

ROLLING AUSTRALIA

JULY/AUGUST 2004

Issue Number 155



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:

The Highway Curse
Volvos in Shanghai
Volvo by Accident: Gerry's Story
What's In Your Garage?
Supercharge: Chapter 6
Brickbats & Bouquets

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

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 Volvo Club Members & guests the Sprite Club. *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. Entry forms have been posted to all members. **Contact Graeme Wakeling on (03) 5982-1236 after hours or email valharri@dodo.com for further details or for late registration.** \$10 entry fee applies on the day, but Graeme needs to know if you are attending so he can have correct quantities of hand-outs. **Closing date for entries is Monday 11th July!**

2004 Economy Run ** **SUNDAY 18th JULY, 1.30 pm START** ** Register ASAP!

Volvo Club of Victoria AGM

DATE: Wednesday 4th August 2004

LOCATION: Camberwell Tennis Club, 332 Burke Road, Glen Iris (Mel/Ref 59 H6)

TIME: 7:00 PM Free Supper for all paid-up Members!

8:00 PM AGM Begins: Come and put your hand up to help out the Club. We'll be looking for members willing to become an officer or committee member. It's fun, it's free, and it's well worth it!

Note: Nomination form included in the magazine. Submit to any committee member/officer before or at the meeting.

Carson & Murphy Safety Check & Tune-up Day

DATE: Saturday 14th August 2004

LOCATION: 24 Firth Street, Doncaster, PH: (03) 9848-9665

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

DETAILS: ALL members are WELCOME and encouraged to attend the **FREE** 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.

2004 National Rally Canberra - the BIG EVENT **23rd to 26th SEPTEMBER 2004 (See Pg. 3)**

Details for the 2004 National Rally have been established. You'll find in your magazine (pages 3-6) full information 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 pages 3-6 in this issue or organiser details in the VIC Calendar of Events page. Register early to avoid disappointment. Please advise Heino Nowatzky if you are a Victorian member planning to attend. See you there!!



WWW.VOLVOVIC.ORG.AU

VOLVO CLUB OF VICTORIA INC.

P.O. Box 3011, Moorabbin East, VIC 3189

PRESIDENT

Heino Nowatzky

Ph. 03-9423-5045 or 0425-705-045

hnowatzky@ozemail.com.au

VICE PRESIDENT

James Maddison

Ph. 0425-784-860

jdmad2@student.monash.edu.au

INTERIM TREASURER

Greg Sievert

Ph. 03-9397-5976 (AH)

gsievert@bigpond.net.au

SECRETARY

Stuart Boydell

Ph. 0411-150-246

p1800@sbc.com.au

MEMBERSHIP SECRETARY

David Raynor

Ph. 03-9772-0640 (AH)

PO Box 237, Chelsea, VIC 3196

WEB MASTER

David McLeod

Ph. 03-9553-2851 (AH)

mcLeod@labyrinth.net.au

COMMITTEE MEMBERS

Thorben Hughes

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

Jesse Devine

Ph. 03-9722-9582 (AH)

random_task43@hotmail.com

Mark James

Ph. 03-9529-2592 (AH)

feisty@froggy.com.au

Noel Bruin

Ph. 0438-253-262

volvocrazy@bigpond.com

PUBLIC OFFICER

John Johnson

Ph. 0414-470-048

SAFETY OFFICERS

John Johnson, Ph. 0414-470-048

Paul Frisk, Ph. 03-5968-5440 (AH)

LIFE MEMBERS

Lance Phillips, Peter Spencer,
Gordon Scrambler, John Johnson

HONORARY MEMBERS

Robert & Shirley Kaub

REGISTER CAPTAINS

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

1800/120/PV & AOMC DELEGATE

John Johnson

Ph. 0414-470-048 (AH)

SaintJohn@c031.aone.net.au

142/144/145/164

James Maddison

Ph. 0425-784-860

lotsofmagnets@yahoo.com.au

244/245/264/265

Mark Hoffmann

Ph. 03-9335-3946 (AH) 0402-071-186 (BH)

vol244@hotmail.com

242GT/262C/242/262

Lance Phillips

Ph. 03-9707-2724 (AH)

lancephi@outeast.cyberspace.net.au

700/900 & 390/V90 RWD

Rod Patton

Ph. 03-5952-5927 (AH)

360/440 & 340/V40

Mark Richardson

Ph. 03-9775-5302 (AH)

0403-814-545

mkr@alphalink.com.au

360/380/XC70/XC90

Peter Sokolowski

Ph. 0418-188-758

soko1@mail2me.com.au

850/370/V70

Heino Nowatzky

Ph. 0425-705-045

hnowatzky@ozemail.com.au

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- Supercharge: Chapter 7
- My First Volvo/My Favourite Volvo
- New Tech Tips
- Volvos in Miniature
- Are you an E-Bay Addict?
- Birth Announcement: Editor's P220

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

ROLLING AUSTRALIA

JULY/AUGUST 2004 ISSUE NO. 155

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

EDITOR

Greg Sievert

Ph. 03-9397-5976 (AH)

gsievert@bigpond.net.au

17 Lakeside Place,

Williamstown, VIC 3016

ASSISTANT EDITOR: Wayne Bowers

MARKETING AND ADVERTISING

Peter Sokolowski

0418-188-758

soko1@mail2me.com.au

DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th August 2004

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

Volvo Club of Victoria Calendar of Events

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

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 pizza 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 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
President - Volvo Car Club of NSW, Inc.:
ARTHUR BRANSGROVE (02) 9520 8669
arthurbransgrove@iprimis.com.au
Secretary - Volvo Car Club of NSW, Inc.:
MICHAEL HALLORAN 0405 355 471
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

November 2004

Wed 3rd Night Meeting
Guest speaker information see website www.volvovic.org.au

December 2004

Wed 1st Night Meeting/BBQ at Voldat
Note: Night meeting at Voldat Automotive, 46 Roberna Road, Moorabbin. Details to follow in next issue.

TBA Volvo Club of Vic Christmas Party
Details to follow in next issue.

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.



Frisk's Garage

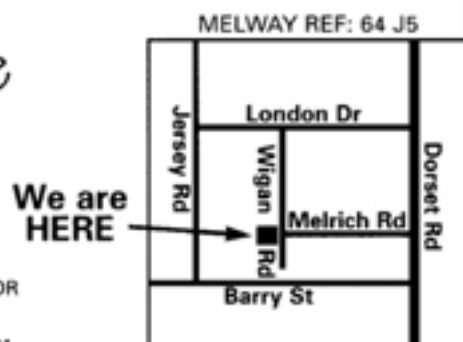
VOLVO SERVICE & REPAIRS
4 Wigan Road,
Bayswater 3153

PH: 9762 9353
FAX: 9761 1593



Paul Frisk
MANAGING DIRECTOR

Marshall Hornby
SERVICE MANAGER





**VOLVO CAR CLUB
OF NEW SOUTH WALES INC
& VOLVO SPORTING CAR CLUB**



IN ASSOCIATION WITH

Pavilion
ON NORTHBOURNE
HOTEL & SERVICED APARTMENTS

PRESENTS

THE CLUB'S 35TH ANNIVERSARY

AND

**THE VOLVO NATIONAL RALLY
2004**

CANBERRA

23rd to 26th SEPTEMBER 2004

PO Box 1065, Sutherland NSW 1499
Email: volvocarclubnsw@volvoemail.com
Website: www.volvocarclubnsw.com
ABN: 53 471 310 599

VOLVO CAR CLUBS AUSTRALIA – NATIONAL RALLY 2004
CANBERRA – ACT

REGISTRATION FORM

☐ Yes! I/We would like to attend the Volvo National Rally.

NAME:

ADDRESS:

SUBURB: STATE: POSTCODE:

PHONE (OPTIONAL)

NUMBER OF PEOPLE ATTENDING:ADULTSCHILDREN UNDER 12

DAYS ATTENDING: THURSDAY ☐ FRIDAY ☐ SATURDAY ☐ SUNDAY ☐

YOUR CAR/S

MODEL

YEAR

REGISTRATION No.

ACCOMMODATION – PAVILION ON NORTHBOURNE

REFER TO INFORMATION ON ROOM VARIATIONS AND PRICING.

A DEPOSIT WILL BE REQUIRED TO RESERVE A ROOM, WHICH WILL BE ALLOCATED ON A FIRST COME, FIRST SERVED BASIS.

PLEASE INDICATE TYPE OF ROOM REQUIRED:

STANDARD DOUBLE ☐ DELUXE ☐ FAMILY ☐

PLEASE INDICATE BELOW WHICH NIGHTS YOU WISH TO HAVE A ROOM RESERVED:

WED 22ND ☐ THUR 23RD ☐ FRI 24TH ☐ SAT 25TH ☐ SUN 26TH ☐ MON 27TH ☐

OTHER (SPECIFY DATES):

SHIRT SIZE OF DRIVER.....

REGISTRATION FEES

REGISTRATION FEE		\$50.00
ROOM DEPOSIT	@\$...... per room x Number of rooms	\$.....
	<i>Refer to scale of fees</i>	
WELCOME	@\$20.00 per person x Number attending	\$.....
PRESENTATION	@ \$40.00 per person x Number attending	\$.....
DINNER (SAT)		
TOTAL FEE		\$

(Cheques/money orders to be made payable to "Volvo Car Club of NSW Inc.")

CONDITIONS OF ENTRY & INDEMNITY

1. All entrants, owners, drivers & passengers participate in the Volvo Car Clubs Australia National Rally 2004 (the Event) entirely at their own risk.
2. The organisers, promoters and sponsors of the Event do not accept any liability for any loss or damage suffered by or to any entrant, owner, driver or passenger by any means, act or omission, or through any circumstances, and the entrant hereby agrees to indemnify and save harmless the organisers, promoters and sponsors of the Event from all actions, suits, claim proceedings or demands for damages or loss howsoever arising out of the entrant participating in the Event.
3. In completing and signing this registration form I/We acknowledge and accept the conditions of Entry.

Entrants Name: Signature.....Date.....

PLEASE COMPLETE AND RETURN THIS FORM WITH YOUR REGISTRATION FEES TO:
THE RALLY DIRECTOR, 23 WOODBRIDGE CRESCENT, LAKE MUNMORAH NSW 2259

VOLVO CAR CLUBS AUSTRALIA – NATIONAL RALLY 2004

CANBERRA – AUSTRALIAN CAPITAL TERRITORY

THE VOLVO CAR CLUB OF NSW INC IS PROUD TO BE HOSTING THE 2004 NATIONAL RALLY. THE CLUB IS SIMILARLY PROUD TO BE HOSTING ITS 35TH ANNIVERSARY AT THE SAME TIME. THE RALLY IS TO BE HELD IN THE NATION'S CAPITAL, CANBERRA, FROM THURSDAY 23RD TO SUNDAY 26TH SEPTEMBER 2004, AND IS A SOCIAL EVENT OPEN TO ALL VOLVO CAR ENTHUSIASTS.

THE CLUB IS PLEASED TO ANNOUNCE A SPONSORSHIP WITH THE PAVILION ON NORTHBOURNE WHICH PROVIDES PARTICIPANTS WITH THE OPPORTUNITY TO ENJOY HIGH-CLASS ACCOMMODATION AT EXTREMELY ATTRACTIVE RATES.

THE PROGRAMME

Activities are being arranged for Thursday through to Sunday and all participants are urged to plan to arrive in Canberra around Hotel check-in time of 2.00pm on Thursday 23rd September.

The following is a brief description of the proposed activities for the National Rally:

THURSDAY 23RD	Registration check-in. Receive RALLY PACK including 'touring package' highlighting the many wonderful attractions in Canberra. Free time in the afternoon to unpack and rest-up or do some short trips to see selected attractions. WELCOME GET-TOGETHER at 7.00pm at the PAVILION ON NORTHBOURNE.
FRIDAY 24TH	Breakfast in Buffet Area. Registration check-in and distribution of RALLY PACK continues as required. Bus tour of Canberra sights during mid morning –lunch will be arranged if possible. Cost to be advised. Free time in afternoon to continue own tour of selected attractions or to prepare cars for Saturday's display day. Dinner available in hotel restaurant or at outside venue. Get-together for drinks at the bar after dinner (optional).
SATURDAY 25TH	Breakfast in Buffet Area. Cars to be ready to leave Pavilion on Northbourne at approximately 9.30am to travel by convoy to display site at PATRICK WHITE LAWNS adjacent to the NATIONAL LIBRARY. -Display to start at 10.00am. While judging takes place participants may choose to go for a stroll and see the places of interest close to the display site. The National Library, Questacon, the National Gallery and Old and New Parliament House are in close proximity. The display closes at 4.00pm. The PRESENTATION DINNER will be held in the PAVILION ON NORTHBOURNE HOTEL FUNCTION ROOM at 7.00pm.
SUNDAY 26TH	Breakfast in Buffet Area. FAREWELL PARTY after check-out. Special attractions including Sale/Auction of memorabilia, Volvo Wines, Clothing/caps & Medallions.



ACCOMMODATION

A sponsorship accommodation arrangement is being entered into with the PAVILION ON NORTHBOURNE, one of the premier hotel venues in Canberra. The Hotel is situated on Northbourne Avenue –the main road leading from the Highway to the centre of the city. The PAVILION ON NORTHBOURNE has excellent, flexible accommodation, dining room buffet breakfast area, function room, swimming pool and ample car parking. There is sufficient space in the car park to facilitate washing of cars and, if necessary, a few trailers can be accommodated.

We have booked 40 rooms at discount rates as follows:

- 25 Standard double rooms at \$74 per room per night (including hot breakfast).
- 10 Deluxe rooms at \$120 per room per night (including hot breakfast).
- 5 Deluxe family apartments (2 bedrooms) at \$170 per room per night (including hot breakfast).

NOTE: The family apartments contain facilities for self-catering but the deal allows for a hot breakfast in the basic per night charge.

A deposit equal to one night's accommodation per room must be forwarded with your REGISTRATION FEES to the RALLY DIRECTOR to secure your room on a first come, first in basis. The balance of your accommodation charges are to be paid directly to the PAVILION ON NORTHBOURNE on the weekend.

The hotel will hold these rooms until 31st July 2004 so get your registrations and deposits in early.

Further information regarding the Pavilion on Northbourne please contact:

The Pavilion on Northbourne

242 Northbourne Ave

Dickson ACT 2612

1800 828 000

www.pavilioncanberra.com

FEES AND CHARGES

The REGISTRATION FEE for the event is \$50. The fee covers a Presentation Pack which includes a commemorative badge, other goodies, detailed tourist information on Canberra's attractions and details of functions at the PAVILION ON NORTHBOURNE.

Other major costs are:

- | | |
|-----------------------------------|------------------|
| • WELCOME GET-TOGETHER | \$20 PER PERSON |
| • PRESENTATION DINNER | \$40 PER PERSON |
| • OTHER TOURS & FUNCTIONS | (PAY ON THE DAY) |
| Meal prices for children under 12 | Free. |

INFORMATION

For further information please contact the Organising Committee for further information:

STUART ALLSOPP	RALLY DIRECTOR	(02) 4358 8157
ARTHUR BRANGSGROVE	PRESIDENT	(02) 9520 8669
	VOLVO CAR CLUB OF NSW INC.	arthurbrangsgrove@iprimis.com.au
MICHAEL HALLORAN	SECRETARY	0405 355 471
	VOLVO CAR CLUB OF NSW INC.	volvocarclubnsw@volvoemail.com

Melbourne City Volvo Satisfies Again!



Melbourne City Volvo

351 Ingles Street (Cnr Lorimer St)
Port Melbourne, Victoria, Australia, 3207
Melway Ref. 2E A9

Phone: (03) 9684-1070

Fax: (03) 9684-1077

www.melbournecityvolvo.com.au

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THE EDITOR'S DESK

Greg Sievert

03-9397-5976 (AH)

gsievert@bigpond.net.au



NEW ARRIVALS

Hi All. Welcome to this issue of Rolling Australia. The July/August issue is somewhat of a milestone for me, as it is the last issue of my first year of editorship of the magazine. It seems like I was just getting started, and now I'm a 1-year veteran of the job! I guess time flies when you're having fun. I'm happy to say that I will be glad to continue as Editor for the next year, unless there is a burning desire for somebody else to take over. It brings me great joy to know that Tina Nowatzky has put her hand up to take on the Treasurer's position. This will be a big help as it will allow me to fully concentrate on the magazine and not worry so much about the collecting of member dues and paying of the club's bills. A big thanks to Tina for accepting the challenge - I'm sure she'll do a great job. We'll be electing the officers and

Committee Members at the August AGM, so please consider offering a little time in support of the club. It's great fun and doesn't really require too much extra effort.

Thanks to everyone who contributed to the last issue. I especially enjoyed the 1800/120 Club's new feature "What's in Your Garage?" featuring John Wells. Hopefully we can have more members contribute similar stories. I had been pushing for people to contribute stories about their favourite Volvo, etc. but I haven't had any feedback. Get off your duffs and send me something - people love to hear about it! Thanks to Guy Smith for organising the "What's in Your Garage?" column. If Guy asks you to submit a story, please give him your cooperation.

In this issue, you will notice we have a couple new advertisers. The first

is Essendon Sport & Prestige. They sell used Volvos, and also have a mail-order Volvo parts business. Thank you to proprietors Dennis Macky and Michael (Dennis' father) for advertising in the club magazine, and check out their web site:

www.essendonsportandprestige.com.au for the latest deals. We've also picked up a sponsor called Car Stackers Australia. If you need a little more space in your garage, their product may be just the thing for you. It enables you to stack one car on top of the other, while taking up minimal space in the garage or parking area. Thanks to Nicole at Car Stackers for placing the ad.

Apologies to any members who turned up to the Frisk's Garage Safety Check & Tune-up Day on 8th May. Unfortunately it had to be cancelled by the proprietor on short notice due to

Welcome New Advertiser Essendon Sport & Prestige and VOLVCARE

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www.essendonsportandprestige.com.au/volvcare

unforeseen circumstances. Marshall will be working with the club to re-schedule the event later in the year. Some of us decided to show up at Frisk's anyway on the day to try and catch any members unaware of the cancellation. We then headed to Pick-a-Part in Kilsyth to check out what they had in the way of Volvos there. See article elsewhere in the magazine.

On the home front, I'm the proud owner of another Volvo. Many of you know how I love wagons. Seeing as I have the "fun" part of the supercharger project finished, I got the bug to buy something inexpensive to tinker on again. I didn't envision myself in anything other than a 240 wagon, but along came a 1966 P220 "Amazon" 121 wagon. This particular car had been advertised on the web site for over a year with no takers (probably no lookers, as it was nearly impossible to schedule an appointment to view the car!) The owner's son (living in Daylesford) was handling the sale as the owner is in his 90's, so it was a tad inconvenient to arrange the viewing in Fitzroy. Finally, after a couple weeks of waiting, I was able to see the car at a mutually convenient time on 22 May. And, like a stray dog, the car followed me home! It was too good to turn down, as I was able to get it for less than 1/3 the asking price due to the lack of interested buyers and the seller's desire to move the car on.

The car itself is fairly solid. It was registered, running and driving when I bought it, although not in roadworthy condition. I'm quite happy to tinker on the car and bring it back to roadworthy

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condition, so you can all expect another multi-chapter Volvo saga for the magazine. The supercharger project has been great fodder for magazine story material, so you can see that I had an ulterior motive to buy the car! Guess I need to wind up the supercharger book so I can move on to tales from the Amazon. I have plans to do an engine swap, and also cosmetic and interior upgrades. If anyone is shuddering in their boots, please come with a generous cash offer and you can make the car yours and do it up as an original. No thanks for me - I like mine to be modernised a bit!

By the time you read this, the second annual Economy Run (18 July) will be upon us. Graeme has promised an entertaining route this year, with one portion of the drive named after our fearless leader. I think a turbo

might come in handy for it, but I'll give it my best go with the supercharger.

Reminder that the Victorian Club AGM will be held on 4 August, and the Carson & Murphy Safety Check/Tune-up day is 14 August. After that, we have the big event - the National Rally in Canberra - on 23-26 September. There should be a huge turnout for that due to the central location, so get your cars ready and get those registration forms sent in to reserve your place.

Deadline for the September/October issue of Rolling is 10th August, so please be working on those stories and articles!

Regards,




VOLDAT AUTOMOTIVE
VOLVO SERVICING & REPAIRS
9553 1091



Manager
John Johnson

The Victorian Automobile Chamber of Commerce

VACC
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Auto Electrical & Part Repairs
46 Roberna Road Moorabbin
VIC 3180 Fax (03) 9532-2151
CALL (03) 9553-1091



President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS: Young Drivers and the New \$40T-5

I am a proud father indeed. On the 21st April, Dion passed his driver's licence tests on his first attempt, well not quite, he passed the practical driving test but had to retry for the video test, which he passed second time around. On the 22nd April he started work at ULR in Port Melbourne washing cars (including Volvos of course). Tina passed her driver's licence tests on the 11th May also on the first attempt and armed with inside knowledge from her brother also passed the video test first time around.

I guess I should have been relieved (no more would I have to take them out for lessons) but then I realised that they were able to go out into the big bad world of mad, crazed drivers wearing a badge that surely opens them to much abuse, the dreaded P Plates. I had been advised that the time immediately after gaining their licence was a critical time and not to push them in the deep end but rather use the time to reinforce their training and continue to go out with them for a time. I took the time to go with Dion and talk him through his trip to work, as well as doing the trip with him on four occasions. Why not? I had done a similar run for nine years and knew all the bad spots and danger areas. Why should he have to find out for himself? Dion is working hard, so he tells me, and is currently driving a 'shock, horror'

Nissan Pulsar until we get his 1968 145 rebuilt and suitable for everyday driving.

Tina on the other hand has her beloved 164TE. She puts up with the light-hearted swipes in the office with a grin and a knowing look because she is driving a Classic. Tina further surprised me a month ago when she told me that she had been holding secret discussions with Greg and had volunteered to be the club Treasurer. In the absence of any other offers and with Greg needing to devote all his time to the magazine, I agreed and put a motion forward at the May night meeting. Welcome aboard to the new Victorian Treasurer, Christina Nowatzky.

I had the opportunity to drive the all-new Volvo \$40T-5, courtesy of Melbourne City Volvo, a few weeks ago while the \$70R and \$850R were in for their regular maintenance. I have been looking forward to this for quite a while for a number of reasons. While I was in Germany, three years ago, we had a Ford Focus station wagon for six weeks, and other than the engine it impressed me a great deal. So much in fact that I had commented at the time "this car with Volvo's engine would be unbeatable". Now I don't think for one moment that anyone of importance from Ford or Volvo heard me but deliver they did. This is one very sweet motorcar. The handling and driveability was the same as I remembered the Ford Focus to be but only Volvo would have thought to fit the fantastic five-cylinder engine into it. The T-5 is putting out 162kw and

together with the twin exhaust system it has a most pleasant engine sound. In fact I turned the radio off on the way to work just to listen to it. The car is responsive and eager in traffic and easy to place on the road. The higher sides are there to prevent penetration from the endless range of SUV's that the Americans and now Australians seem to be rushing to buy. If this car does not outsell the BMW 3 series or the Mercedes C180 series then there is not justice.

The \$40T-5 was not in the most flattering colour, being white, but it attracted a huge amount of interest amongst my work colleagues and many commented that it might well be cool to drive the new look Volvo. Do yourselves a favour and acquaint yourselves with the current new car range from Volvo. The future looks good.

I am perplexed at the new adverts appearing on TV. You know the one where everyone is bearded and goes on to say you wish you were a bloody Volvo driver. I don't know where Volvo's advertising agency is getting their ideas from but then it hit me. Every one is talking about the advert, they keep asking me if I know what it means, what it's all about? Now I think I do. The name Volvo is in their mind, it's in their heads. Now that Volvo also has the goods, get them in to see what in means. One drive and they will be sold. If anyone has any other theory, please let us know.

See you all at the National Rally in Canberra September 24th to 26th.

Heino Nowatzky

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Pick-a-part Adventure Saturday 8th May

Due to the late cancellation of the Frisk's Garage Safety Check/Tune-up Day, we decided to head as a group to the Pick-a-Part in Kilsyth. Heino & Dion ended up the big spenders of the day, purchasing some rear seatbelts and dickie seat from a 240 wagon for Dion's 145 wagon project car. I picked up another 240 accessory front armrest in rather poor condition, but I figure I can make one good one out of the 2 I have now. I can't recall what everyone else bought, but I think we all had fun checking out the Volvos in the wrecking yard and also checking out each other's



Maurice & Mark checking out the cars



The Holy Grail of Used Car Parts

Volvos in the parking area. We'll have to organise a formal Pick-a-part day and try to get more members along in the future.

Regards,
Greg



The Gang: Dion, Julian, James, Thorben, Heino & Wayne



Heino & Dion with stash

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VOLVOS IN SHANGHAI

by Greg Sievert, Roving Reporter

I recently had the opportunity to travel to Shanghai China on a business trip. During the week in Shanghai, I saw many Volvos, but most were city transport buses. Other than buses, the only Volvos I saw were an S90 Royale, an S60 and an XC90. I was a little disappointed that there weren't more on the roads. Most of the cars on the roads there are Volkswagens, with the most popular being the Santana, which is what makes up about 95% of the taxi fleet in China. The Santana is 1980's technology at best, based on the VW



VW Santana taxis are everywhere!

Passat/Quantum platform from the early 80's with little to no change in what they are building now.

The second most popular car in China is Buick. Shanghai-GM is the largest joint venture in China with an outside company. Typically, GM's global brands are meant to be Chevrolet and Cadillac, but in China there had been some significance to the Buick brand going way back, so it was chosen as the main GM brand for China. I visited the Shanghai-GM factory where they currently build the Buick Regal (midsize FWD sedan, equivalent to Toyota Avalon), the Buick GL8 people-mover (large FWD van with 7-passenger seating, high luxury level, with individual DVD screens, sunroof, etc.),



People-mover of choice: Buick GL8 built by Shanghai-GM

and the Buick Excelle (re-badged version of the Daewoo Lacetti, but with upgraded appearance and interior). The GL8 is the popular method of transportation for expatriates living in China, where most have the luxury of a driver. I suspect the Regal is also often used for this purpose as well. Buick also make a small car (the Sail, based on the same vehicle as the old Barina/Opel Corsa) in sedan and wagon form. This is flogged to the young market, similar to the Barina sales pitch in Australia.

The Volvo brand must not be totally unknown in China, as I was able to find several Volvo keyrings at the



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markets. I should have asked if they had large quantities as I was able to purchase them for about \$2 each, and they are quite nice quality with a cast logo and chrome/brushed alloy look.

Speaking of the markets, that was a real experience. As foreigners, they sellers knew we were there to spend money. Of course, the initial price the offered the goods at was a highly marked-up figure. We learned that we could purchase items for about 1/4 to 1/3 of the asking price. I ended up coming home with a couple "copy" watches, 2 Volvo keyrings, a Nike backpack, and about 20 DVD movies (\$1 each, but some are "handycam" versions wherein somebody sat in the movie theatre and filmed the movie, then transferred onto DVD!!).



Volvo B7M bus

I was surprised at how modern Shanghai is. We stayed in the Pudong area, which is a very new area. Most of the buildings are recently constructed, and there are apartment buildings and skyscrapers as far as the eye can see. Traffic is a bit of a nightmare, and the taxis have no seatbelts in the rear. The use of indicators is rare, replaced instead by the horn! The drivers basically never look back or to the side - they just move back and forth across the lanes causing the other drivers beside them to swerve and/or toot the horn. Pedestrians appear to have no right-of-way whatsoever, and it was quite a hair-raising experience to cross the road.

The food was somewhat hit-and-miss. For lunch, we often went out to traditional Chinese-style restaurants, where you basically have Russian roulette on the table in front of you on a large turntable! I ate some things I



Volvo keyring souvenir

"stomach" (maybe it was gizzard?), duck skin, etc. I avoided the rather raw-looking duck meat, and also the jellyfish tentacles (disgusting!) Luckily I never had much of a gastrointestinal problem while there, so that was a big relief.

Having seen much of the city of Shanghai and the industrial developments around it, I think next time (if there is a next time) I'd like to check out the country areas. One of the highlights of the trip that I can't forget to mention was riding on the world's only commercially operated maglev train. The train runs from Shanghai



Shanghai Pudong area skyline

thought I never would - including abalone, eel, chicken

Pudong International Airport to the city, and takes less than 10 minutes to go 35 km. Top speed is a whopping 431 km/hour! The speed and smoothness was amazing. Imagine having one of these contraptions to travel between



Speedo display in Maglev Train

Melbourne and Sydney? That would be incredible.

Happy travels!

Greg



A big Thank You to the Victorian Club officers & committee members for helping to label, bag & post the club magazine. Shown here working on the May/June issue are Heino, Tina (concealed by a flash-stunned Heino), Chris, Wayne, Dion, Stuart & James; Not in photo but also attending: Postmaster David.



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 on pages 3-6 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

242GT/262C Register

Lance Phillip;

03-9707-2724 (AH)

lancephi@outeast.cyberspace.net.au

There has been a bit of activity with the GT & Coupe scene of late. A fair bit of interest has been shown in the 25th Anniversary of the GT which I hope results in a good, no an excellent roll up of 242GTs and 262C models in Canberra for the National Rally and 35th Birthday bash for the Volvo Club of NSW.

A lot of planning and work goes into these events to make them successful which they cannot be without the members help by attending.

242GT:

There are quite a few on the market at present including a few bargains that need some TLC to bring them back to their best. Some of these should appear in the Classifieds of this issue. A few more autos have also surfaced for sale.

The Bertone:

What is looking likely is that an excellent selection of 262Cs will be on display in Canberra. This may set a record for the most Bertones in one place at one time in Australia. In addition to the gold and silver standard versions we hope to see Vince Harmer's red 350 Chev powered show car as well

as a white one in the hands of Wally from Warilla.

Silver has become a popular colour of late with John Johnston preparing his silver coupe to a very high standard in time for the trip to the capital. I am looking forward to Canberra very much. There is also the odd bargain when Jesper's wife came home from a garage sale to inform him that there was one of "those Volvos" there. Curiosity was strong so he jumped in the car and went over to find a gold 262C in need of some work for which he negotiated a price of a slab and a small sum of dollars!!!!

The Register:

There has been a fair bit of activity of late with the Register as well which fires me up to keep going a while longer. Bob Mitchell of NZ an ex GT owner has been handing out the form to owners over there resulting in 3 more cars for the Register. It is good to be able to exchange info with the Kiwis. I also appreciate the GT page on Volvoadventures.com, which is Jim Hekker's web site for all things Volvo - a great site and well worth a visit.

I also had an email from Byron who lives in Guatemala City in South

America who owns a 79 & 80 242GT and was asking about the get together and wanted to know what it was all about. I look forward to hearing more from him about his cars.

Projects:

I recently had the opportunity to catch up and meet Kevin Holden, a long time Volvo enthusiast who has a few projects on the go. One of these is a chop top 242GT and also a 262C is on the back burner amongst a few others. Kevin has taken the GT off the road after a initially taking the roof off and driving it a bit to see what it would be like and is ready to start the project properly. We look forward to the finished job.

242GT and 262C owners: think about going to Canberra.

Regards,

Lance Phillips

242GT/262C Register

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David Bennett

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

Fax. 08-8346-9754

VICE PRESIDENT

Craig Rasmussen

Ph. 0409-677-206

TREASURER

Colin Ireland

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MEMBERSHIP SECRETARY

Michael Bennett

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

CLUB CAPTAIN

Ken Bayly

Ph. 08-8293-2784 (Day)

AUDITOR

Dudley Hocking

PUBLIC OFFICER

Lance DeBrennell-Cadd

CORRESPONDENCE

ALL CORRESPONDENCE TO:

Volvo Car Club of South Australia Inc.

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

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

AAA Twentieth Anniversary Celebrations - Angaston Oval 21 March 2004

On the 21st March members of the SA Volvo Club met at McDonalds Tea Tree Plaza. We had a very good line up of cars. People entering McDonalds were also very interested in the cars.



Line up of cars ready to head off

We all headed off to the Twentieth Anniversary Celebrations of the Adelaide Antique Automobile Club which was being held at Angaston Oval. After taking the directions from the AAA, we finally ended up at Angaston Oval. All entrants received a commemorative coaster to add to their collections, and the Volvo Cars were all parked together in an impressive group. This was a fun day of historic motoring for all enthusiasts of veteran, vintage and classic vehicles.

After our group had their lunch and were sitting around talking, Craig and Barry had the

bright idea to see what the chrome wheels from our 1800 would look like on Craig's 122. With a blink of the eye the two guys were madly changing wheels (I don't know if it was to see who was the quickest or not). Then on the 122, yes it looked beautiful. Everyone agreed the 122 looked great. Craig, the secret is out - bet you're thinking of chrome wheels.

The children in our group played in the playground and on the oval then when we decided to head into Angaston township. Les wandered off,



The gang at Angaston Oval

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The wheel change



Craig's 122 with Chrome wheels

leaving Elsie not knowing where he was. We all waited until our wanderer was found and into the town we went where we had coffee & cake and looked through various old shops. Les found a blacksmith who was interested in tractors and that made his day, stopping to look at his collection while the rest of the group headed home after a long tiring day.

Farm Bomb Fire - Angle Vale

15 May 2004

It's Saturday 15 May 2004 and Les & Elsie have invited the Volvo Car Club of SA to a BBQ and bomb fire on their farm at Angle Vale. The weather is fine, approximately 20 degrees with a slight

First of all were the cattle yards which had approximately 500 cattle in them and just that morning he had ten tonne of potatoes dropped in the yards for the cattle. The next stop was a huge dam and as we approached it, some 200 ducks took off and began to circle us, a great spectacle. We continued on down to the riverbank and passed a large pig pit that had been there for some 20 years and they were digging manure out to sell (boy did it stink). We then headed back to start the bomb fire, but because it had been very dry when the bomb fire was lit it only took some 40 minutes to burn down, but during this time, the flames

reached great heights and we all had a fantastic time watching it burn. We must say Les and Elsie are lucky not to have had roast cat, because about 5 minutes after the bomb fire was lit the cat came flying out, and went straight into some old machines - I hope she has come out!

Then we had our BBQ. It

was a mixed one so everybody shared whatever was there and I am sure we all left that full that we could not eat another thing.

After the BBQ Ken brought out some marshmallows and bananas and taught the kids how to cook them in the coals. Games were played, the women

talked and the men played pool on Les' full size pool table. During that time one couple went into the cattle yards and got several bags of cattle manure for the group. We must tell you that one huge bull came charging out of the pack and two little bodies could be seen



Putting the bananas into the hot coals

jumping the fence.

Around 5.00pm we started to pack up and began heading back to Adelaide. We must thank Les and Elsie for allowing us to share this wonderful day with them and for Ken who did most of the cooking.



Ken showing the children what to do with the bananas

wind blowing off the sea. The wind did not bother us as Les and Elsie had set up the BBQ in one of their huge sheds. The farm is by the Gawler River, which was very dry due to the lack of rain. Approximately 20 members had turned up so before the BBQ was lit Les took us for a walk around the farm.



The boys playing pool

Volvo Car Club of SA Upcoming Events

JULY

9th AGM
7.30pm at Glandore Community Centre

AUGUST

Joint venture with the Rover Car Club
Details to follow

SEPTEMBER

10th Volvo Club Meeting
7.30pm Glandore Community Centre
26th Bay to Birdwood
Lunch at Gumeracha Hospital - details to follow

OCTOBER

31st Pine Point Crabbing
BBQ supplied by the club.
Meet at Globe Derby Park, Port Wakefield Road for 9.00am departure

NOVEMBER

5th Volvo Club Meeting
7.30pm at Glandore Community Centre
13th Christmas Pageant
Details supplied at club meeting on 5th November
28th Christmas Get-Together
Details closer to the event

For further information contact:

Ken (08) 8293 2784
John (08) 8294 3183
Zaree (08) 8266 3949
Graham (08) 8270 7072

WARNING re: Haynes Manual

The following was received by an astute reader regarding the write-up of the recently published Haynes manual described in the March/April issue (page 19):

"I noted the write-up in the last journal about the new manual to be released by Haynes. I certainly hope the company is going to employ new proofreaders before going to print.

In the various editions of the Volvo manuals we have found:

1. Photos upside down
2. Incorrectly stated measurements
3. Words or whole sentences left out of body copy
4. If you follow the method shown in the manual for setting up the distributor drive, you'll never get your timing right (and we all know how important that is!)"

John Kean, Classic Volvo Service

Ed: If you don't have your March/April issue handy, I'll have to remind you that the write-up there was about the new Haynes "Sex" manual. If you're looking for instructions, I'd steer clear of anything with the word "Haynes" on the cover!!

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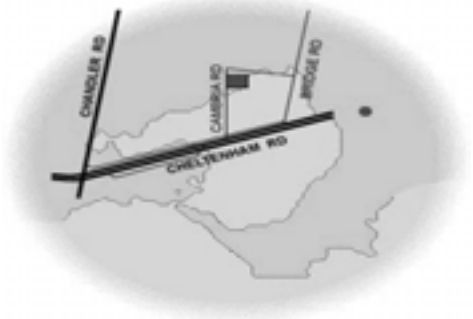


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P.O. Box 6522, Tweed Heads South,
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Ph. 07 5536 6977 BH

Email: ozamazon@tpg.com.au

1800/120 Club web site:

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PRESIDENT

Richard Zammit
zambo@optusnet.com.au

VICE PRESIDENT

Graham Jones
grahamjones356a@hotmail.com

TREASURERS

George & Vicki Minassian
ozamazon@tpg.com.au

SECRETARY

Ian Beiers
11 Wisbech Place
Thornlands, QLD 4164

NSW OUTINGS CONTACT

Guy Smith
guysmith@ar.com.au

QLD OUTINGS CONTACT

Janet Thomson
Janet.Thomson@acgs.qld.edu.au

COMMITTEE HELPER

Geoff Wigg
geoffwigg@hotmail.com

CORRESPONDENCE

ALL CORRESPONDENCE TO:

Volvo 1800/120 Club Australia Inc.
P.O. Box 6522, Tweed Heads South,
NSW 2486

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

QLD CHAPTER NEWS

PICNIC IN THE PARK

Sunday 16 May 2004

Seven vehicles from the P1800/120 Club had a very pleasant Picnic in the Park at Mary Cairncross Scenic Reserve in Maleny on Sunday 16th May. Overlooking the Glasshouse Mountains this popular venue attracts more than 400,000 visitors each year.

A glorious sunny autumn day saw 2 x P1800S, 1 x P1800ES, 1 x 120, 1 x 164E, 1 x 242GT and 1 x 245 meet at midday and, following lunch, travel to Howells Knob for the spectacular 360 degrees views from Brisbane in the South almost to Fraser Island to the North.

Regards,

John Wenban

(jwenban@iprimus.com.au)
(P1800ES)

NSW CHAPTER NEWS

TOUR OF ILLAWARRA MOTORING MUSEUM.

Sunday 23 May 2004

Following an invitation by the Volvo Car Club of NSW, 12 members of the Volvo 1800/120 Club made the journey to The Illawarra Motoring Museum, Northcliff Drive Kembla Grange. It was here that the two clubs joined in a tour of the Museum. Unfortunately there wasn't any Volvo's on display inside, but if you wanted to look at Volvo's you only had to go to the carpark. What was on display inside, was excellent with a good range of motoring memorabilia, signs, oil

bottles, petrol bowser pumps, badges, gramophones, anything that had a relationship with the motor car. The museum is only small and we were given a guide who explained the workings of the machinery and significance of the various displays.

After our tour we attended the Mt Kembla Hotel where we enjoyed lunch and caught up on all things Volvo. It was particularly pleasing to see Hal and Jean Woodward in their 1800ES and also Hugh & Llois Shorten in their 1963 122S 4 door which has a documented 29,000 miles on the odometer.

Our thanks to Arthur & Judith Bransgrove and their Committee for the hospitality shown in making an enjoyable day for all our members.

Regards,

Guy Smith

UPCOMING EVENT:

SHANNONS EASTERN CREEK CLASSIC.

Sunday 8th August 2004 at Eastern Creek Raceway, Eastern Creek. (UBD Ref. 187 M16)

This is the 40th Anniversary of the Council of Motor Clubs (CMC) in NSW. Approximately 130 Car Clubs are affiliated with the CMC and most of these clubs will be represented on the day with car displays. Already over 1400 tickets have gone out to the various cars clubs, last year 1800 cars were on display and there is talk that this year that number will be exceeded. The Volvo 1800/120 Club of Australia will be represented with a display of



Volvo line-up at Mary Cairncross Scenic Reserve in Maleny

1800 and 120 cars. You can find us in the display area to the left as you enter the complex look for the helipad section. Tickets have been ordered and will be forwarded soon to those members who applied to show their cars on the day.

If you intend to come along as a spectator, after 9am is a good time as you won't get caught up with the cars entering to be on display. Refreshments / fast foods are available or you can BYO a picnic lunch and join us at our display.

Rafael Marmolejo

1800/120 Club Delegate to CMC

VOLVO BY ACCIDENT:

Gerry's Story

Volvo arrives Downunder - In 1961 my elder brother Tony Lister had impressed one of his wealthy Mercedes-Benz customers with his ability to sell European cars and on the strength of this the customer offered to set Tony up in business to import 'something different' and Volvo was one of the suggested makes.

As it happened a large trucking company owner had imported a 1960 Volvo 122S for his own use so we borrowed it and drove it around for a few days to test it out. We couldn't believe how good it was to drive. It was to get a new 1800cc motor the following year and it was my job to set up a Service Centre in Sydney to look after the Volvo cars. My job was also to collect the new cars from the Wharf when each shipment arrived. These were Volvo 122's and P1800's - what a great job!

Volvo is in the Race - In 1964 I was given the task to prepare three 122's for the Ampol Round Australia Trial. All these cars finished in the top 20 - is it any wonder as they were so strong and



Gerry Racing at Oran Park 1966



Racing at Catalina Park 1968

reliable! Volvo at this time were the current European Rally Champions so it was a great time for Volvo cars and racing.

I prepared another car for the inaugural 4 Hour race at Sandown Park and we won the class. I soon realised just how good this product was even though on paper there was nothing to suggest that this car was anything out of the ordinary. I then prepared a 1963 two door for myself and raced it at Oran Park, Warwick Farm, Amaroo and Mt Panorama soon realising that the harder you drove it the better it became. You couldn't kill it.

I held all the class lap records at the Sydney Circuits and in the 1967 Surfer's Paradise 12 Hour Endurance Race we finished 6th outright only 20 seconds behind a Work's Lotus Cortina.

The Volvo 140 Series had arrived so we started to develop a 1425. In 1968 we started with a 2 litre 184 HP engine then in 1970 we fitted a 3 litre 248 HP 164 engine and finally in 1972 we fitted a 5 litre Chev. V8 from a McLaren M10B Formula 5000 car. This developed a staggering 520 HP and wasn't that something else to drive! This car went on to win the 1976 National Sports Sedan Championship in the hands of Phil Lucas. It is currently in the possession of Kev Elliot in Wollongong, where he is going to restore it.

London to Sydney Marathon

In 1968 the first London to Sydney Marathon was run and I drove a 144 B20 which was one of three factory prepared cars that Volvo built for the Amoco Team from Sydney. Ken Tubman finished 10th and my car was a few minutes behind in 13th place. The 144 was very strong however it did have a weak point. This was the Front Cross Member. We worked on the problem and in 1970 I took a 1425

Factory Car with John Laws and Bill Nolan in the Ampol Round Australia Trial. We finished 12th outright out of 230 starters and, the Cross Member survived.

I took the 1968 Marathon Car (144), in the 25th Anniversary re-run of London to Sydney in 1993 where the car finished strongly but an accident in Belgium and a rollover in South Australia kept us back in the field. I still drive this car from time to time and it amazes me how good it is.



London to Sydney Marathon 1968



**Ampol Round Australia Trial 1970
with John Laws & Bill Nolan**



Racing at Warwick Farm 1968

Volvo 1800S - although I think the 122S is the best car of all I have been using my '64 1800S in the AROCA 6 Hour Races, Targa Tasmania and the East Coast Targa Tarmac rallies. This car, like my other competition cars, has never let me down and outperforms many cars that it is not supposed to.

Two years ago I helped my old mate George Bevan develop a 1964 Volvo PV 544 which he has used in Targa Tasmania and the East Coast Classic. My brother Tony also has a very nice 1969 1800S which he also drives in tarmac rallies.

My current restoration project is a 1964 122S 2 door which I had originally sold new and hopefully I will have it finished before the year's end.

My newest venture is importing new parts from CVI in Sweden for Classic Volvo models - P1800, 122 and 544 cars. My new company, Volvo Downunder Spares with partner Kevin Edwards, guarantees me a very busy life as I also still deal in new and used Volvo cars and assist with the running of the East Coast Targa. This Targa Rally is the only tarmac rally in NSW and is a lot of fun.

I can honestly say that I believe the Volvo 120 Series is probably one of the best cars of all time and even after 42 years of driving them, they never cease to amaze me. I would like to think that I have contributed to the development and success of Volvo in Australia and that it continues for many years to come.

Gerry Lister

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

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

info@gerrylistner.com

Phone: 0412-221-211.

Late News....Gerry can supply you with Dash Pads for Volvo 120's and early P1800 & 1800S. (No 1800E's at present) For those who like their cars different he can supply any colour dash you like. Also coming around October are Badge Bars for 120's in polished stainless steel or chrome.

Go to Gerry's website <http://www.volvodownunder.com.au/> and have a browse, or phone Gerry on 0412-221-211.



Gerry at Targa Tasmania 1992

KEVIN & CHRISTINE ALLEN:

WHAT'S IN YOUR GARAGE?

A car should be economical, fun to drive, give the driver a sense of pride in ownership and have some potential to produce a profit when sold! The careful selection of a Volvo product can fulfil most aspects of these requirements and I would like to think that my garage reflects that strategy. Over the past 39 years of my involvement with a dozen or so Volvo cars, 4 of those cars still live here.

By far the most collectable of these is my '64 4 door 122 purchased from Graham Bennett back in July 1976 for the princely sum of \$350 but my



Pride & Joy: 1964 122

favourite Volvo model is my wife's '79 242GT which I bought in 1989 with 110,000 kms on the clock for \$6,000 but it was in a pretty neglected state requiring a further \$4,000 spent on it to bring it back to a good working order. The GT has been the family car for almost 15 years and now has travelled just over 350,000 kms, it is a comfortable, fast and reliable car with very satisfying driving dynamics that makes this particular model stand out from most other Volvo cars.

120 Series

With the demise of Eastern Suburbs Car Club in the early 1970's

(then President Nev Harlow owned from new a dark green '68 122 factory built rally car one of a half a dozen special vehicles imported by Swedish Motors - wonder where he/or the car is these days?) I joined the Datsun Drivers Club participating in hill climbs, lap



Kevin Racing at Oran Park 1981

dashes and club rallies. The 122 was very competitive against the 1600 Datsun's and my trophy cupboard stores the spoils from many of these events in the 1600 - 2000cc class, the most memorable from a Catalina Park lap dash, the 122 competed in the 1978 NSW Hill Climb Championship rounds at Bathurst, Huntley, Silverdale and Amaroo Park.

In 1981 I prepared the 122 for road racing in the then fledgling Appendix J Group N class (for touring cars up to 1965), the Volvo made up the 12 car grid of Holden's, Jaguars, Cooper 'S', Lotus and GT Cortina's for only the 2nd Open meeting of the class, the car was fast and reliable and gave the EH Holdens, Cortinas a run, it added to the interesting variety of cars



Kevin in front of a Jag at Oran Park 1981

making up this category of racing. Appendix J which now incorporates Group NC (GT Falcons, XU1 Toranas and the like) are still a favourite category for spectators at race meetings all around the country.

This class of racing is pretty competitive and the drivers are serious about winning, most races produced body contact and it was obvious that to



Hi & Her: The two Volvo 242GT's

continue running my beloved 120 was going to result in damage so I bought another two 122's to built another race car. It was to participate with a varying degree of success at many Sydney circuits for the remainder of the '81 season. The car was then advertised for sale in the now defunct Racing Car News and sold to a Sydney enthusiast who raced the car for another season before selling it to a Western Australian interest.

Although in a more conservative state of tune the 122 still has a current CAMS log book and roll cage, following a full body restoration in 1996 the car now enjoys a leisurely life parked in the garage taken on an occasional drive. There is a lesson here, don't make the underside of your car too pretty, when it rains the car stays home.

140 Series

Yep, had a 1974 144 auto as a company car for a few years, another safe, competent and economical Volvo.

240 Series

A recently purchased 1980 242GT is the latest project in the garage having

just completed rust repairs and respray this vehicle has had lotsa money spent on it by the previous owner who became disinterested when the body work became an issue. Some specs include a suspension kit with Bilstein shocks, King springs, braided brake lines, GT instrumentation, 16" wheels, extractors, exhaust work, strut brace, aluminium radiator, late model short shift 5 speed gearbox and plenty of other goodies. I am looking forward to getting this car on the road. A '83 240 GLE make up the collection (now if you want a car with power everything its a great model - but that's another story!)

P1800

That's my dream car and it is on the agenda, but something will have to go.

There is a rule, its not how many Volvo's you can collect but how many you can enjoy at any one time but if only Volvo made motorcycles!

Many thanks to my understanding wife for tolerating my Volvo obsession but then she would never give up her '79 242GT for anybody, that's why I have bought a second GT - its for me....

Love life, love a Volvo.

Kevin Allen

Your Car's History!

I can across this on the 1800 list and thought other Volvo drivers may be interested.

Apparently this lady at Volvo will send you production info on your car including original colour, upholstery, production dates, delivery destination, etc. if you send her your VIN details.



**Kevin & Christine on the BMW.
(Kevin is a member of the
Ulysses Motorcycle Club)**

I have often thought this would be pretty cool to know/have as an 1800 owner, but I imaging they'll do it for 242GT's, 120's, 140's whatever!

Hope all readers of Rolling find this useful - the lady at Volvo may find it curious that out of the blue, she is inundated with queries for information from Australia - here's hoping!

Ulla Bergwall
Celero Support AB
Historical Archive, HDBVN
SE-405 08 Gothenburg, Sweden
Telephone: +46 31 322 24 88
E-mail: ulla.bergwall@volvo.com

Kind regards

Richard Zammit,
1800/120 Club Australia

Editors Note: I sent an email regarding the history of my P220 and got a prompt reply from Ulla. Information provided included the "ready for ship" date and the delivery date and delivery region, in addition to the usual identification numbers for body, engine, transmission, paint & upholstery codes, etc. This is a good way to confirm whether your car has the original engine, transmission, colour, etc. as per Volvo's build records.

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

DATE	EVENT	LOCATION
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

IN MEMORY OF HUXLEY MCLAREN KEIR 1928 to 2004

It is with sadness that we have to advise members of the passing on 14th May 2004 of Hux Keir. He was present at the inaugural meeting of Volvo 1800 owners in Brisbane on 12th January 1986 at which time the formation of an 1800 club was discussed. A further meeting on Bribie Island in June of that year saw the creation of the "Volvo 1800 car Owners Association" later to be changed to "Volvo 1800 Club Australia Inc." and then to "Volvo 1800/120 Club Australia Inc.". Hux and Maud were original members from day one and as he owned "Hux's Auto Repairs" in Maroochydore, a business devoted to the repair of Volvos and Mercedes, he was always a great source of help and instruction to members.



Hux retired several years ago and he and Maud enjoyed caravanning and dancing, belonging to several clubs that involved travelling extensively around Queensland enjoying the friendship of other dancers.

In August 2002 Hux was diagnosed with Mesothelioma cancer and was given a likely two months and a maximum of 12 months to live. His response was "We have a lot of living to do!" During the next 21 months he bought a new Mercedes, had an extensive tour of Tasmania, kept up with the dancing, celebrated their 50th Wedding Anniversary and even enjoyed their first cruise just two months prior to his death.

Hux was a true gentleman who always had time for everyone and never a bad word about anyone. He will be sadly missed by all those who had the privilege of knowing him.

The club extends our heart-felt sympathy to Maud.

Update from Mark Richardson, VP Tuning

I have found some time to report some things for the mag.

Out of the latest English Classic magazine: 9th Classic Rally of Monte Carlo won surprisingly as I can make out of the story by a Volvo 142 [I believe from Norway].



Swedish Touring Car \$60's

In the April issue of Thoroughbred & Classic Cars [English] (has an MGA on the cover), it has a two page report on a Volvo 850 T-5R wagon. Nice article.

Out of the latest Swedish BilSport magazine: The Swedish touring car season started with the S60. Robert Dahlgren made his debut in the S60 alongside Jan "Flash" Nilsson for the Volvo S60 racing team by winning pole position. The first race at Knutstorp racing circuit was very close. A BMW won, Jan came in second and a Peugeot third. Ranking so far: 1 BMW, 2 and 3 Volvo. Check out the web page www.stcc.se for further info.

Also find attached some pictures. The low rider is of course in Sweden and is a real crowd puller. This is what we need at an Aussie car show!!

This is going to sound monotonous but in Sweden there are several replica Volvo rims coming on the market. Here is a list of some:

- 17" Polaris [2/7/9 series]
- 15"/16" Titan [T-5R but not black]
- 16"/17" XC
- 17"/18" R [S60/V70]



850 Wagon Low Rider from Sweden



Replica Polaris wheel



Replica "Titan" T5-R wheel



Replica XC wheel



Replica R wheel

I will also write a little story on dressing up the engine bay on an 850 without going overboard. But that will be soon. I will have to look for articles

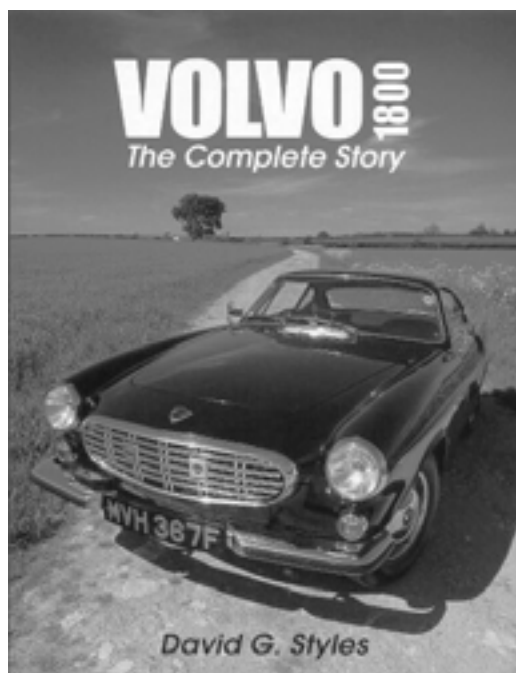
Hope it helps you along
Greg.

Till next time.

Regards,

Mark R.
Ph. (03) 9775-5302 AH

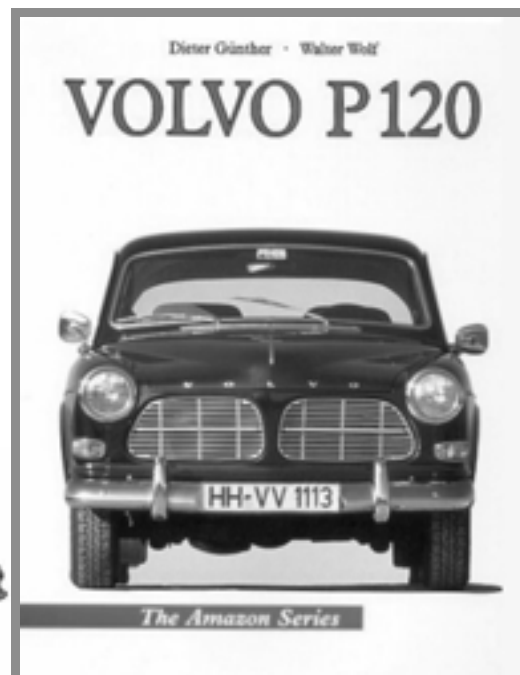
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Most of you know of the great success we had in offering our members unique publications on both the 1800 and 120 series cars. First it was Swedish Iron by Bill Webb which sadly we have no more copies of, and as far as we can tell it is out of print.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

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

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

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

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

Supercharge! Chapter 6

SUPERCHARGING YOUR VOLVO CHAPTER SIX: "THE FUEL PRESSURE IS ON" by Greg Sievert

In the last issue, I discussed the set-up of the drive belts and pulley system for the supercharger. With that complete, I was able to fire up the car and run it for the first time in supercharged mode. To do that involved fitting a switch in the centre console to engage and disengage the supercharger electromagnetic clutch (similar to the clutch on the A/C compressor). Ultimately we will devise a control system to automatically engage and disengage the supercharger, possibly a subject for a future chapter in the saga. In this issue, I'll talk about some of the issues encountered with the fuel system, and what was done to mostly overcome these issues.

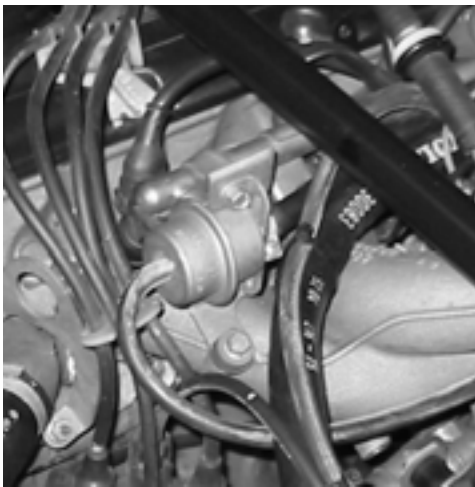


Figure 1: Standard Fuel Pressure Regulator on 1988 B230F Engine

With any type of forced induction (turbo or supercharger), it's not just extra air that you need to pump into the engine. Without extra fuel, the engine would run extremely lean, and you not only would lose power, but you'd also fry your engine in a matter of minutes. The lean mixture would lead to overheating and excessive pre-ignition knocking or "pinging" that eventually would put holes in your pistons and an even bigger hole in your bank account. Knowing this, I still decided to take the car for a spin with no mods to the fuel system just to see

how well the LH Jetronic fuel system could cope with extra air.

With the LH system, the computer measures all the air going into the engine via the mass airflow sensor. This device uses a heated wire and bridge circuit to determine the volume and hence mass of oxygen entering the engine at any given time. From this, the computer injects the correct amount of fuel into the engine according to maps and calculations within the computer to give the best possible running conditions. With the LH system, there is also an oxygen sensor in the exhaust stream. This allows additional fine-tuning of the fuel mixture via a feedback loop, so the computer can correct for things such as engine wear and other environmental factors.

Another important feature of the LH system is the fuel pressure regulator (see Figure 1), which receives a vacuum signal from the inlet manifold. When running at low engine load (highway cruising or deceleration, the engine vacuum is high, which reduces fuel pressure. Consequently, when the engine is under heavy load (full acceleration, etc.) the inlet manifold vacuum decreases, increasing the fuel pressure. In the 1988 240 with LH injection, base fuel pressure is in the 36 PSI range at idle. When the engine goes into boost (with turbo or supercharger), the stock fuel pressure regulator increases fuel pressure at a 1:1 ratio with boost (for example, if you have 3 PSI of boost, fuel pressure would increase by 3 PSI due to the fuel pressure regulator's feed signal from the inlet manifold).

What I found when first tuning the car in supercharged mode is that the car ran quite well under low boost conditions at low RPM. However, when the RPM and boost levels increased, the fuel mixture ran into the lean area, and pinging was observed. Not good! I filled the tank with high-octane fuel, which reduced the pinging a bit, but the fuel mixture meter that I had fitted to the engine still showed lean running conditions under boost and mid RPM. Still not good! What to do? Somehow, I needed to get extra fuel into the engine.

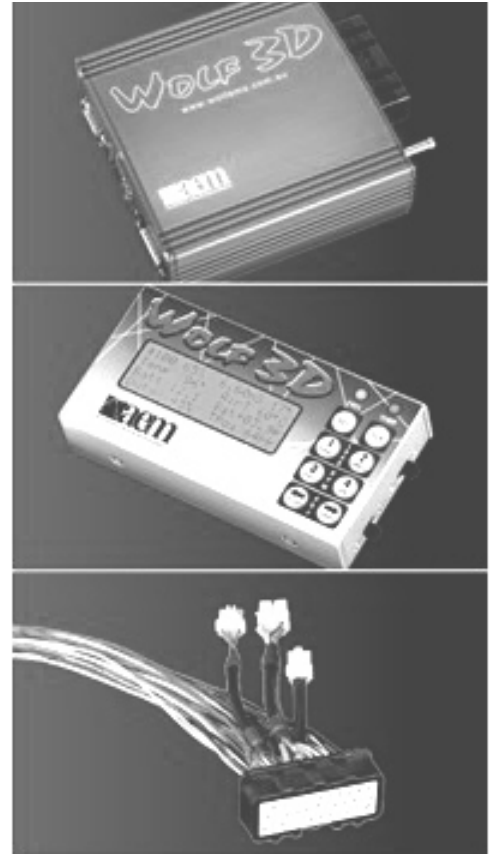


Figure 2: Aftermarket Fuel Injection Control System (Courtesy Wolf Engine Management Systems)

There are many options for increasing fuel flow to the engine. One option often taken when people boost an engine is to fit an aftermarket fuel injection control system (See Figure 2). With this option, the fuel maps can be customised to provide extra fuel under boost. This option is not cheap. Aftermarket engine management systems are over \$1000, and are likely to require time on a dyno to develop the fuel/air maps for proper running under all load conditions. You're never going to be able to do as good a job as the Volvo engineers, as they probably spent millions of dollars and thousands of hours perfecting the engine control system to ensure smooth, reliable running and starting under all conditions.

A second option is larger injectors. Unfortunately, this results in extra fuel being injected into the engine all the time, which means the stock computer might have trouble adjusting. This would result in a rich running condition most of the time, wasting fuel and polluting the environment. This option

is often used in conjunction with an aftermarket computer system to give the best results.

A third option, and the one I chose for the Volvo project, is to use a rising-rate fuel pressure regulator. This nifty device basically fools the computer (as it is totally independent of the computer system). What it does is increase the fuel pressure when boost pressure is increased. Remember how I mentioned the stock fuel pressure regulator did the same thing, at a 1:1 ratio? Well, with a rising-rate regulator, ratios as high as 10:1 can be achieved! For example, the base fuel pressure may be 36 PSI. If you have a 10:1 rising-rate regulator, the fuel pressure will rise by 10 PSI for every 1 PSI of boost (hence at 3 PSI boost you'd have about 66 PSI of fuel pressure). The computer just keeps opening and closing the injectors at the rate it thinks is adequate, and when you get into boost, the higher fuel pressure results in more fuel being injected for every opening of the injector. Magic! Well, not quite - it's just the basics of Mechanical Engineering.



Figure 3: Vortech Super Fuel Management Unit

I looked around at various fuel pressure regulators, and in the end bought a used one from fellow member Ross Gilmore, who didn't need it for his V8 project car. This regulator is a Vortech SFMU (Super Fuel Management Unit) (See Figure 3) that has many adjustment features on it. There are various springs and disks that can be used to tune the rate of pressure increase, and the base pressure is adjustable as well (See Figure 4 for example of rising rate fuel pressure curves). The unit is placed in the return fuel line downstream of the stock regulator. The function of both the stock and new regulators is that they provide a controlled blockage of the fuel returning to the tank, resulting in pressure in the line at the injectors. I have the Vortech SFMU temporarily mounted in the engine bay as I have

yet to decide how to permanently mount it (see Figure 5). I'll probably eventually make up a bracket to hold it either to the firewall or the front shock tower.

I fitted the Vortech regulator to the Volvo with the heaviest spring in the kit, and tested the fuel pressure using my hand-held vacuum/boost pump. What I found was that it was very difficult to achieve a 10:1 rising rate, as advertised by the specs of the Vortech unit. This could be attributable to several things. I narrowed it down to either insufficient fuel flow or an inadequate spring in the regulator. The first item would require a higher-output fuel pump, and the second was fixed by fitting the ultra-heavy spring from Vortech (special order from the USA).

Even before fitting the heavy spring and higher-flow pump, I saw a big improvement with the driveability of the car. Although there was a slight delay where the car ran lean under boost, the regulator kicked in and provided extra fuel and mid-RPM under boost. I still had a lean-running condition at high RPM under boost. So, I fitted a higher-flow fuel pump (from a 760 with B28E). This made a big difference, and in conjunction with the heavy spring in the Vortech unit, I am now able to achieve the correct fuel mixture at all but the highest RPM under the highest boost conditions. Ideally, you would want to run slightly rich under boost, but the computer automatically runs the car at stoichiometric conditions. This is true even for the 740 turbos with LH Jetronic, so I see no real problems with it. The main differences with my setup are that I am running much lower boost (less than 5 PSI) and a much

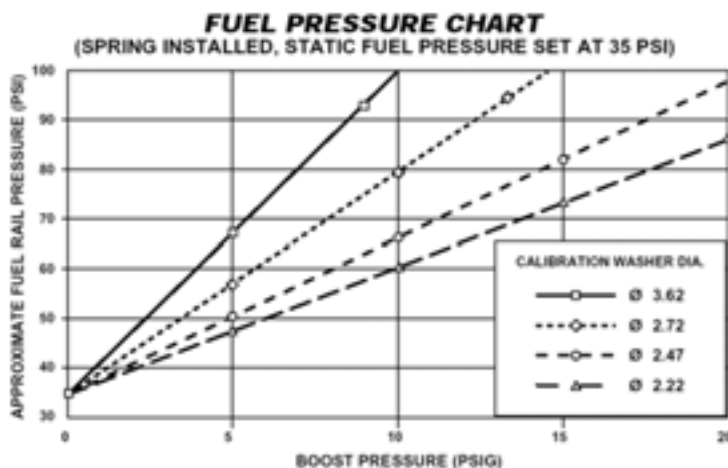


Figure 4: Vortech Fuel Pressure Curves (Courtesy Vortech)

higher compression ration (9.5:1 vs. about 8:1 in the B230FT). The result is a quicker launch off the line, but it runs out of power at the higher RPM's compared to the 740 turbo. I find it a lot better around town than the 740 turbo, but a bit lacking in all-out passing power on the freeway. Don't get me wrong - it's a huge difference between having the supercharger on and with it off, but it's nothing like the kick-in-the-pants of a turbo.

Future steps towards ensuring a correct mixture even at high RPM under boost will be to add an extra injector that is automatically controlled to kick in when the boost level and RPM hit specified values. I already have a few injectors to play around with, and we're in the process of developing a small computer control system to engage and disengage the supercharger by monitoring engine RPM, manifold vacuum & boost, and throttle position. More on this in future instalments.

Until next time, happy motoring!
Any questions or comments, feel free to Email me at gsievert@bigpond.net.au

Regards,

Greg

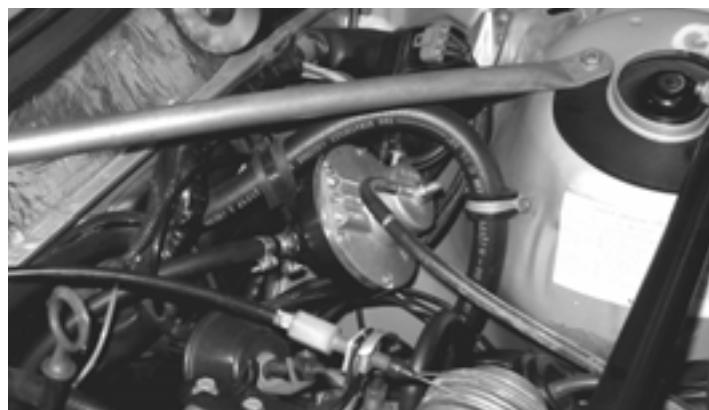


Figure 5: SFMU in 240 Engine Bay

Brickbats & Bouquets

with "Grumpy" John Grant ***** jongrant@hotmail.net.au

"SPEEDING>>>RUBBISH!"

Hi there fellow drivers, been "pinged" recently for exceeding 60 kph? You've got company, not only our footy heroes, but I've been caught twice in the last six months. I was not "speeding". Sometimes in order to get somewhere on time I have consciously been lead footing at slightly over the limit, but not on these occasions.

On these two occasions I was just cruisin' without any rush to get from A to B.

The first was on the road by the St. Kilda Marina. Usually the pedestrian traffic lights stop traffic two or three times on that long straight stretch. I was driving the 360 at 1:30 PM on a week-day and had notched it into 5th gear when I reached 60. But with the motor just idling along it does have a tendency to creep up to 65. According to the speed camera I was doing an "alleged" 77 kph! [that is with 3 kph deducted]

I don't believe it, but how can I prove it?

The second time was even stranger. I was in the 122s and noticed the unmarked police car parked opposite the Elsternwick sports grounds and thought I was doing 60 kph. Wrong! I usually drive with the rather doggy speedo marked in miles-per-hour with the pointer just below the 40-mph mark.

I was absolutely stunned when I got a love letter in a plain envelope telling me I owed the government \$125 and one more point off my licence.

Now I know three things. Speed cameras are absolutely accurate.

Especially those on the Ring Road.

Mobile cameras on the roadside are calibrated each time with special machines when they are set up. However the calibration machines have not been checked and serviced in years. Mobile cameras are located in long straight stretches of road and are only turned on during off-peak hours.

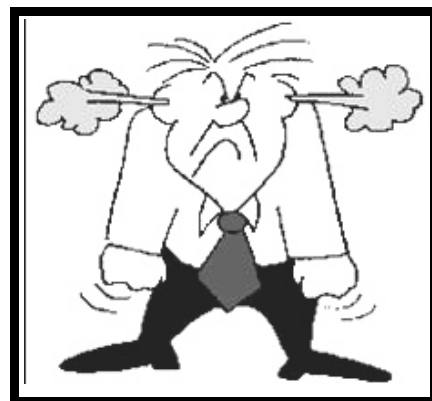
The cameras are definitely not intended as a source of additional revenue for the Victorian Government.

How do I know for sure? Why Bracksy and Pete Batch told me, and I can trust them!

Don't tell the traffic police; but I can see another source of untapped revenue.

The 40 kph Zones outside schools. The afternoon period is 2:30 to 4:00 PM.

Now high schools do not come out until 3:30 PM. Just imagine yourself driving along a 60 kph main road at 2:31 PM. Traffic is light and there isn't a kid in sight. You are probably doing 50 to 55 kph and BINGO! \$125 and one point down the drain!! I suggest we need either flashing amber lights or flags on main roads to indicate when the zones are in operation.



Just think: it's a bloody unfair world!

Signed **"GRUMPY"**

Speed Conversion Chart

Imperial to Metric

MPH		KPH
10	=	16.1
15	=	24.1
20	=	32.2
25	=	40.2
30	=	48.3
35	=	56.3
40	=	64.4
45	=	72.4
50	=	80.5
55	=	88.5
60	=	96.5
65	=	104.6
70	=	112.6

Metric to Imperial

KPH		MPH
10	=	6.2
20	=	12.4
30	=	18.6
40	=	24.9
50	=	31.1
60	=	37.3
70	=	43.5
80	=	49.7
90	=	55.9
100	=	62.2
110	=	68.4
120	=	74.6
130	=	80.8

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VP Tuning



Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

mobile: 0403 814 545
fax +61 3 9775 5302
mkr@alphalink.com.au

Letter to the Editor

19 May, 2004

Hello Greg,

My profession is a forensic crash investigation engineer. My duties include examination of motor vehicle crashes and the structural failures of cars. I was very interested in the two photos of Volvos on page 2 of the May/June issue of Rolling Australia. Having been doing this work since 1978, I have acquired a massive collection of all types of vehicles that have usually been involved in serious injury or fatal crashes. Once I establish the causal factors and prepare a report on them, I go to court to give expert evidence on the whys and wherefores of each one, except in the many cases where my report is so devastating that "the other side" gives up and accepts liability.

My reason in writing is to obtain, if possible, coloured copies of the two vehicles illustrated in RA to add to my collection of crashed Volvos. If possible, a brief background on each crash and the fate of the occupants would be of interest. I have a number of damaged Volvo pictures in the collection which I use to explain to "disbelievers" why Jean and I have had ten Volvos in the past, with numbers 8, 9 and 10 still in our possession. By the way, Jean has succeeded in writing two of them off, on each occasion just stepping out of the car uninjured. Our daughter has followed in Mum & Dad's footsteps and drives her third Volvo. One of our sons has seen the light and has finally invested in an S60.

If any readers have had Volvos in major crashes, I would appreciate hearing from them and if possible, having the loan of photos or negatives (which I would return) of the cars, to add to my Volvo album. There is no exaggeration in the saying "Volvo for Life" as there is no other vehicle I would prefer to be an occupant of, should I be unlucky enough to be involved in a prang.

Regards
Hal Woodward
forensic@ispdr.net.au

THE HIGHWAY CURSE

There's a scourge upon our highways that you often chance to meet
whether travelling in the country or a busy city street
and it fills your heart with panic, for you know that you've been cursed
of all the rotten things that happen, this catastrophe's the worst!

You're just cruising down the highway not a care upon your mind
when you see this thing approaching, in the mirror, from behind.
You swear and curse and tear your hair but you know that it's no use
you'll confront the greatest horror that our highways can produce.

So you swerve into the gravel, try to give this creature berth
and you wish you could change places with just anyone on Earth
but you're faced with this dilemma and you know that that is that.
Yes. A bloody Volvo, in a bloody cowboy hat.

Here's a driver, lives in dreamland, often breaking every rule,
'cause you know he earned his licence in a raving ratbag school.
He'll zig-zag to the centre where he'll often stab the brake
and he'll never, ever ever, give you room to overtake.

He'll just cruise along at eighty where the speed's a hundred ten
not a rocket could get past him but you think you've got him, when
in the distance there's a double lane, you're ready for the kill
but he plants his foot down firmly and just leaves you standing still.

Now he'll do a hundred forty and you know without a doubt
when the lane goes back to single he will throw the anchors out.
So you hope his motor blows up and you pray his tyres burst
or you beg divine assistance that will make him choke with thirst.

When you're stuck behind this maniac, you're really out of luck
and you wish your little car could turn into a Kenworth truck.
One that had a ten foot bull bar made of reinforcing steel
you could ram that rotten Volvo, with that creep behind the wheel.

Now, Satanic that these words may sound, and hateful they may be,
there is one vile invertebrate more despicable than he.
Yes, there is one far worse horror, who stands in all the world alone,
and that's another Volvo driver, with a mobile bloody phone!

**Poem Courtesy John Wenban, 1800/120 Club Australia.
Author unknown. Apologies to everyone!**

Stunt-driving picture below is from a web site. Unfortunately I can't remember where I found it or who sent it to me!



Interim Treasurer's Report \$\$

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

MONEY BUSINESS

Hi All. Big thanks to Tina Nowatzky who will be taking over as Treasurer effective 1July04. The Account Balance on 19 June 2004 is \$2262.88.

The last magazine treasurer's report was on 26 April 2004. At that time, we had a balance of \$2741.34. Here's a summary of the income and expenses of the club since the last report:

INCOME:

Advertising & Sponsorship: \$70.00
Night Meeting Income: \$78.25
1800/120 Club Magazine Contribution (May/Jun): \$400.15
Membership Subscriptions: \$580.00
Interest Income: \$2.95
GROSS INCOME: \$1131.35

EXPENSES:

White Pages Listing: \$119.60
Government & Bank Fees: \$14.50
Hall Hire & Suppers (May/Jun): \$13.50
Office Supplies: \$163.00
Magazine Printing (May/Jun): \$880.95

Magazine Postage (May/Jun):

\$305.26

Postage Stamps: \$50.00

Economy Run Postage: \$63.00

TOTAL EXPENSE: \$1609.81

NET INCOME (Loss): (\$478.46)

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

Regards,

Greg Sievert

LATE CLASSIFIED AD:

1968 123 GT (Chassis no. 133352-297758) Red, Black Trim. Fitted with 20B engine as original was down on compression on 1 cyl. Dad is second owner and has had the car since 1992. He has only had it on the road for two years after a full strip and refit using only new parts and original fittings. Original engine goes with car. It would be equal to or better than any other 123



in Australia given that it has not been restored just refurbished. Separation of the seam on passenger seat back as per photo is the only fault that dad has not had fixed. The rest of the trim is original and unmarked. Best realistic offer. Ph. Craig Pincott (02) 4472-2342 or email cpincott@bigpond.com (16Jun04)



CARSON & MURPHY

AUTOMOTIVE

VOLVO SPECIALISTS

24 FIRTH STREET, DONCASTER, VICTORIA, 3108

**SERVICE & REPAIRS ON
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.

Volvo 1800 Logo T-Shirt: T-Shirt is a HANES mid-weight (160gm), pre-shrunk & colourfast. Colour is Black, in Sizes S,M,L,XL,XXL with 90x30 mm white embroidered 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). Other custom designs available. Ph. Geoff Larkin (02) 6241-6162 or email gllarkin@apex.net.au (10Jun04)

1964 122S 2 door with sunroof, complete respray, new rubbers & bushes, new windscreen, new trim, new dash, radio cassette, driving lights. Car is currently on Club Plates. VIN: 13234HF152783. Engine No. 4968 20 3185. \$8,500 ono. Ph. Cecil Masfield (02) 8824-7057 for further details. (10Jun04)

1967 122S B18 4-door. Engine No. 49680. Body poor. Best offer. Ph. Bruce Cleeland (03) 5775-1030 (10Jun04)

MASSIVE PARTS SALE!

850/V70 Parts: 16" twisted spoke factory alloys (standard on T5 and turbo models) with near new tyres \$900; 18" triton alloys optional on V/C/ 570 excellent condition \$1400; Folding rear seat (to make 7 seater) complete with all mountings and belts (one in blue and one in black) \$495 each; New 850 factory armrest with drink holders \$95; New 850 wagon tailgate struts \$55 each; Factory Alloy wheel centre caps \$25 each excellent condition. **740**

Parts: Distributor cap and rotor New Bosch for turbo (cam mount) \$60; Front Grille \$95; Headlight complete \$120 / Glass only \$75. **240 Parts:** Alloy wheel centre caps \$15 each; Range of front grilles \$40-\$95; Range of headlights \$30-\$120; Range of indicator lenses (lens only and complete units) \$15-\$40; Momo Steering wheel hub (will fit Saas wheel + others) \$40; Plastic moulded floor mats beige driver & pass \$15. Air filters \$15 each. M46 Overdrive gearbox low km's jumps out of third \$150. 242GT Factory Rally Dash \$300. **122 Parts:** Front screen rubber new \$100; Range of front grilles / badges / lenses / Speedo for OD gearbox; 123GT badges set \$150; Very early style factory rubber floor mats, good condition, need stitching but rubber does not perished like later style \$100; New clutch cable \$100. **1800**

Parts: Front indicator lens surrounds / clear lenses from \$40; New early style indicator stalk \$150; New Early brake pads front \$25; Refurbished timber steering wheel \$395, Motorlita period timber wheel \$295; Front Grille surround excellent \$550; front grille \$300. P1800S fuel tank, restored condition \$250; P1800S/ES badges \$30-\$70. **Other Parts:** Used front Koni shocks 1800/122 \$90. 140/120 Air filters \$15 each. **Books & Manuals:** P1800/ 120 repair manuals \$15. Volvo Down Under \$20. P1800 Gold Portfolio \$35; various other books. Plus lots of Haynes manuals / fuel injection manuals / Weber carburettor manuals, Factory manuals 120 / 1800 / 140 / 240 from \$30; Numerous Magazines with P1800 / 120 /

140 / 160 / 242 write-ups or restoration guides \$5 each. **Email** inv@optushome.com.au for more info or photos; located Sydney Northern Beaches; Ph. Matt Nicholson (02) 999 77 888 (7Jun04)

1987 240GL Estate (NSW reg DBR 74I) My beloved wagon is for sale. 224714Km. I have owned & loved this car since 1992 & it is in outstanding overall condition. Meticulously serviced with an oil change every 5000Km using



quality oil & a genuine Volvo oil filter. Colour is Pacific blue metallic in beautiful condition for its age. It has a set of unmarked Simmons V5 wheels with good Pirelli rubber. Tinted windows. Interior is black with grey velour. The car has a full set of GLE instruments, AC just serviced & on new gas with separate 10" thermo (engine has a 16"), cent lock, dash mat with a pristine dash, ski tray floor mats in black, Alpine CD with Alpine Amp, 2 Alpine 6x9 + 2 Boston 6". Engine starts & runs beautifully with NO smoke, 5-speed manual. Genuine headlight & bonnet protectors with spoiler mounted driving lights. Some underbonnet chroming & a washable finer air filter. Lower chassis tie bars fitted. Looks & drives like new. Would love for it to go to another Volvo lover. Huge amount of spares included in sale. Asking \$10,000 ono. Darren Robertson. Email ldr@tpg.com.au or (02) 4953-7007 (6Jun04)

PARTS: 740 15 inch turbo alloy wheels, with tyres that have about 70% tread left on them (195/60R15 Falken-FR), in excellent condition, also boss kit to suit any 700 series Volvo, will fit SAAS, MOMO & Autotechnica steering wheels. Will sell separate. Ph. Rob (03) 9702-9504 or 0422-033-297 Hampton Park, VIC. (31May04)

FREE ADS for all MEMBERS!

1989 760 GLE (SSM 748) Gold metallic. Excellent and original condition. All extras including sunroof



and electric windows. RWC. First to see will buy! \$7,950. Ph. 0418-332-337 (8Jun04)

244 DL (240 HMY) White 4 door, near perfect original interior/exterior condition. Under 30,000 genuine miles, 2 owners only, runs exceptionally well.



Owner going overseas. Best Offer over \$1000 (no price quoted by seller). Ph 0418-372-673 (27May04)

WANTED: PARTS TO SUIT 1966

1800S. Exhaust engine pipe, bumper bar rubber trims and metal inserts, boot lid spring, original jack handle (to suit blue scissor jack). Michael Marczan Ph: (02) 6583-8440 or marc3mic@police.nsw.gov.au (21May04)

SWAP: 121/122 Instruction Book (glovebox handbook) #TP 14/5 5000.5.63. Swap for same to suit 1966 1800S. Michael Marczan Ph: (02) 6583-8440 or marc3mic@police.nsw.gov.au (21May04)

1995 850 T5 Sedan (RNA 554) Dark silver, black leather, Excellent condition. "R" wheels and suspension. New steering rack, Koni's & Yokohama's. 147,000 km. \$18,000. Phone Tom (03) 5629-4236 or 0407-876-367 (13May04)

1986 740 Turbo (PRP 883) Charcoal metallic with tan leather/cloth interior. Very good condition. Manual, sunroof. 315,000 km (new turbo at 120,000 km). \$3500 ono. Phone Tom (03) 5629-4236 or 0407-876-367 (13May04)

1990 240GL Estate (EFG 303) B230F, 5 speed Manual. Well Cared for. New Windscreen, New Pirelli tyres. A fantastic car to drive. A Great car in all respects. Looks & drives like new. Engine starts & runs beautifully. Country km - that means little wear



and tear. Handles nicely and has plenty of space for 5 adults. This is the best car I have driven, bar none. Full of character. Things work on this car and will continue to work for many years. New Volvo stereo elec antenna, power steer, AC, cargo barrier {for pets etc.}. Log book, rcpts for major service etc. Large Cargo area Plastic 'Ski' Mats to protect the carpet. Tow bar. Rego expires April 2004. \$7,500. Ph. 0418-348-527. After 27th June, Ph. 0427-724-519 (13May04)

1987 740 Turbo (RQQ-749) Maroon, 4-speed manual overdrive, Power windows & Mirrors, Climate control, Central locking, Tan Leather Trim with cloth inserts. Clarion CD player with Volvo factory 4-speaker setup, Heavy



duty rear springs, Towbar, Sump guard and Headlight covers. New Power steering rack, AC compressor, Ball joints, Tie rod ends, Idle control valve, Central tailshaft bearing. Turbocharger rebuilt and manifold machined 8 months ago. Receipts for everything I've spent. 230000kms \$6990ono with RWC. Ph: Graeme 0409-427-599 or (03) 9553-0774 (AH) Email: graemem@comcen.com.au (11May04)

1967 122S (EJN 247) 2 Door, 4speed man with O/Drive, Cream with dark green Int, features Bathurst mags, Smiths Tacho, Driving/fog lights and tow bar. Good body and interior; it goes and presents well. This is a car you could drive now and restore later. \$7,000.00 ono Ph: Andrew on 0401 142 109 or (03) 9588 1001 A/H. (5May04)

WANTED: Four wheel "CENTRE HUB CAPS" to suit Volvo P/N 684001 5.5Jx15-40 wheels [five stud mounting and nine flared ventilation holes, odd shape centre hole in wheel]. Please contact Hal Woodward (02) 46 327 459. (30Apr04)

1968 123GT (Engine # 6137104) One owner. Registered and in use till mid 2003. Near original condition. Carby recently rebuilt by Volvo experts Perth. 408,002 miles. British Racing Green with tan interior. \$8500. Taken off road and garaged to repaint but unable to proceed due health. Vehicle near Darwin, NT. Ph. John on (08) 8976-0246 or email jae@octa4.net.au (12May04)

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

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)

Please advise EDITOR when item sells.

Pierre Collet Motors

Web: www.pierrecolletmotors.com.au

VOLVO SPECIALISTS

LMCT 5717



SERVICE: 9836 9961
SALES: 9836 2065

Fax: 9888 5075

400-408 Canterbury Road, Surrey Hills 3127

PARTS: 4x122 Wheels rim 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)

PARTS for 122: 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: 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 122S (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)

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)

PARTS: "Shi" 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. Ph. Vaughn (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)

**PARTS: Steering wheel boss hit 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)

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)

**PARTS: 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)

**PARTS: 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)

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

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

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)

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

"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)

1970 144 (907 PUP) URGENT SALE
\$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)

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)

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

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)

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

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)

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)

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

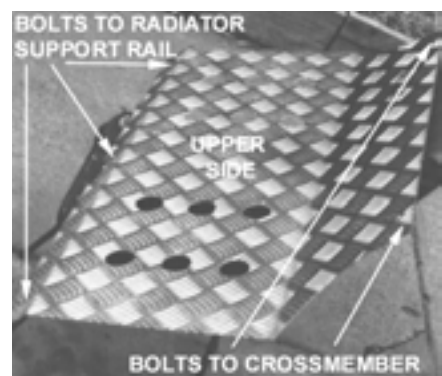
for manufacturing one-off replacement parts. Rubber floor mats, pedal rubbers. Is your petrol tank leaking? I have the best tank sealer! I can also make one-off prototypes, low volume production runs or modifications in fibre glass, carbon fibre or kevlar using either polyester resin or epoxy. Contact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

Davies Volvo:port Strut tower to tower brace sets. Suit B21/B23/B230 powered 240 series. Kit includes 5 mm steel top plates, aircraft quality adjustable heim joints, 25 mm OD chrome-moly cross bar and high tensile fasteners. Available unpainted or powder coated in a range of colours. Price: \$190 raw (unpainted) or \$210 powdercoated.



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

Davies Volvo:port Aluminium checker-plate sump guards. Suit 240/260 series. Aluminium replacement sump guards, bolt up in place of the original plastic belly pans. Designed for motorsports usage, sprints, hill climbs, rallying, etc. Made from 2 mm thick aluminium checker-plate (ridges are 4mm high), are folded and

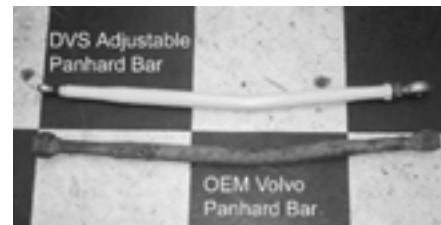


cut to replace the original and have holes in them for airflow. Price: \$90. Also available in 3 mm thick (5 mm high ridges) special order - price on request.

NEW: 140 sump guards now available! 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 Volvo:port Adjustable front sway bar end link kits. Suit 240/260 series. Includes heim joints and height-adjustable threaded rod, appropriate spacers, urethane bushes, and high-tensile fasteners. Ideal for lowered Volvos, enabling sway bar to be at optimum angle after installing lowered springs. Will allow fine-tuning of front-end stiffness, easily adjusted. Price: \$150 per kit.

NEW: Adjustable panhard bar kit for 240 series. Includes adjustable heim joints and appropriate spacers. Improves cornering lateral stability and allows adjustment of rear axle lateral position on cars with lowering springs. Powder coated in charcoal metallic pearl. \$290.00



Davies Volvo:port. 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)

CLUB DISCOUNT KONI SHOCKS!

We are currently offering a 20% discount to all car and bike club members across Australia. Should you wish to participate you are more than welcome. This offer expires midnight 31st July 2004. Ph. Michael Kalaf at G.T. Suspensions in Flemington Victoria, (03) 9376-0777 (17Jun04)

CLEAR INDICATOR LENSES: As seen at the last meeting, I have some stock of the clear indicator lenses for Volvos. These lenses are very popular



240 Front Clear Lenses

overseas because it makes their "older" Volvo look more up-to-date like some current models that are driving around today. The range of models isn't too



240 Sedan Rear Clear Lenses

bad - they are available for pre-80's front, 81- front + 83- rear, 81- wagon & 700/900 series. To see if your model is listed please contact Mark Richardson AH on 9775-5302.

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

P1800E\$ 1:18-scale model update: Unfortunately the Minichamps model is no longer available and finding one is going to be hard, believe me I have tried. For the people that have ordered



1:18 P1800E\$ Model SOLD OUT!

one with me I am willing to search for one but I can't promise at the same price. At this moment I am looking at purchasing some from overseas. There will be a gold metallic colour available possible end of the year [X-mas time]. Just in is a limited stock of the **new \$40 and V50 in 1:43** in several colours. It is

a Minichamps model but in a Volvo box. Price around the \$40-\$45 mark. Also arriving in an x-time factor is the Revell PV 544 in California white and a rally edition [Sign brothers] both models in 1:18. Please let Mark Richardson know if you're interested. Ph. (03) 9775-5302 (AH)

JOKE TIME with SOKO:

A wealthy old lady decided to go on a photo safari in Africa. She took her faithful pet dachshund along for company.

One day, the dachshund starts chasing butterflies and before long the dachshund discovers that he is lost. So, wandering about, he notices a leopard heading rapidly in his direction with the obvious intention of having lunch. The dachshund thinks, "OK, I'm in deep trouble now!" Then he noticed some bones on the ground close by, and immediately settles down to chew on the bones with his back to the approaching cat.

Just as the leopard is about to leap, the dachshund exclaims loudly, "Boy, that was one delicious leopard. I wonder if there are any more around here?" Hearing this, the leopard halts his attack in mid-stride, as a look of terror comes over him, and he slinks away into the trees.

"Whew," says the leopard. "That was close. That dachshund nearly had me."



Meanwhile, a monkey who had been watching the whole scene from a nearby tree figures he can put this knowledge to good use and trade it for protection from the leopard. So, off he goes.



But the dachshund saw him heading after the leopard with great speed, and figured that something must be up. The monkey soon catches up with the leopard, spills the beans and strikes a deal for himself with the leopard. The leopard is furious at being



made a fool of and says, "Here monkey, hop on my back and see what's going to happen to that conniving canine."

Now the dachshund sees the leopard coming with the monkey on his back, and thinks, "What am I going to do now?" But instead of running, the dog sits down with his back to his attackers, pretending he hasn't seen them yet...and just when they get close enough to hear the dachshund says...

"Where's that bloody monkey? I sent him off half an hour ago to bring me another leopard!"

"REMEMBER: IF YOU CAN'T DAZZLE THEM WITH BRILLIANCE, BAFFLE THEM WITH BULLSHIT!"

(Ed: Soko definitely was inspired by this joke - so much so that he had to email it to everyone!)



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	Dubbo Heyer Automotive	(02) 6884 9577	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
Newcastle	Hunter Viking	(02) 4960 1200	SP
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
Daisy Hill	Motorline SouthSide	(07) 3290 7600	CSP
Fortitude Valley	Austral Motors	(07) 3248 9488	CSP
Mackay	Honeycombes	(07) 4942 2633	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
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TASMANIA

Hobart	Performance Automobiles	(03) 6223 2711	CSP
Launceston	Neil Buckby Motors	(03) 6334 8444	SP

VICTORIA

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

VOLVO

VICTORIA, Continued

Morwell	Valley Prestige	(03) 5133 6655	CSP
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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(incorporating Western
Australia) Volvo Car Clubs &
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