1995-97, with low kms. Call Gyorgy on 03 9387 7092. (8Apr04)

1979 242GT (DD 8503) Rebuilt engine, 81 front spoiler, GLE square headlights, Lowered, plus many other extras. For



details phone Tristan on (03) 6225-1568 or 0407-396-175 (2Apr04)

1985 240 GL (EIG 199) Silver with blue cloth. 12 months rego & RWC. Tow bar c/w electric brakes. New radiator, Michelin tyres, 200k, just serviced, Manual O/D. \$4000. Ph. Frank (03) 9787-2016 (8Apr04)

1985 240GL (COY 847) Lt blue with dk blue cloth. Reg to 09/04. 1 owner with full service history, floor mats, 4 speed auto, A/C, power steering, alloys, RWC. \$3200. Ph. Peter (03) 9870-5230 (8Apr04)

1963 122\$ (RRT-652) Very good condition, 4 speed manual, White, (original colour dark grey), 4 doors, B18 engine, Reg. until May 25 2004. \$12,000



Phone (08) 8266-6504 or email pgoeldi@senet.com.au (21Mar04)

"ski" floor mats for 240-series.

Brown hard plastic floor trays. Extremely functional. Driver's side is worn, but all others in very good condition. \$100 ono. Call Vaughn on (03) 9555-0800 or 0408-390-060 (1Apr04)

1987 740 TURBO HP (RIM 030)
(Very rare one of only 25 in Australia.)
Black, 4-speed manual overdrive,
Power windows/Mirrors, Electric
Sunroof, 16-inch HP rims, Leather



interior, Sony sound system including
flip-down face chameleon head-unit
with remote. Tinted windows, Remote
central locking with immobiliser.
Recently replaced clutch. New exhaust
system front to back. Receipts for
everything. 186000kms \$\$\$\$ Spent.
RWC. \$9,500 Ph. John Law (03) 9882-
4887 (17Mar04)

1984 360 (OUI 360) Well presented,
runs beautifully, metallic green with
brown velour interior, 185,000km,
service history, new engine mounts plus



another near-complete 84 360 for
spares. \$1600 Phone (03) 9372-3012 or
0402-444-538 (15Mar04)

1981 245GL (Unreg) One family since
new. Red 7-seater wagon. 4spd
manual, 365,000km. Panels good,
interior (brown/black) very good.
Unregistered but still running, (just
bought new Volvo). \$650. Engine No:
YV1245841B6335532. Call Vaughn on
(03) 9555-0800 or 0408-390-060
(Moorabbin) (1Apr04)

**Steering wheel boss kit to suit 2
series.** Will fit SAAS, Momo &
Autotechnica wheels. Price includes
pack and post, one only, \$65 contact
Jason Lea 0403-071-294 (Brisbane)
(2Apr04)

**Volvo genuine part No 1269118-4
"Trigger Unit" aka. engine ECU.**
these cost \$1000+ new, one only for
\$200 includes post and pack, call Jason

Lea ph 0403 071294 (Brisbane)
(2Apr04)

**One Alloy Wheel & Tyre for V70
Cross Country.** Brand new never
used, never been on the road (original
equipment). Specifications of Tyre -
215/65R16 98H M&S. Wheel: Alloy - 16".
Tyre & Rim Fitted. Price \$300.00 ono.
Please email sidk@nepean.com.au or
call (03) 5982-2330 and ask for Sid
(12Mar04)

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. \$25,000 ONO. Call John
MacDonald on 041-333-6301 or email
macca841@bigpond.net.au for photos.
(Revised 25Apr04)

1977 244DL (JMM 545) Unregistered,
odometer not working, shows 084,000
km estimate around 130-150,000km.
Beige with brown interior, 3-spd auto,
good condition. Garaged most of its
life. New front tyres, new battery.



\$1000 ono. Phone (02) 4388-4397 or
0411-363-398 or email

thechickens@optusnet.com.au Location:
central coast, NSW (just over an hour
north of sydney cbd). (20Apr04)

1970 144 (907 PUP) URGENT \$ALE
\$2,200 ono! Mustard colour, brown
interior, auto, rego till June '04, original
all over, column shift automatic -
original am radio, 203685 kms, needs
new brake pads and a tune up but
otherwise in good condition, only had 2
owners (both non smokers), first owner



hardly drove it at all (passed away 2
years ago) and we are the second
owners and have only recently been
using it almost every day to drive to
and from work only. Phone Cathy
0402-889-596 (Nobby Beach - QLD)
(16Apr04)

1963 P1800 (VIN: 8270 1835HD). Four
speed manual with overdrive, mags,
new paint, chrome, carpets and leather.
No rust, very good condition. \$18,500



ono - Pt Macquarie N.S.W. Ph: (02)
6583-1677 (w) or (02) 6587-4420 (h)
(14Apr04)

WANTED: Dual intake manifold
for DCOE Webers, suit 240 engine. Ph.
Doug Pepper (07) 3356 5546 (15Mar04)

1980 262C (QNB-208). Gold Special
Edition model. 175,000 km, RWC, good
rego, Auto, Excellent Condition (one of
the best around). No rust. Current
owner for 9 years+. Always garaged.
\$10,000 ono. Phone: (03) 9866-1919
(12Mar04)

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

VOLVO SPECIALISTS

LMCT 5717



SERVICE: 9836 9961
SALES: 9836 2065



Fax: 9888 5075

400-408 Canterbury Road, Surrey Hills 3127

1974 164E (RLP-971) White with tan upholstery, good condition. \$2200
Phone Alf on 0428-560-957 (29Feb04)

1968 144B (Unreg) Engine No. 212468. 112,000 miles. White with blue cloth interior, black trim, fully garaged. OK mech condition, full service history, same family owner for 36 yrs. Selling from deceased estate, and looking for someone to love. Automatic, Needs a bit of TLC to make 100% but drives perfectly well, list of defects for RWC



estimated at \$1000. Asking price of \$600 ono. Phone Tim Conybeare on (03) 9381-4225 or 0438-332-114 (22Feb04)

1972 1800E (MY 1800) Excellent condition. \$TBA. Phone Krista on 0418-315-223 for further info (29Feb04)

1967 144 (CGE 748) Dark blue, 2L engine recond 70,000 miles ago, new rear bushes & springs fitted 12 mo ago, excellent interior, new windscreen & rubber. Same owner since 1988. Reg to Aug 2004. Sell with or without RWC.

\$2200 ono. Phone Roger Day (03) 9458-2261 (14Mar04)

4 x 15" 5-spoke alloys with centres - no nuts. \$400. Ph Dieter (03) 9743-4323 (29Feb04)

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)

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

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)

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)

"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)

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)

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

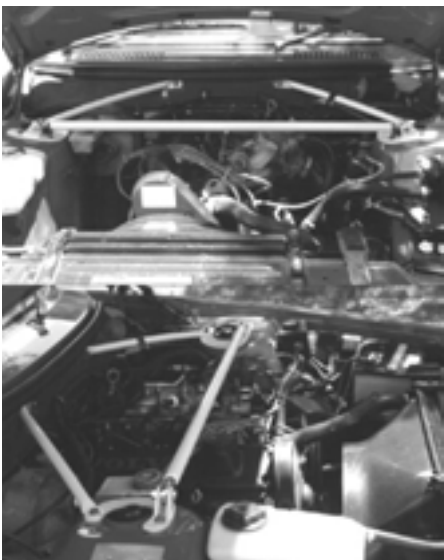
1974 144DL (unreg) Engine number 144999999. Ex-Jim Cairns. 1-owner car with a chequered history; white, twin-carb, manual 4 speed; \$575.00; PH Arnold on (03) 9762-2840 (9Feb04)

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

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)



Davies VolvoSport 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.

NEW: 850, \$70, V70 strut tower to tower brace sets: Same features as the kits above. Powder coated in metallic charcoal. \$270.00

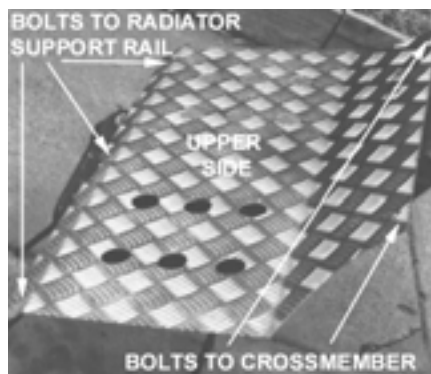
Davies VolvoSport Aluminium checker-plate sump guards. Suit 240/260 series. Aluminium replacement sump guards, bolt up in place of the original plastic belly pans. Designed for motorsports usage, sprints, hill climbs, rallying, etc. Made from 2 mm thick aluminium checker-plate

DAVIES VOLVO SPORT
PERFORMANCE PARTS

240 SPECIALISTS

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

(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 guard; now available! Ideal for Historic rally cars or those that would like additional protection for steering and front end components that are usually left exposed. They are made from 2mm thickness (4mm high ridges) aluminium checker-plate and will fit all 140 series Volvos. \$65.00

Davies VolvoSport Adjustable front sway bar end link kits. Suit 240/260 series. Includes heim joints and height-adjustable threaded rod, appropriate spacers, urethane bushes, and high-tensile fasteners. Ideal for lowered Volvos, enabling sway bar to be at optimum angle after installing lowered springs. Will allow fine-tuning of front-end stiffness, easily adjusted. Price: \$150 per kit.

Davies VolvoSport. Ph. Ash Davies 0412-709-695 or Email ashdavies@optusnet.com.au. WEB site: <http://members.optusnet.com.au/ashdavies/dvs> (Revised 25Apr04)

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)

Have you ever had difficulty getting particular small or awkward parts made for your car? **I can help!** I can make Badges, Motifs, 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. 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)

Please notify the Editor when item sells or if you would like to revise the ad. Phone Greg (03) 9397-5976 or Email gsievert@bigpond.net.au

DO YOU HAVE A LIGHT FETISH?

IF \$0: READ ON!

No, it's not pasta on a diet. No, it's not S&M for wimps! It's a lighting Tech Tip!

SIDE REPEATER LIGHTS

By Thorben Hughes

Ever wondered why Volvo stuck a bold name plate on the side front guards in just below the protector strip? Well in answer to your question, Volvo had the front guards pre-adapted so they could fit the side turn indicator lamp as required in other markets where 240's were sold, thus making it cheaper for Volvo to fit the side indicator when necessary. When the 240 series was sold here on later versions from 1984 onwards, they would just slap on a Volvo name plate to cover the hole made for the indicator.

To fit the side indicator lamps, the tools you will need for this job will be a heat gun or hair dryer, a pair of crimp pliers, an assortment of connectors plus some 8 mm gauge electrical wire and a cordless drill and small drill bit, and a test light on early 240's 81 to 83, plus some electrical tape and lastly the turn indicators - genuine or non-genuine as on my 1983 model which were bought at Super Cheap for the sum of \$20.00 dollars which are the LED variety. (Ed: Have you run out of breath yet? Maybe this is S&M??)

STEP 1.

Firstly, on 81 models you will have to drill a small hole just below the emblem preferably in the middle. Then get the turn indicator lamp and position roughly where you want it positioned. On 84 and onwards get a hair dryer or heat gun and use a medium speed setting to take the emblem off and just go back and forth over the emblem but please note do not go too close otherwise you could burn the paint and emblem.

STEP 2.

Next get some electrical tape and place where hole needs to be drilled prior to drilling. Please check that the turn indicator actually works. This will save a lot of heartache down the track. Then get a small drill and drill a hole where the electrical tape is placed. Once hole has been drilled, you might need to drill a bigger hole depending on the thickness of wire. (Ed: I'm sure he's talking about bondage!) On 84 models

onwards: once emblem has been heated up pry off carefully making sure no paint comes off in the process.

STEP 3.

Now feed the wire through hole and make sure the wire does not have any bare contact with body otherwise you will have a short and blow a couple of fuses (learned by experience) then connect the indicator lamp with crimp tool and connectors and make sure you have a good firm connection and check that indicator works. On later models feed wire in and make sure you have retaining plate for indicator lamp and connect lamps with the genuine plugs if possible otherwise get some plug ends and make up a plug connection sourcing plug end from any good wrecker.

STEP 4.

Next on early and late models install the lamp either with double-sided tape as on non-genuine lamps or with genuine lamps retaining clip/plate. Then pick wire inside body and connect to front turn indicator or find plug on late models near turn indicator. Then connect to turn indicator using a couple of Scotch locks making sure you have firm but good connection. Once Scotch locks are place use a pair of pliers and clamp hard on connection thus ensuring a good contact.

STEP 5.

Once you have installed one just follow the same process (if possible) for the other side and check that they all work. You should now have both turn indicators installed.

*Regards,
Thorben Hughes*



LED Side Repeater light on Thorben's 240. This is the non-genuine one available at Super Cheap



FUTURE TECH TIP: Side Marker Lights



Switch for Side Marker Lights

Volvo Car Club Of Victoria

Membership Application

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



<p><input type="checkbox"/> New Application</p> <p><input type="checkbox"/> Renewal (Members please fill in all details so we can keep our records current)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months from date of payment. For all membership inquiries please contact Heino Nowatzky on (03) 9423-5045 or 0425-705-045</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	Gardoll Automotive	(02) 6362 8164	SP
Parramatta	The Denlo Group	(02) 9687 8200	CSP
Port Macquarie	John Patrick Prestige Cars	(02) 6584 1800	CSP
Surry Hills	Trivett Classic Volvo	(02) 9383 9300	CSP
Tamworth	Woodleys Motors	(02) 6766 1077	CSP
Wagga Wagga	Jason Wagga	(02) 6925 3211	CSP
Wollongong	Southern Classic Cars	(02) 4254 2070	CSP

NORTHERN TERRITORY

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

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

SOUTH AUSTRALIA

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

TASMANIA

Hobart	Performance Automobiles	(03) 6223 2711	CSP
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VICTORIA

Ballarat	Gardon Motors	(03) 5338 1335	CSP
Blackburn	Bilia Blackburn	(03) 9878 2888	CSP
Brighton	Napean Volvo	(03) 9596 9388	SP
Docklands	Melbourne City Volvo	(03) 9684 1070	CSP
Geelong	Peck & Stokes	(03) 5221 2111	CSP
Hawthorn	Bilia Hawthorn	(03) 9882 3600	CSP



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

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