

# ROLLING AUSTRALIA

SEPTEMBER/OCTOBER 2004

Issue Number 156



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:**

**2004 Economy Run Results**  
**Motorsports Report**  
**What's In Your Garage?**  
**Weekend Warrior II**  
**Chupa Chups Lolly Tech Tip!?**  
**Volvo Saves Again**

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

## **2004 National Rally Canberra - the BIG EVENT**

### **23rd to 26th SEPTEMBER 2004**

Details for the 2004 National Rally have been provided in the previous magazines. By the time you read this, it will be upon us! 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.

**For further information, if you have not already pre-registered for the event, urgently contact Rally Director Stuart Allsopp on (02) 4358-8157 as it is most likely too late to register by the time you receive this magazine.**

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## **Mystery "Volvo Nirvana" Event, 30 October**

**DATE:** Saturday, 30th October 2004

**LOCATION:** Near Geelong, VIC - details to be provided closer to event

**TIME:** TBA Free BBQ lunch provided for all paid-up Members!

**DREAMTIME:** I know you've all had the same dream as I have: You walk into a field, and that field is full of Volvos, ripe for the picking. Every model imaginable, from 142's right up through the 700-series. Heaps of excellent new & used parts - wheels, interiors, chrome, mechanical parts, whole cars - cheap! Bring your tools, bring a trailer, bring cash! This is your chance to snap up a bargain in what has to be Victoria's largest collection of Volvos for wrecking. Due to the sensitivity of the location, exact details and map will be provided to members on the day of the event at a public location to be announced. Pinch me - am I dreaming? No - this is reality! See pics below, taken in August when Committee checked it out.



**This is just a portion of the cars at "Volvo Nirvana". Come see for yourself!!**



---

## **Falcon/Fairlane Club Winton Track Day**

**DATE:** Saturday, 30th October 2004 (same as Volvo Nirvana event - sorry!)

**LOCATION:** Winton Raceway

**For details, contact Noel Bruin, 0438-253-262, email [volvocrazy@bigpond.com](mailto:volvocrazy@bigpond.com)**



**WWW.VOLVOVIC.ORG.AU**

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Gordon Scrambler, John Johnson

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### REGISTER CAPTAINS

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

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- New Tech Tips
- Volvos in Miniature
- Are you an E-Bay Addict?
- Looking for cracks in the Amazon



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at Copycat!!**

## ROLLING AUSTRALIA

SEPTEMBER/OCTOBER 2004 ISSUE NO. 156

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

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### DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th October 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](http://www.volvovic.org.au)  
Unless specified below, all night meetings are held on the 1st Wednesday of the month at 8pm sharp at the South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6

## September 2004

- Wed 1<sup>st</sup> Night Meeting**  
Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)
- Thu 23<sup>rd</sup> - Sun 26<sup>th</sup> National Rally - Canberra, hosted by the Volvo Club of NSW. 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. Urgently contact Rally Director if you have not already pre-registered as it may be too late by the time you receive this magazine!!**  
Key Rally Contacts:  
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PO Box 1065, Sutherland NSW 1499  
Website: [www.volvocarclubnsw.com](http://www.volvocarclubnsw.com)

## October 2004

- Wed 6<sup>th</sup> Night Meeting**  
Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)
- Sat 30<sup>th</sup> "Volvo Nirvana" Mystery all-Volvo wrecking yard mega-discount day**  
See inside front cover for additional info. Full details to be provided to VIC members prior to the event. Location - near Geelong. Contact Heino for further info Ph. 03-9423-5045 or 0425-705-045. Email [hnowatzky@ozemail.com.au](mailto:hnowatzky@ozemail.com.au)
- Sat 30<sup>th</sup> Falcon/Fairlane Club Winton Track Day**  
LOCATION: Winton Raceway  
CONTACT: Noel Bruin, 0438-253-262, email [volvocrazy@bigpond.com](mailto:volvocrazy@bigpond.com)

## November 2004

- Wed 3<sup>rd</sup> Night Meeting**  
Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)
- Sun 21<sup>st</sup> RACV Centenary Wings & Wheels Day**  
LOCATION: Lilydale Airport  
TIME: Gates close at 11AM for historic vehicle entry  
ENTRY: \$10.00 for historic vehicles  
CONTACT: 03-8704-2533 (Organiser)  
NOTE: Contact Heino ASAP if you are interested and we will try to secure a spot for club cars. Ph. 03-9423-5045 or 0425-705-045. Email [hnowatzky@ozemail.com.au](mailto:hnowatzky@ozemail.com.au)

## December 2004

- Wed 1<sup>st</sup> 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.

## January 2005

**NOTE: NO Night Meeting in January!!**

- Sun 23<sup>rd</sup> RACV Great Australian Rally**  
\$30 Entry Fee proceeds go to Peter MacCallum Cancer Centre.  
LOCATION: Melbourne to Mornington  
INFO: Contact Frank Douglas, Rally Organiser 03-8704-2533

## February 2005

- Wed 2<sup>nd</sup> Night Meeting**  
Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

## Have your say!

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

- Member & 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.
- BBQ & Bushwalking at Greg & Wayne's property near Strath Creek

The role of a club officer requires that the officer help organise one event during their year of tenure. All suggestions and requests welcome. **We're always looking for ideas for Night Meeting Guest Speakers!** Contact the Editor, President or one of the club officers.



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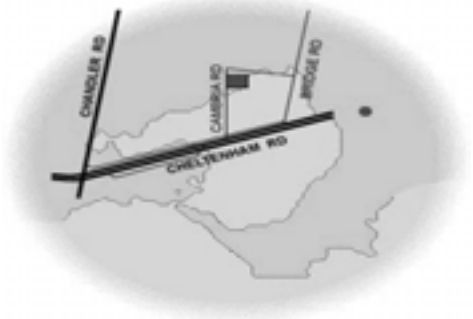


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# THE EDITOR'S DESK

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## HIGH ANXIETY

Hi all. I hope this magazine finds you well and that many of you are getting ready for the big National Rally in Canberra. It will be upon us as you read this, and should be a great event! If you haven't already pre-registered, it may be too late, but it's worth calling the event organisers (details in the Victorian calendar of events page) if you're keen to make an appearance of the "last minute" kind.



**Greg & the 1966 P220 (same vintage!)**

So what's the deal with the title this month? Well, first of all, it's the title of one of my favourite movies of all time, a Mel Brooks "classic" written as a tribute to the great Alfred Hitchcock. If you haven't seen the movie, I can't honestly recommend it because it's probably considered rubbish by many

people, but for some reason the style of humour really appeals to me. So much so that I just wasted \$79.95 to buy a DVD boxed set of Mel Brooks movies just to get this one movie, which is currently not available as a single DVD.

Really, "High Anxiety" is how I feel like I've been running for the past couple months, and most if it is because there's not enough time in a day. Do you ever get the feeling that you've taken on one too many projects? Well, I think I've done that about 10 times in the past couple months! First, it was the 1966 P220 (Amazon wagon), then the '68 P220 "parts car". I neglected to mention finishing up the 240 Supercharger project. And that's nothing. Now, in our bid to find some R&R out in the country, and a place to store some of this accumulated iron, we've just

put in for and bought a country property. Slam, bam, 30-day settlement, thank-you ma'am, and it's ours already! And to top it all off, time to get the magazine out, the AGM occurred, and oh, another Volvo comes into our lives! This time it's a tatty 1989

740 HP Turbo, the heart of which I hope to transplant into project '66 P220. Are there degrees of insanity? I won't even go into "real life" at Holden where I spend most of my days trying to earn a living!



**The P220 "Parts Car" in transit**

With all that on, I usually don't know where to start! It sure would be nice to retire and have some time to work on all these projects, but alas, we're slaves to the rat race. So, for a quick update on the projects front, here goes: The '66 is coming along slowly. I broke down and bought a MIG welder so I can weld up and reinforce the failing front structure. Volvo definitely didn't do their homework, as every 120 I've seen to date has cracks in the inner guards. From what I can tell, the torsional stresses in the front end are inadequately dealt with, resulting in the

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cracks near the firewall in the inner guards. I've been scheming on how to reinforce the front structure, and will do a write-up on the modifications when I have that figured out. It helps being a body structure engineer, so I'll be able to put that experience to the test with this car. I've also noticed cracks along the floorpan near the tunnel where the transmission crossmember bolts to the floor. It's another area to check if you own a 120/220 car. I'll post some pics in the mag when I get around to it. It was pretty easy to fix up with the welder, but again, is something that you'd never see in the later (eg. 240-series) cars. Granted the 120's are getting up in years and up in miles, so maybe it is to be expected. Back in the 60's, Australian roads were probably a lot rougher, which means these cars saw a lot more gruelling conditions than cars today.



**740 HP Turbo "Organ Donor"**

I haven't touched the 240 lately. We'll have to be getting it ready for the rally, and also Wayne will be driving it more often again as we're turning in the Vectra lease car to make more room in the driveway. It's starting to look like a used car lot (Heino - I'm sure you can appreciate it!) Touch wood, but we've

been so lucky with the 240 that I've never had to do anything other than routine and preventive maintenance to it. Oh, except for having to replace the air mass meter shortly after we bought it nearly 5 years ago - the only time the car has failed to start. Maybe that's why the 240 series cars seem to have such a loyal following? I do know certain people who are always having some problem with their 240's, but I think it relates more to the mechanic than the car! I won't elaborate, but you know who you are Thorben, mate!

Now, the low-down on this 740 HP Turbo. I picked it up for a reasonable price due to it being in rough condition with high km. I didn't think it was an HP Turbo due to the colour - a very dark blue solid paint - as I thought the HP's only came in black and white. The good parts are: genuine Volvo reconditioned engine & new wiring harness, solid 4spd+OD gearbox, Turbo Plus kit, good 16-inch HP Turbo wheels. The rest is a mixed bag, and will be sold off as I get around to breaking the car for parts. If anyone has special requests, let me know and I'll add it to the list. Some of the parts are already spoken for, but I'm looking to re-coup some of the purchase price to help out with the cost of this Frankenstein conversion I have planned for the '66 P220. Note if I fail to shoe-horn the engine and trans into the P220, then I'll save it for a 240 wagon future project.



**View from "High Anxiety"**

Finally, the property. We had been looking for something that we could escape to on weekends, and also possibly would be somewhere we could keep "project cars" and associated parts. What we found was a 32-acre property near Broadford, just off the Broadford-Flowerdale road between Tyaak and Strath Creek. It has great views, but you don't want to be afraid of heights. The property starts at the top, and is about a 45-degree slope down from there. The "top" consists of a 25x45-foot shed that should be great to store cars and parts that seem to accumulate over the years (or weeks?) We have appropriately named the property "High Anxiety", hoping that's the feeling we'll leave behind when we head to the hills on weekends!

Regards,



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# President's Report

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## NOW HEAR THIS:

### Another Year, Another AGM

What a difference two months can make. Since the last magazine we had some major changes in our life. But first, the AGM for the Victorian Club. I am pleased to be elected as the President for my now third consecutive year. I guess this means either I'm doing all right and you are all happy with the way the Club is running or no one really wants this job. I would like to thank all the previous committee for their support and help throughout the last year and even more so for their commitment to the club with many retaining their positions. The following have left the committee (for the time being) and I would like to acknowledge their efforts: David McLeod, our Web Master, thank you so much for all your hard work; David Raynor, our Membership Secretary, again thank you for your hard work and Greg wants me to ask if you can continue to help with the mailing of the magazines? Thorben Hughes is the other committee member not rejoining us this year and I know Thorben has very little private time to himself and has been on the committee off-and-on for quite a few years. Thanks for your help too mate.

New Committee members are: Wayne Bowers as the Membership Secretary and Wayne takes on the added responsibility of managing and

further developing our database. Ben Winkler has taken on the role of Web Master (willingly) and has experience in this field. Ben will work closely with David Mc over the next few months and I'm sure David will always be there to check on his baby. Ash Davies is the other new Committee Member. Welcome to you all and thank you for



### Another Volvo Lifesaver!

nominating or accepting the nominations. The rest of the Committee remains as previous although Tina Nowatzky has now been voted in as the Treasurer instead of the interim Treasurer. There have been some minor changes to the Register Captains to give you better access to the experts!!!!

The Economy Run was conducted on the 18th July and we had a great turn out both from the Volvo Club and the Sprite Healy Club. Graeme Wakeling again did a sterling job in mapping and organising the event. He was ably assisted on the day by a willing band of helpers, see article for more details, and ensured that he included the now mandatory hill (named after yours truly). The hill idea came from

the first economy run that he organised for the Volvo Club, which culminated in driving up Arthur's Seat Hill and my comments on how cruel this was (very tongue in cheek at the time). So now every economy run will have a hill but I'm not sure it will always be named after me. Anyway this one was a beauty and Graeme tells me it featured in some special stages for a few of the car rallies including the Redex. Great fun and an enjoyable day.

The major changes in our lives have been mixed these last two months. Firstly my son Dion was involved in a major traffic accident. You will remember that I mentioned in the last magazine that Dion was driving a Nissan Pulsar, well that changed quickly with the purchase of James Maddison's 85 240GLE. Unfortunately (or is it fortunately?) on the very first morning he drove it to work he was involved in a head-on accident less than three minutes from home. I will not go into details other than two young drivers, both assessed by the Police as being decent and law abiding, were at the wrong place at the wrong time. Dion rang me straight away and I made my way to what I thought was a minor accident. What I saw when I got there (and bearing in mind that I had talked to Dion and knew he was alright) was the worst nightmare that any parent could imagine. Both cars had major damage; there were two fire engines, three MICA Paramedic units and

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### Most people "Move House"; Heino "Move; Car;"; and car; and car; and car;...

numerous Police. I found Dion in a dazed state sitting on a drain. Some Police Officers came over to talk to us and let us know what was happening, the other driver had forgotten to put on his seatbelt and had life threatening injuries; they were calling in the air ambulance.

Dion was taken to Northern Hospital for assessment and he was released about an hour later with no injuries whatsoever. He did not even get bruising from the seat belt. All the Police, Paramedics, Fire Officers and Hospital Staff were fabulous, being friendly, supportive and professional. We all have no doubt that the Volvo saved Dion's life that day. We now understand that the other driver is recovering from his serious injuries, which were brought about because he forgot to put on his seatbelt. Dion has vowed never to drive anything other than Volvos. He is currently driving

Chris's 73 144GL until Dion's new (newer) 82 244GLE arrives back from its holiday in Adelaide with my sister.

Secondly we are moving house. We have found a house, which is bigger, has a large garden, has a large entertainment area, is in a quiet street,

and most important has a large garage and carport for all the Volvos. Now we can start some serious projects.

**See you all in Canberra at the National Rally.**

*Heino Nowatzky*



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[www.melbournecityvolvo.com.au](http://www.melbournecityvolvo.com.au)

A black and white photograph of a family of four playing in a park. A man and a woman are lifting a young child into the air, while another child stands nearby. They are all smiling and looking up. The background shows a grassy field and some trees.

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# Treasurer's Report

Christina Nowatzky

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nowatzkyt@mpx.com.au



## MONEY BUSINESS

Hi Everyone. A BIG Thanks to Greg who has stepped down this year as Treasurer, for all of his hard work in the role (and for all of his patience in teaching me the ropes!) This is my first Treasurer's report for the magazine; hopefully I can do as good a job as Greg has in the past. Greg has done a fantastic job of juggling both the Editor and Treasurer roles this year, now he can enjoy a well-earned break! [Ed: well, at least from the finances anyway!] Account balance on 04 August 2004: \$4,087.05.

The last magazine Treasurer's report was on the 19th June 2004. At that time, we had a bank balance of \$2,262.88.

The following is a summary of the club's major expenses and income:

### INCOME:

Advertising and Sponsorship: \$2240.00  
Night Meeting Income: \$166.00  
1800/120 Club Magazine Contributions: (Jul/Aug): \$396.19  
Membership Subscriptions: \$690.00  
Economy Run Entry Fees: \$290.00  
Interest Income: \$5.56

**GROSS INCOME: \$3787.75**

### EXPENSES:

Advertising the Club (Embroidery set-up fee for club shirts/hats for Canberra Rally): \$200.00  
Government and Bank Fees: \$10.15

Suppers (Jul/Aug): \$13.50  
Magazine Printing (Jul/Aug): \$910.95  
Magazine Postage (Jul/Aug): \$305.26  
Hall Hire (full yearly hire): \$330.00  
End of Year Financial Statement: \$220.00

**TOTAL EXPENSE: \$1,989.86**

**NET INCOME: \$1797.89**

If you have any questions or comments about the above report, or anything to do with the club financially, please contact me by phone or email as above.

*Christina Nowatzky*

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# **VOLVO 1800/120 CLUB AUSTRALIA INC.**

P.O. Box 6522, Tweed Heads South,  
NSW 2486  
Ph. 07 5536 6977 BH  
Email: ozamazon@tpg.com.au

## **1800/120 Club web site:**

<http://www.geocities.com/ozamazon>

## **eGroup site:**

<http://autos.groups.yahoo.com/group/volvo1800120oz/>

## **123GT web page:**

<http://www.geocities.com/volvo123gt1968/index.html>

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NSW 2486

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

# **The 1800/120 Pages**

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

## **QLD CHAPTER NEWS**

### **HO HO HO TIME IN TOOWOOMBA**

**Saturday 31 July 2004**

It was another band of intrepid travellers that turned up for our second "Xmas In July" weekend, this year picking the Garden City of Toowoomba for our sojourn.



**(L to R) Lyn Roger, John Roger, Denise Howarth, Inge Hansen, Frank Hansen**

We stayed at Vacy Hall, a historic mansion built during the golden era of rural prosperity in the late 1800's. The property boasted a dozen or so suites, many with open fireplaces and ensuites and the old world charm was quite an attraction.

Also Toowoomba is an easy one-and-a-half hour drive up the Range from Brisbane so the trek was purely for a getaway and less about testing the cars. So not everyone bought their classic.

However, we had the Beiers (Ian and Pat) who arrived in their pristine B16 Amazon, and John and Lyn Roger whipped down (and across) from Hervey Bay in their lovely 4-door 122.

Just as the sun was going down on

Saturday - John and I were having a good old chat about crankcase ventilation plumbing when another 122 owner - Ron Howarth joined the discussion. Ron has a lovely 122 he spent many hundreds of hours restoring as well, but he and his lovely wife Denise opted for Denise's new Mercedes C200 Kompressor for the weekend - that

must have been a tough drive!

Club V-P Graham Jones drove his very tidy (my old untidy!) '65 2-door 122 in the company of Janet Thompson who unfortunately had her '69 122 wrecked in an accident recently. One less for the stock of cars we have in this country, but everyone got out of it virtually unscathed and that's what's important.

Frank and Inge Hansen arrived in Frank's very nice 1800S and the cars as a



**(L to R) Graham Jones, Ian Whitehouse, Sue Rayment, Ron Howarth, Ian Beiers, Janet Thompson (seated)**

collection - even the later model ones - looked great when the front garden, where we all parked, was lit up by powerful floodlights at night.

It was good to see the Beddoe's (Joan and Keith) in attendance - they are long term members and supporters of Club social events and they bought a friend with them - as did the Howarth's - to see if we could convert some "new" Volvo fans. I am not sure we succeeded there, but a good time was enjoyed by all.

The proprietors of Vacy Hall went to a lot of trouble decorating the main dining room for us; all the rooms had



**The Gang At Play - Ho! Ho! Ho!**





**Vera Zammit enjoying some Christmas cheer!**

quaint Christmas decorations in them as well. I think the food was good (though my spuds were a bit hard!) but the pudding and turkey seemed to be enjoyed by all. Clearly, Christmas fair such as this needs to be partnered by suitable beverages. Some very nice extracts from the grape were consumed by our festive little group during the evening.

Due to other commitments, some had to get away quite early in the morning, whilst a number of couples checked out the Sunday produce markets and took home some amazingly fresh and inexpensive fruit and vegies. The outing whilst short made for a relaxed weekend and the opportunity to see how well-to-do people lived over a century ago.

Regards,  
*Richard Zammit*

## **NSW CHAPTER NEWS**

### **TECHNICAL DAY**

#### **Saturday 19 June 2004**

On Saturday 19 June, members of the 1800/120 Club joined with the Volvo NSW Club for a visit to the PPC (Permanent Painted Coatings) Factory at Warriewood, Sydney. Our host was



**Members of both clubs at the POR 15 Technical Day**

Rob Harrington-Johnson, who explained the advantages of using POR 15, which is a purpose-designed paint to stop rust. The morning was very informative and examples were shown of the many applications this product has. Also other products were exhibited and their applications explained. You are welcomed to call at the factory and speak with the staff there. They also sell to the public at the factory and through many outlets.

**Contact:** Permanent Painted Coatings, Unit 8/4 Prosperity Pde, Warriewood NSW 2102. Phone 1800 643229 or on the web at [www.por15.com.au](http://www.por15.com.au)

## **KEEPING ONE OF THE LOVES OF YOUR LIFE CHARGED UP**

**By Alex Forrest**

WHEN it comes to graceful aging, many things have been likened to fine wine: women, men, cars and even fine wine, funnily enough.

In any case, if one does not use or enjoy them, they're going to get bitter, cranky and generally disagreeable. And if you lock them away for too long, it's going to take a lot to get them to function normally again, if indeed they are not totally beyond repair anyway.

Spending money on them after a long period of inattention will usually get results, but it is sometimes a hollow kind of satisfaction that is not quite the same as a hands-on approach.

Before this line of thought becomes too inflammatory and some of this dissertation gets cut by the editor, let's stick to the idea of how regular use benefits older cars.

The winter months often mean a time of hibernation for classic cars, but there is something to be said for driving them all year round.

Take my own 1968 Volvo 1800S for example, which recently encountered some electrical gremlins. Three weeks ago, the Bosch regulator showed signs of wear when its points deteriorated, making the generator produce more voltage than was needed.

The generator was obviously already unwell, because it didn't last long, and promptly cooked itself, no-doubt helped by the

grilling it had been receiving from the set of extractors above it.

Being under the extractors and down deep in the engine bay, access to the generator is only just workable. Taking it off is a mission, and putting it back on is virtually mission impossible. Skinned knuckles are inevitable, bolts dropped into the suspension and sub frame probable, and grease up to the shoulders is unavoidable.

Now off the car, the old jenny was dismantled and cleaned up, put back together and along with a new solid-state regulator, put back on the car - a task that took about a million times longer than the time taken to write this sentence.

It worked, but not for long. Soon that little orange "GEN" light was again shining bright on the dashboard, and I was diving back into the depths of the engine bay, spanners in my band-aid-covered hands, to retrieve the stricken part and check it again.

Straight to the auto electrician it went, to have the armature rewound and a general rebuild.

A week later, it was back in my hands and I was back under the bonnet. Several phrases of invective later, and after another weekend of dismal results from the WA AFL teams, there was one shining light - well actually, a lack of one.

With the battery fully charged and the ignition on, the moment of truth had arrived. Time to start her up. Turning that key, hearing the engine fire and seeing that annoying little "GEN" light go off, made it all worthwhile. The problem was fixed once and for all, and the bond between car and owner a little bit stronger.

One cannot help but be reminded of that credit card advertisement:

- Taking the generator on and off three times: \$1.50 worth of band aids
- Listening to the Eagles and Dockers lose: 50c to power the garage radio
- Solid state regulator and armature rewind: \$not much
- Seeing the "GEN" light go off: Priceless.



## PHIL WARD:

### WHAT'S IN YOUR GARAGE?

by Phil Ward

#### Introduction

At the time of writing, I'm in the enviable position of planning how best to fit my 122 and fleet of motorcycles into my new 3 car garage. Fortunately, the garage also comes with a new house, but as I'm just beginning to move in, I can't find most things, including all the photos I'd like to show you.



Phil and his 122

#### The Volvo

1967 4 door, light green. This is my only car. I did several years of evening courses at TAFE, like so many of you, in order to learn vehicle restoration techniques.

There was plenty more to learn after 2 years panel beating but I ended up with a good skill base in spray painting after a further 5 years attendance. I particularly want to thank my friend Arthur Browne, now retired, who took me on as a freeloader in his panel shop. I could work mostly on my own car. Arthur.....thank you for your friendship and patience.

The car is basically standard, with better inlet and exhaust manifolds and an optical/electronic ignition. Every major component has been reconditioned except the diff. Gerry Lister recommended Kevin Edwards of Newcastle to dynotune the car. Now it goes hard like a young bull smelling cows on heat.

I painted the car in 2K ("2 pack"). This gives a great finish if done well, but the margin for error between runs and a dry finish (poor reflection) is miniscule compared to that of the old acrylic paints, etc. The cyanide based hardeners in all modern car paints require that all spraying and baking must be done in an approved booth, which I did at TAFE. Polishing your car with its 2K paint job probably won't improve the shine, but if you must do it, wear gloves to avoid cyanide absorption to your skin.

My car isn't quite finished, requiring a new dash panel, dash pad and some trim items. As it's my only car, I'm using it more than working on it.

#### 1980 Moto Guzzi 850 Le Mans II

This bike is similar to a BMW twin of the same era, even with shaft drive, but its engine is a 90 degree V twin, not a boxer. Compared to a BM, the Guzzi is more sporty, a lot lower, with firmer suspension, higher compression (10.2 : 1) but not as comfortable. It runs very well on premium unleaded, returning 6L/100 km at 120 kph. It will easily and safely do 200 kph, with some in reserve. It has covered over 140,000 km, travelling the east coast from Hobart to Cooktown. I've owned it since 1981 and I've never regretted buying this bike.

#### Honda XL 350 1973

Single cylinder, 4 stroke road /trail bike. I have at least 3 of these and another 3 or 4 in spare parts. One is registered, with a twin leading shoe front drum, road tyres and a road bike headlight. This is my commuter, soon to be replaced. Wayne and Erica Coles have a hot rod XL 350. What good taste you have!!

#### Honda XL 350 road racer

This bike won its division of the NSW Road Racing Championships (500cc, 1973-1980) in consecutive years in the mid 1990's.

Brief description.....lowered, lightened, Dellorto 40mm carb, port job, cam, overbored to 440cc, tuned length header, no muffler or flywheel, one-off reduced ratio primary drive, mix and match close ratio gear set, TZ Yamaha front end with 12" disc, total loss ignition with fixed timing. Push start only.

It held lap records at Oran Park GP (1:30) and Eastern Ck (1:58). I did all the assembly and maintenance work myself, but no machining. Lightweight, expert riders campaigned the bike at all the big meetings.

This little weapon has been a real surprise for many riders on more fancied machinery. It has deflated quite a few egos but brought great satisfaction to many others.

#### Honda CB 250 R\$ 1980

Restoration is nearly complete. This bike will replace the 350 commuter. Cheaper rego and a better road chassis.

#### Honda XL 500\$ 1980

Project thumper?



Phil & the Moto Guzzi Le Mans II

#### In Conclusion

I'm looking forward to seeing you all at Canberra. I may be in the Volvo or astride the Guzzi. Happy and safe motoring. What's in your shed?

## VOLUNTEERS WANTED FOR EAST COAST TARGA

The East Coast Targa is a 4 day closed road Tarmac Rally starting in Sydney and travelling to Bathurst using public roads and various race circuits ie. Oran Park, Eastern Creek and Mount Panorama.

**We require volunteer officials from Wednesday 27 October to Saturday 30 October. We will be providing accommodation in Bathurst and meals as well as shirts and caps for any one who would like to help out as Stage Officials for all or part of the Event.**

We currently have about 200 officials but would like another 20 or so. Historically volunteer officials have a great time on these events and look forward to doing it every year.

Anyone wanting to help can phone Gerry Lister on 0412 221 211, Lui MacLennan on 02 9498 7392 or 0418 864 623 or email Gerry on [info@gerryllister.com](mailto:info@gerryllister.com). Please also check out the website [www.eastcoasttarga.com.au](http://www.eastcoasttarga.com.au) for more information.



2002 Rally: Rob Maas, Mt Panorama



*(East Coast Targa, Continued)*

A reminder, the dates are **October 27-30** and the weather in Bathurst in October is beautiful, usually 24C degrees.

*Gerry Lister*

East Coast Targa - Only Tarmac Rally in NSW

p: 02-9410-2411 f: 02 9410 2909

info@eastcoasttarga.com.au

www.eastcoasttarga.com.au

The President of the Council of Motor Clubs, Terry Thompson OAM, wrote the below article and has given permission to reproduce it for our members. The article appeared in the June edition of The Preserve, The Official Newsletter of the CMC. You may find the article very informative.

## **SHIPPING A CAR OVERSEAS MAY NOT BE PLAIN SAILING**

No doubt many of us have heard the stories of untold riches to be gained by sending your XYZ - GT overseas where there are plenty of eager buyers "hanging out" for just that model because over there they have all rusted away/gone to the crusher/fell apart (strike out to suit your version). Well it MAY be true and with the Australian Dollar the way it is, the Americans in particular must see our cars etc. as almost half-priced in their terms, so they may well come looking in person or more likely via the internet. The one thing that we must all understand is an



**Volvo line up outside the Illawarra Motor Museum - May 2004**  
(Picture courtesy Garth Bransgrove)

Act of Federal Parliament introduced some 15 years ago known as the Protection of Moveable Cultural Heritage Act (1986). Transport objects including cars, motorbikes, trucks, tractors and many other items fall under The Act, as it is known, if they were made or assembled in Australia 30 or more years ago or, if imported, they have been in Australia for 30 years or more. To export a vehicle which falls under the Act, either temporarily or permanently, the owner must apply for a permit which involves filling in a form, providing details and the history (if known) of the vehicle, supply some photos and indicate how many similar vehicles are in Australia, particularly those in public collections such as museums etc. If the vehicle is not extremely rare and / or has not been associated with a famous person or event then the likelihood of a permit being granted is good. If however, it is unique, rare or famous then the Minister's advisors may well recommend that a permit not be given and some means of keeping the vehicle in Australia be investigated. No one should think that they can ignore this

law as the penalties are high and you may well have the car or whatever confiscated, plus a fine and possible jail term if the case is bad enough. Some folks have already found that out and claiming ignorance of the Act is not a defence. Customs Officers and Customs Agents are all aware of the rules and we have reciprocal rights with most countries so items can be reclaimed if proven to have been exported illegally.

The Minister maintains a list of volunteer expert examiners to check over applications and report to a panel who then make recommendations to the Minister for his/her consideration. These expert examiners have good connections in the historic vehicle movement and can find out the facts on any item so it is not worth trying to hide details as they could delay an application or worse. To obtain a form you should contact the Department of Environment and Heritage in Canberra on (02) 62741810 or via mail to GPO Box 787, Canberra ACT 2601.

## **2004 SHANNONS EASTERN CREEK CLASSIC**

On Sunday 8 August, members of the Volvo 1800/120 Club took part in the Shannons Annual Display Day at Eastern Creek Raceway. Over 1700 vehicles were on display from 130 car clubs. As always, it was nice to be with the Volvo Car Club of NSW and talk all things Volvo and the coming Rally. It was good to see member Stephen Hopkins and his son with their newly restored 1800S which was only registered a few days before the display. (We are hoping Stephen will do a story on his restoration in a coming edition of Rolling Australia.) It keeps amazing us, the quality of the restorations. Other vehicles of note were John & Jen Bradfield's lovely 1800S, David Walker's completely original 1800E, Roger & Marion Pearson's 1800ES all the way from Malua Bay.

Other members attending were John & Carol Wells 122S (For Sale), Guy & Cheryl Smith 123GT, Phil Ward 122S &

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

<b>DATE</b>	<b>EVENT</b>	<b>LOCATION</b>
10-12/09/04	HSRCA Historic Racing	Eastern Creek Raceway
11/09/04	Mustang Stampede	Holroyd Gardens - Merrylands
11-12/9/04	North West Swap	Gunnedah
12/09/04	Mercedes Benz Concours	Silverwater Park
12/09/04	Broke Village Fair	McNamara Park - Broke
19/09/04.	M.M. Motorama (1946-1980)	Wollongong
19/09/04	Spring Festival - Classic Car & Bike Show	Gannons Pk - Peakhurst
23-26/9/04	Volvo Club - National Rally	Canberra - ACT
26/09/04	HD/HR Holden Show & Shine	Bringelly Community Hall
8-10/10/04	Inaugural Broken Hill 3 day Swap	Broken Hill
16-17/10/04	AROCA Six Hour Relay Race	Eastern Creek Raceway
17/10/04	All Chrysler Day	Fairfield City Showground
31/10/04	Rover Owners Club Display Day	Darvall Park - Denistone
07/11/04	Highlands Motor Fest	Chevalier College - Bowral
20/11/04	Timespan Hillclimb	Wakefield Park - Goulburn
21/11/04	Nepean Morris Minor Show & Shine	Penrith Showground
21/11/04	Austin 7 Centennial Park Display Day -	Parkes Dr Centennial Pk
27-18/11/04	HSRCA Historic Racing	Wakefield Park - Goulburn
08/12/04	G.E.A.R. Day	Wakefield Park - Goulburn
20/02/05	President's Picnic & Display	Dolls Point, Botany Bay

Rafael Marmolejo 1800E. It was interesting looking at a couple of other Volvo's, the white 240 Series partially pictured above, has a genuine 14000 km's on the clock, with the original spare tyre, it is doubted if anyone had ever sat on the rear seat.

*Rafael Marmolejo*  
1800/120 Club Delegate to CMC



**Volvo 1800's on display at Eastern Creek**



**A portion of the vehicles on display at Eastern Creek**



**Rafael's & Phil's Cars**



**More Volvos at Eastern Creek**

# volvo downunderspares

## Classic Volvo Parts

Web Site: [www.volvodownunder.com.au](http://www.volvodownunder.com.au)

**We sell spare parts for the classic Volvo models:**

**PV 444 & 544, Duett PV 445 & P210, Amazon 121, 122S, 123GT, 220 and P1800S/E/ES.**

**Full catalogues for P1800 and Amazon are now available online. See our web site!**

Australia has a new distributor for **Classic Volvo Parts**. It is headed up by **Gerry Lister** and **Kevin Edwards** who between them have 76 years experience with all model Volvos, starting with the PV544 right up to the current models.

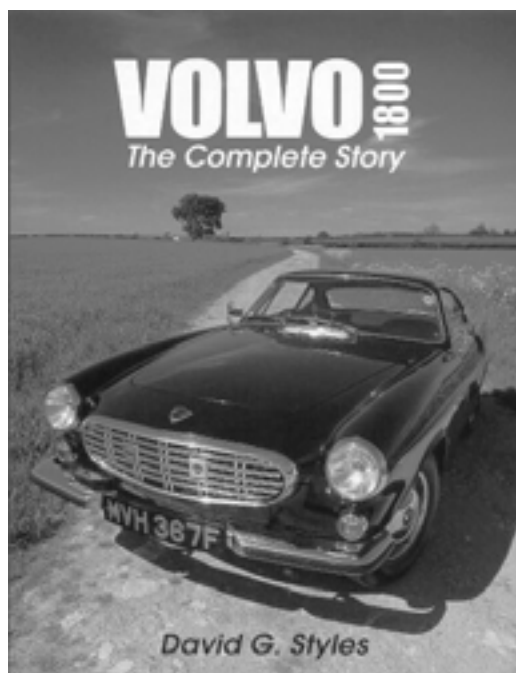
We have found whom we consider is the best supplier of original and reproduction parts for early Classic Volvos such as the 444, 544, 122 and P1800 as well as some more recent models such as 740, 940 & 850. We will be carrying a large number of the most frequently used parts and can guarantee short delivery time for any parts that we don't carry in stock.

Please refer to our online Catalogue for your selection of parts.

For further information please contact Gerry Lister by phone **0412 221 211** or by email - [info@volvodownunder.com.au](mailto:info@volvodownunder.com.au) to order parts or to have a chat about your Volvo.



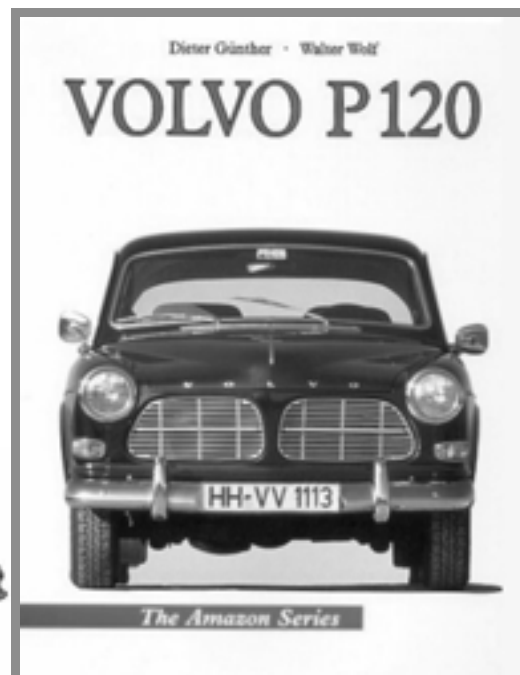
# VOLVO BOOK OFFERS



## **SPECIAL**

**Buy both  
books for  
\$100**

inc. p&p



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

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

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

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

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



# The SA Pages

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

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(INCORPORATING WESTERN AUSTRALIA)  
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**NOTE:** All SA Club-related Magazine  
Submissions to Craig Rasmussen  
Craig.Rasmussen@ndcglobal.com

## Volvo Car Club of SA 2004 AGM Results

The Volvo Car Club of SA held their AGM on Friday 9th July 2004 and the following were elected for the year 2004/5:

[REFER UPDATED PANEL ABOVE]

Many Thanks,

Helen Judd, Secretary

## VISIT TO HAHNDORF/ MACCLESFIELD BALHANNAH June 20th, 2004

Yes it was supposed to be Macclesfield for lunch after Hahndorf - more on that in a minute.

It was a fantastic turn out of members on South Terrace in anticipation of a great day in the Adelaide Hills. An impressive convoy of Volvos headed up the freeway to Hahndorf where the first item on the agenda was? COFFEE!! A venue was selected and invaded, and a hearty morning brunch enjoyed by all.

Then on to the Sir Hans Heysens Gallery just on the outskirts of Hahndorf. A skilled artist and painter, Hans produced some of Australia's most famous landscapes, portraits and other works covering many subjects. The friendly Gallery staff welcomed members, and gave the group a substantial reduction in entry price - A big thank-you to them. Members

toured both his studio (now gallery) and the adjacent family home.

A short drive then to the Balhannah Hotel, where a good meal was enjoyed by all. The original lunch venue was to be the Three Brothers Arms at Macclesfield. On Friday 18th, only a few members had notified their attendance, and a booking was made. However on Saturday the group grew to over 20. The Three Brothers Arms could not handle this increase in numbers at such short notice. Thankfully they allowed us to cancel the booking and suggested we try the Balhannah Hotel.

Whilst it is great to see a large turn out for lunch, it is IMPORTANT to let the committee know if you are coming by the date requested in the calendar. It will save us much angst and embarrassment in future.

Regards,  
Ken Bayly, Club Captain



## The Aldinga Aero Club presents the 2004

### Fly/Drive/Ride fund raiser for Camp Quality



Sunday 28<sup>th</sup> November 2004  
from 11.00am  
at the  
Aldinga Aerodrome  
Colville Road Aldinga (by road)  
35° 14.4'S 138° 29.4'E (by air)



We would like to invite you to join us for a great day out, see some fantastic planes, cars and motorcycles from different clubs, and help raise money for Camp Quality.  
(a support group for children with cancer).



All you need to do is Fly/Drive/Ride to the venue on the day and enjoy a  
**\$7.00 per head BBQ lunch** at the airfield,

and give a  
**Money donation for Camp Quality.**

Plan to arrive around 11.00am  
with the BBQ available from 12.00pm.



Please contact your Volvo Club of South Australia representative with the number of people attending for catering purposes.

## SA HISTORIC REGISTRATION - IMPORTANT NOTICE

**Please note:** your log book AND your current registration papers must be endorsed by the Club registrars by the *END of August*. It will be illegal to drive your vehicle after this time without this endorsement. The Volvo Car Club has worked hard to obtain this privilege to operate the Historic Registration, and any non-compliance will not be tolerated - sorry to be blunt. Endorsements can be obtained from Ken or David (see Committee panel for contact details). You will need your log book, rego papers, and current membership receipt.

**A reminder also the SA Club Membership renewals are now due.**

### Volvo Car Club of SA Calendar of Events 2004



#### **SEPTEMBER**

##### **Fri 10th Volvo Club Meeting**

7.30 pm at Glandore Community Centre

##### **Sun 26th Bay to Birdwood**

For those not making the trek to Canberra on this weekend, the bi-annual Bay to Birdwood Vintage car run is on again. As with previous years, members have the opportunity to view the cavalcade of cars, trucks, and motorcycles from in front of the Gumeracha Hospital. This is a fantastic vantage point used by other car clubs also, so you get to chat with other motoring enthusiasts while you watch the cars go by. A BBQ lunch provided by the Hospital Auxiliary is available at \$10.00 for adults and \$8.00 for children under 12 years, or you can BYO. However BYO chairs, blanket or picnic table. Contact Helen (08-8341-8908) by Sept 10th for BBQ bookings and where / when to meet.

#### **OCTOBER**

##### **Sun 17th Strathalbyn Swap Meet**

A motoring swap meet held at the Strathalbyn Racecourse. Admission is \$5.00. Contact Ken (08-8293-2784) if you would like to go as a group.

##### **Sun 31st Pine Point Crabbing**

A popular event first run last year is on again. Spend the day at the Judd's 'shack' with a BBQ lunch provided by the club, and if your lucky - a feast of freshly caught (by you) and cooked (by Barry) Blue Swimmer Crabs! BYO drinks, chairs, waders, fishing gear, etc. Meet near the entrance to Globe Derby Park, Port Wakefield Rd for a 9:00am SHARP departure.

#### **NOVEMBER**

##### **Fri 5th Volvo Club Meeting**

7.30 pm at Glandore Community Centre

##### **Sun 7th Show and Shine on McLaren Flat Oval**

The Historic Motor Vehicles Club of Fleurieu Peninsula is hosting a display on the Oval from 10:00am. Open to all SA Car Clubs, the day will feature Trade and Community displays and catering by local community groups. A perfect opportunity for our members to present the marque and fly the club flag. Cost is \$20.00 per vehicle. Contact Craig (0428-529-372) if you wish to join us.

##### **Sun 13th Christmas Pageant**

Details supplied at club meeting on 5th November

##### **Sun 28th Christmas Function - Aldinga Aerodrome Fly/Drive/Ride In**

A somewhat different format this year and we are helping a charity as well. Full details in an adjacent panel. Meet at the Aerodrome at 10:45. Club cars will be parked in a group for display. As usual, BYO chairs, picnic tables, etc. Cost is Adults \$15:00, Children \$10:00 - includes BBQ lunch (provided by the Aldinga Aero Club), tea/coffee/soft drinks, a prezzy from Santa (if you have been very good!), and a contribution to a donation by the club to Camp Quality. Feel free to make an extra donation of your own on the day of course.

**\*\*\*\*Important: RSVP to Helen (08-8341-8908) by 1st November for catering and parking allocation for the club.\*\*\*\***

#### **For further information contact:**

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

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# Brickbats & Bouquets

with "Grumpy"

## "BLOODY 4WD'!:"

I hate four wheel drives! I am not talking about cars and car-type wagons that drive all four wheels [also known as AWD]. What I hate is the full-sized Toyota Land Cruisers, and their clones.



Bill Day's take on SUV petrol consumption

I would like to say that my phobia stems from my mother being frightened by one, but they weren't around before I was born. My dislike stems from the time I had an old Peugeot with a badly scratched windscreen. After saving for a year I finally got a new screen installed and was enjoying a sightseeing cruise along a gravel road in the Grampians. A pair of 4WD's thundered up behind me and flashed their lights impatiently to get past. I moved over and they shot past throwing up two big showers of

gravel all over my brand new windscreen. My wife said she had never realised that I could swear solidly for ten minutes without repeating myself!

At the moment I live in a narrow street opposite a primary school. Every day mothers drop and pick up their kids. About 50% in big 4WD's with dark smoked windows. They park close, and in some cases across, the exit to my driveway. Because I cannot see through, over, or around these mountains of metal, backing out of my driveway is extremely hazardous.

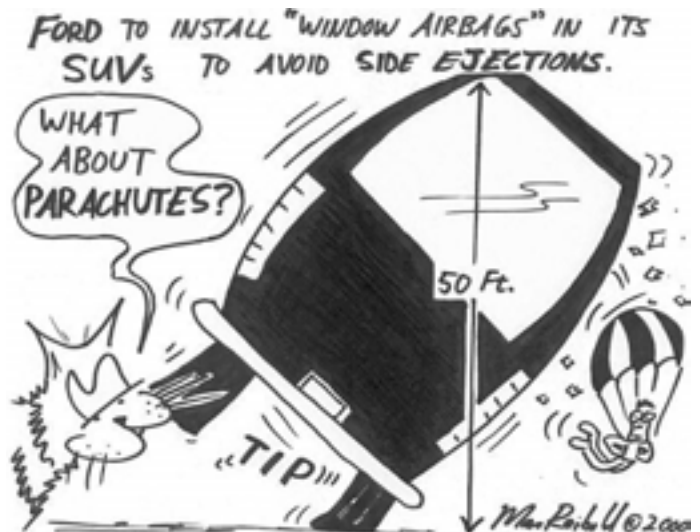
I have spoken to some of these proud parents and they tell

me that they prefer 4WD's because they are "safer". Safer perhaps for their occupants, but not when their three-ton battle cruiser crushes an ordinary car that they collide with!

4WD's have always been in demand from people with perfectly valid



pollute the environment. They handle like a bank vault. They park like a super-tanker. They impede the vision, invade the space and intimidate other road-users. In the wrong hands their weight "alone makes them potential killing machines". Even in the right hands they are a menace *Grumpy.*



Marc Reibold SUV "safety" parody



Volvo XC90 SUV: Full-size LEGO version!

reasons to buy: to tow caravans and boats, primary producers, and government utility workers.

They have no valid place in the line-up of vehicles in Australia's suburbs.

Yet they cost a bomb. They are imported. They guzzle gas. They



The Mother of All Volvo SUV's! Check out this P210 Duett Monster Truck called "Big Swede".



# 242GT/262C Register

Lance Phillip;

03-9707-2724 (AH)

lancephi@outeast.cyberspace.net.au

The following anecdote is from Bob Mitchell who is a member of our club and lives in Auckland, New Zealand. Bob & Thelma have made the trip to Australia for several National Rallies and we look forward to seeing them in Canberra as well.

## How to buy your first 242GT!!!!

To tell you the story on the GT was like this. We were away on a caravan weekend with the club, and I was looking at the cars for sale in the morning paper, and (as always) went to the Volvo cars for sale first. I spotted this GT for sale. I said to a mate "get in the car! We are off to look at another car". He said "what the hell now?" I said "VOLVO" and he said "you never grow up". We got to the dealer ok but the car was away on a trip to the ski fields until Monday. I was back there on the Monday morning and swapped a Mitsy Super Saloon which was new when I retired. (The only new car I have ever owned.) That car was my pride & joy - I loved it. The car [242GT] was great for towing the caravans we have had, but time went on to up grade. So we traded in for a 740 turbo intercooler that was a good car also, but you guessed it - along came a 960 (another ex-Singapore) but you guessed it - I

went to look at things on a Saturday morning, and bugger - along comes an S70! And I guess that will have to do for now as I am getting too old to worry about the next one. Unless it's an S80, but that's unlikely.

*Bob Mitchell, Auckland, NZ*



**VCCA Logo Cap & Polo Shirt**

## CLUB WEAR UPDATE

The final stage of the Volvo Car Clubs of Australia identity has been completed with the support of Volvo Car Australia by the introduction of a range of clothing with the VCCA logo. These are available for ALL clubs to purchase with the advantage of no minimum number requirement, although bulk orders would make it a bit easier and would save on postage. Polo shirts embroidered with the logo are \$25.00 and Caps are \$20.00

inclusive of GST plus the minimum P&H.

Shirts & caps can be purchased in a variety of colours. If you have a favourite shirt or cap, the logo can be embroidered on it for around \$10.00. This is your opportunity to promote your club at outings and functions by wearing the logo. For further information I can be contacted on email at: lancephi@cyberspace.net.au or Tel: (03) 9707-2724 AH.

I will be discussing ordering arrangements with Club secretaries in the near future.

*Lance Phillips, Chairperson VCCA*



**Actual Embroidered Logo**

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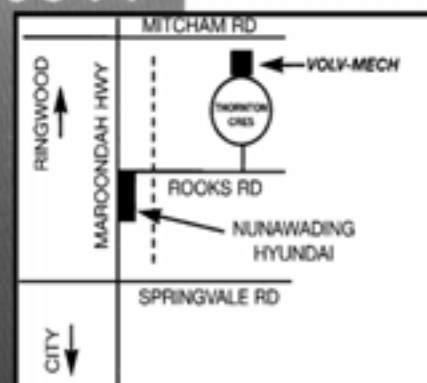
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# 2004 ECONOMY RUN

**Leadfoot or Lightfoot? The RESULTS are in!**

**Sunday, 18 July 2004**

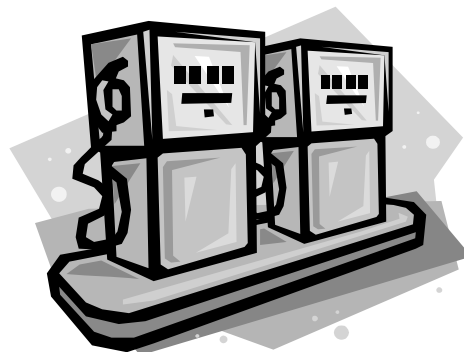
**Altona, VIC**

What a day! Sun shining, a fresh breeze blowing, and a great field lined up for the 2004 Economy Run. Joined by the Sprite Club there was wide range of vehicles, ranging from Volvo's, Sprites, a Fiat X19, a BMW, a Jaguar E-Type together with an MG Midget and a Saab, which made for an interesting day.



With a route of 204.5 km that ran from Altona Beach to Bacchus Marsh, Mt. Egerton, Anakie and back to Altona it was enough to test the skills of all those with their foot on the accelerator. The results were interesting [to say the least] with the Sprites being ahead of the Volvo's. From the start at Altona everyone had great intentions of driving steadily, but after seeing some of the road, and Heino's Hill [named after El Presidente], most decided to have some fun, and to hell with economy, which reflects in the results.

From an event organisers viewpoint it was great to have twenty six starters, and thanks must be extended to those who helped - Greg,



Ash, Angus, Heino, Tina [who had the important job of collecting money] and Rod [from the Sprite Club].

The general consensus was that everyone had fun, met members of other Clubs, and cemented our interest in motoring and motor sport.

Incidentally, we have made a video of the event, which will be available for Club nights - a big thank you from Nikki, our camera lady - nobody ran her down on Heino's Hill.

Actually the Sprite Club issued a challenge, but after discussion with them, and taking into account the weather, state of the roads, Collingwood's chances of a premiership and the fact that nobody paid bribes, the event was declared a draw!!

*Graeme Wakeling*



## 2004 Volvo Club Economy Run Official Results

Pos'n	Crew Name	Car	Club	L/100 km
1	Neil Diverall & David Burn	1962 Sprite	Sprite	5.624
2	Sandra & Alex Farrow	Mk 3 Sprite	Sprite	6.225
3	Graham & Sue Dows	79 Fiat X19	Sprite	6.817
4	Elaine and John Roberts	Mk 2 Sprite	Sprite	6.905
5	Greg Sievert & Wayne Bowers	Volvo 240SC	Volvo	7.115
6	Greg & Jill Burling	Mk 2 Sprite	Sprite	7.149
7	Jeff Smith & Faye Andrews	Mk 2 Sprite	Sprite	7.237
8	James Maddison & Andrej Hribernik	Volvo 760T	Volvo	7.73
9	Vaughan Jones & Van One	Volvo 850R	Volvo	7.834
10	Simon Romeril & Bryce Young	Mk 2 Sprite	Sprite	8.122
11	Paul, Pam, Kay and Isaac Gold	Volvo 240GL	Volvo	8.234
12	Mick Tandara	69 MG Midget	Sprite	8.328
13	Jack & Kay De Bruijne	Mk 3A Sprite	Sprite	8.469
14	Kevin & Helen McNamara	Volvo 850 SW	Volvo	8.513
15	Wal & Judi Bellamy	Volvo 940	Volvo	8.582
16	Stuart & Nicola Boydell	Volvo P1800	Volvo	8.763
17	Barry & Karen Wells	BMW 318i	Sprite	8.765
18	Rod and Serina Wells	Mk 2 Sprite	Sprite	8.87
19	Peter, De & Alex Dale	Volvo 850	Volvo	9.042
20	Lance Phillips & Tina Nowatzky	Volvo 244DI	Volvo	9.091
21	Val Harris and Peggy Bedford	Saab 9000 CS	H.R.A.	9.315
22	Heino Nowatzky & Chris Stanford	Volvo S70R	Volvo	9.56
23	Maggie & John Robertson	Volvo 740T	Volvo	9.781
24	Julian Purvis, Alan Conran, Mike Caine	Volvo 265	Volvo	9.912
25	Ben Winkler & Andrew Wise	Volvo 850TS	Volvo	10.269
26	Lyn Foster & Noel Bruin	Volvo 122	Volvo	10.758
27	Russell Cox & Aaron Eckhardt	1962 E Type Jaguar	Sprite	11.208
28	A & Anne Hervey-Tennyson	Volvo 122	Volvo/Sprite	11.726



**Tina, Graeme & Greg freezing in Altona!**



**Keen navigator in open-top Sprite**



**Long-nout Jag E-type**



**Volvos, from 120 to 240 to 850**



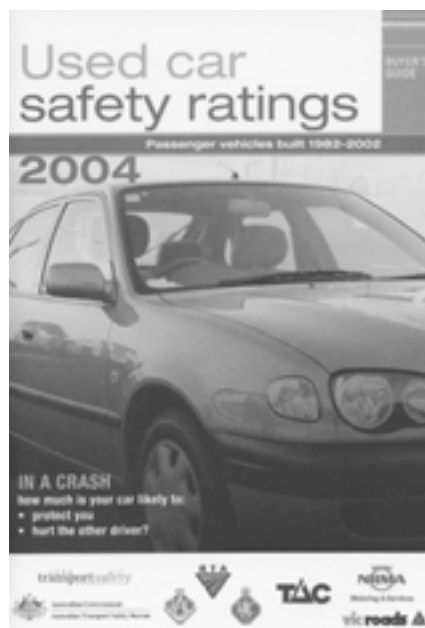
**Another shot of the diverse Volvo line-up**

### **A BIG THANK-YOU TO GRAEME WAKELING!**

Thanks again to Graeme Wakeling for his excellent job of organising a great economy run this year. The event went off without a hitch - a testament to Graeme's preparation and planning. From the chilly start to the cosy finish at Altona's premier café, everyone had a great time. Graeme - we hope you're willing to help with the event again next year. It's sure to become a favourite tradition!

## **VOLVO A SAFE BET IN USED CARS!**

The NRMA and VicRoads, along with other major sponsors and traffic safety organisations, have just released the 2004 Used Car Safety Ratings brochure. The brochure is based on extensive real-world crash research done by Monash University Accident Research Centre (MUARC). The brochure captures the essence of MUARC's research in a consumer-friendly rating system (Red/Yellow/Green colour key), indicating which 1982-2004 vehicles are most likely to protect their occupants in real-world crashes. This year, for the first time, pedestrian protection ratings are also included for most cars, indicating the relative risk if each car were to strike a pedestrian. I have several copies of the brochure that I'll bring to the night meetings, for distribution. The info is available on the web at <http://>



[motoring.racv.com.au/](http://motoring.racv.com.au/) (go to "Used Car Safety Ratings 2004". Full MUARC research details are available for the keen analytical types at [www.general.monash.edu.au/muarc](http://www.general.monash.edu.au/muarc),

where you can go to "Reports", "2004 Reports", and download report number 222.

In the report and brochure, the 200-series (1982-93) and 700/900-series (1984-92) are deemed to provide "significantly better than average" crash protection for their occupants. The 850/S70/V70/C70 (1992-2002) are "better than average", and the 300-series (1984-88) only "average". Interestingly, of the 38 cars in the Prestige & Luxury classes where the Volvos were rated, there were a total of only 6 cars rated "significantly better than average", 2 of which were Volvos. The remaining 4 cars in these classes to rate with the Volvos are: Honda Legend (1986-95), Saab 9000 (1986-97), Ford Fairlane N & LTD D (1988-94) and Toyota Cressida/Mk II (1989-93). Some cars were not rated due to the lack of data (hence the non-inclusion of the newer Volvos such as the S40/V40 and S80/S60).

# TARGA TASMANIA 2004

by **Andrew White**

Anyone who has had the opportunity to compete in Targa Tasmania has no reason to doubt its reputation as the world's greatest tarmac rally. For the second time in 2004 we competed in a Volvo 122S and experienced the ultimate driving adventure.

Preparation for our first attempt in 2003 consisted of Sparco seats, 15" Falcon wheels, a set of Dunlop semi-race tyres, strip and check the engine, new suspension and steering parts and a myriad of other little tasks in an attempt to anticipate every

Cross Rally winning its class).

Living in Darwin presents special challenges when it comes to preparing a car. For example: the only differential specialist in town only knows Toyota Landcruiser diffs!

Accessing parts, getting specialist assistance, the need to have the car ready well in advance all make preparation especially difficult.

The car was transported by truck to Melbourne. We flew in and took the ferry to Tasmania.

The event extends over six days and traverses the entire state using bitumen highways and roads.

Competitive stages total almost 500 km with a further 1500 km of assembly stages. The prologue stage is held around the

streets of Georgetown near the mouth of the

Tamar River. We managed about 80th fastest among a field of some 160 classic cars which was a pleasant surprise given that it was a bit of a power circuit. In addition to the classic cars there are a further 120 or so modern (post 1982) cars competing. Over the following four days we rose as high as 30th place before finishing in 34th dropping back on the very fast roads of the West coast. In our class we were beaten by a



**Andrew's 122 - love those S-bends!**

Lotus Cortina but managed to be consistently faster than the Porsche 911s and Alfas.

This year (2004) we experienced two welsh plug failures and had to change the cylinder head and gearbox over the first couple of days. One afternoon we had to tow the car, missing two stages, to avoid damage to the engine when water had mixed with the oil. This incurred a 2 hour 20 min penalty which dropped us out of contention.



**George & Virginia Bevan in the 544**

eventuality. The biggest task was to strip the car to have it straightened in a rack as we discovered a 30mm twist in the front subframe which helped explain some strange handling traits. Our entry was accepted in the 1960-65 1600 - 2000cc limited modified class. Even though the car was virtually standard we were not accepted in the standard class because of the (original) LSD and close ratio gearbox (the car was built by the Volvo competition class and competed in the 1969 Southern



**Another shot of Andrew's 122 in action**

Now with standard parts we pressed on enjoying every second of hard driving. We managed to post faster times than the Lotus Cortina on most stages and apart from the penalty would have won our class and finished (again) in 34th place. Our best times came on the final stages run in pouring rain and snow.

It is hard to choose a highlight: the awesome roads; the welcoming Tasmanians; the scenery (around every corner), fellow competitors, enthusiastic spectators - they all combine to make this the greatest possible driving adventure.

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**Engine bay of Andrew's 122**



**Mike Batten & Tony Best airborne in one red hot 544!**

Other Volvo teams included Mike Batten and Tony Best in the hottest PV

544 you've ever seen; George and Virginia Bevan in their beautifully restored PV 544 and Anthony Dare and Damon Wecker from Tasmania in a very nice 242GT. All drove very well with Mike Batten finishing 4th in Classic (for the third time) less than a minute behind the winner and in front of scores of much fancier cars. Congratulations Mike and Tony!



**Cockpit shot of Andrew's 122**

*Andrew White*



**George Pettitt working on Andrew's gearbox**

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# Weekend Warrior II

Ash Davies / 0412-709-695 / ashdavies@optusnet.com.au

## Evolution of a Weekend Warrior Part II: Volvo 240 Front Suspension Rebuild

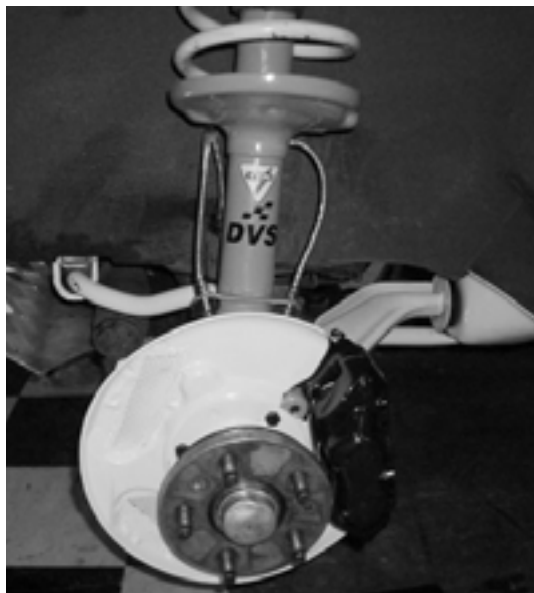
A couple of issues ago in the magazine, you may have read a write up I wrote on track day at Winton on April the 3rd. At Winton, my 240 ran with custom made rear springs (15% stiffer than my previous Kings Springs), Koni Adjustable



Ash's red 1990 240 GL street machine

K26-1129SPORT rear shocks, and an adjustable panhard bar that were fitted just prior to the British and European display day in March. The front end however was running Kings Springs and Monroe shocks, adjustable swaybar links, all urethane bushes and 23mm front (as well as rear) swaybars.

In the weeks following the track day at Winton we began planning some front suspension changes, in an effort to improve handling even further



Front suspension installation done: freshly powder-coated in yellow and orange, stainless steel brake hoses - NICE!

for the next track day. As a side note, we also replaced a brake booster and master cylinder, as to whether these components wore out as a result of simple aging, being that the car is a 1990 model, or as a result of use/abuse on track days. I suspect the latter had a significant contribution.

Slowly, I accumulated the required components. I made some stainless steel front brake lines, with high quality motorsport/aircraft grade fittings and Teflon inner linings to replace the swollen rubber brake hoses. Dad rebuilt a pair of front calipers for me and we fabricated a pair of vented front disc backing plates - which will hopefully result in better brake performance throughout the next track day.

We also had another pair of strut tubes powdercoated, and bought new wheel bearings, tie rod ends, and ball joints. The existing ones were only approx 18 months old, but the theory was that since we would have the front end out of the car we may as well replace everything we possibly could.

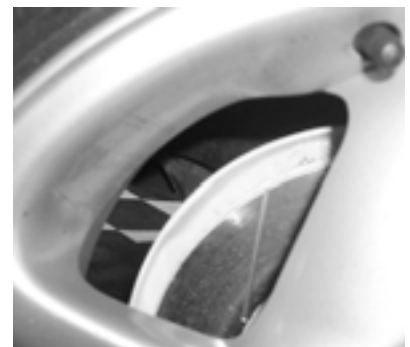
Weeks passed and the pile on the end of the bench was getting bigger, and time finally came to order my shock absorbers and springs. Early in the year, I visited GT Suspensions in Flemington to price custom-made springs and Koni adjustable shocks for the 240. Approximately 3 weeks before the British and European display day, I visited GT Suspensions again to order. I gave them the sample of my original spring and advised that I wanted the same ride (installed) height as the rear Kings Springs, except 15% stiffer. I was then told that the price of the springs was more expensive than I had originally been quoted. I told them that this wasn't what I'd originally been told, and the end result was that we both put it down to a misunderstanding.

I was advised that my springs and shock absorbers would be ready to be picked up 7 to 10 days later. This wasn't the case, and

three weeks later, the Friday before the British and European display day, I found myself putting the rear end back in the 240. When I eventually did pick up the rear springs and shocks, I also enquired about pricing for the springs and shocks for the front. I was advised that the springs would cost \$200 for the pair (the same amount I ended up paying for the rears) and the front shock absorbers, Koni 8641-1245 SPORT would cost \$497. No problem.

Fast forward approximately 8 weeks to the growing pile of Volvo components on the bench. The time had come to order springs and shocks for the front end. Dad and I removed the left front strut assembly and removed the spring to take in as a sample. We headed back down to GT Suspensions on a Saturday morning, spring in hand and \$700 in wallet. I ordered the springs and the shock absorbers, gave them the required spring specifications, and was then told the shocks were over \$700 dollars and they weren't exactly sure about the price of my springs as "they have a bit of progression in them."

Being treated like a fool is something I have a big problem with, and having some previous experience in the motorsport industry, I know that the Kings Springs I took in as a sample are a linear spring, not to mention that I



Slot machined in brake rotor



haven't ever heard anyone use a term like "they have a bit of progression in them" before, nor is it confidence-inspiring from an alleged spring specialist. I was again told that Dad and I both "...must be confused..." regarding the price of the shock absorbers and that they couldn't understand where *we* had come up with the price that they'd originally given us, and that it was more than they pay for them.

I left the spring with them, and asked that they call me regarding the price of the custom made springs. Half an hour later, I called Suspension City in Provost St in North Melbourne, and they advised that they could sell me the Koni 8641-1245 SPORT shock absorbers for \$490, no haggling, no *confusion*, no problem. I ordered them. Two days later I hadn't heard back from GT Suspensions regarding my springs so I called them to find out what was going on. On the phone, I was again advised that they couldn't understand where I had come up with the price of \$497, and I simply advised that there was no



**Modified front spoiler**

need to worry and that I had made other arrangements for them. They asked how much I had been quoted and where from, and I told them what I had been quoted from Suspension City.

GT Suspensions then told me to cancel my order with Suspension City and that they could match the price given to me. Needless to say, I didn't cancel my order. I advised them I had already ordered from Suspension City and intended to purchase them and was then advised that since I wasn't purchasing my shocks from GT Suspensions, the price of my springs had now gone up by \$40. They also advised me that they supply Suspension City with Koni shock absorbers. Common knowledge and experience told me this wasn't the case, and 5 minutes of research (as well as asking the guys at Suspension City) told me that

Topperformance, <http://www.topperformance.com.au>, are the Koni distributors.

I picked up my shocks from Suspension City. The people there were helpful, friendly and welcomed us in for a chat. A week and a half later, we picked up my springs from GT Suspensions. We began putting things back together. The reassembly went together very smoothly, and thanks to Noel, I also have some nice slotted front rotors. It's always great to work with nice, new components that are clean and dirt/grime free. Dad thanks me for it!

With the car back on its wheels, it was time for a test drive and to start playing with shock absorber settings. Handling is phenomenal! Braking is awesome, initial bite is unbelievable. It's almost scary how much mid-corner speed the car can comfortably carry. Turn in is far better and the stiffer front springs mean that the car is less inclined to lift the inside rear wheel under acceleration on corner exit. We played with shock absorber settings and settled on (for road use) 1.5 turns on the front, where 0 is fully soft and 2.5 turns is fully stiff and setting 1 on the rear, where setting 0 is fully soft and setting 3 is fully stiff. We might play around with this further on the next track day, but it provides a nice firm ride on the road.

Having been road tested the car satisfactorily, it was now time to make a new front splitter/undertray as the old one was looking a little ratty from general wear and tear and a couple of hard track days. The old one extended 30mm forward of the factory spoiler and seemed to work quite well. So, half jokingly we entertained the idea of a 90mm splitter/undertray. The entertaining turned to reality. We now have a 90mm front lip with two vertical DTM-style supports that prevent air spillage to the sides, and two stainless steel wire stays to prevent the lip dropping at speed. It is extremely effective with a noticeable increase in front grip and cooler engine temperature on the highway.

Last, but certainly not least, a wheel alignment. I visited Werribee Wheel Aligners, whom I was aware had extensive Volvo front end experience. Dad had dealt with them whilst working for Autocare in the '80s and early '90s. I can't speak of them highly



**View of the 2 vent ports on brake disc backing plate**

enough. They allowed me to help set up the car, discussed my requirements and aligned it with a view to the car being used on track days, etc.

The wheel alignment and toe adjustment as well as suspension work has resulted in what is definitely the best handling 240 Dad or I have ever driven.

The experiences I mention with the businesses in this article are factual. The springs I purchased from GT Suspensions are indeed very good, however you may take what you will from the rest of my experience. My dealings with Suspension City and Werribee Wheel Aligners have been extremely helpful, informative and extremely good value. Suspension City can be contacted on: (03) 9329-5133. Werribee Wheel Aligners can be contacted on: (03) 9741-2081

Please contact me if you'd like any further information on my car, suspension setup or any of the experiences mentioned above.

*Ash Davies*



**Close-up of upper vent port with protective mesh**

# Lollies, Duct Tape and...

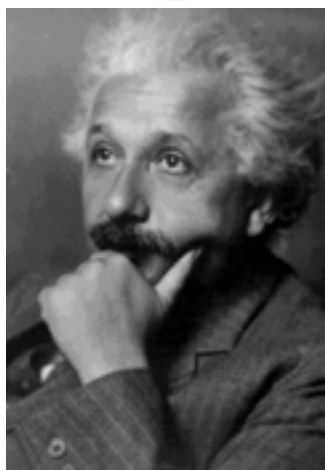
**WHEN YOU PUT YOUR MIND TO IT, ANYTHING IS POSSIBLE!!**

## Tech Tip: Amusing emergency roadside repair work

Ok, I have probably one of the most amusing Volvo stories you'll hear in a LONG time.

Last night (Friday 9/7/2004), at about 10:30 I was on my way back from visiting friends, driving my 240. Not far from home, I exited a roundabout, went for the throttle again and... nothing... the car was idling but wouldn't respond to accelerator movement! Not happy!

I rolled to a stop on the shoulder of the road, just across from a service station. I opened the bonnet and, with the engine still running, operated the throttle spool - nothing happened. The throttle cable was still attached, and still had tension. Upon looking down a little further, I noticed that the linkage between the throttle spool and the throttle body was GONE.



My 240 is a '90 model with LH Jetronic injection. The two small knuckles that the threaded linkage usually connects to were still there, one hanging from the ball on the throttle spool and the other hanging from the ball on the throttle body itself, but no linkage.

I scratched my head for a few minutes, and had a revelation about



**Puzzle Pieces: Chupa Chups lollipop, duct tape & tie wraps**



how to fix it (at least temporarily). I walked across the road to the service station for the necessary ingredients. I bought a Chupa Chups lollipop, cut the head off it with a knife and inserted the remaining lollipop stick between the two knuckles, taped it in place with duct tape and then cable tied the duct tape to the lollipop stick and also to the knuckles themselves. This got me home ok last night.

This morning, I carefully drove the car from Geelong (where I live and work) to my parents' place in Melbourne which is approximately 90km. The lollipop linkage survived the drive with me being very gentle on the throttle.

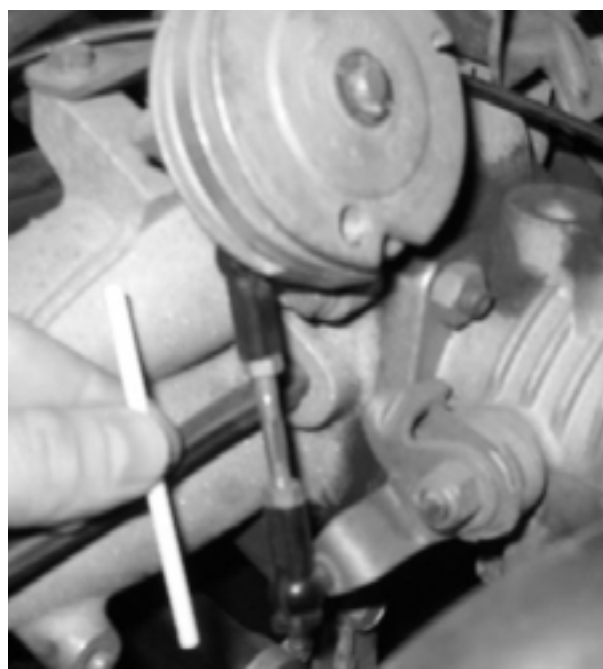
Once I got home last night, I called dad and he visited Swedish Wreckers in Keilor this morning, while I was on my way back to Melbourne. By the time I got there, he was waiting with a new throttle linkage.

I still can't understand how I lost the linkage, as one end has a left hand thread and the other has a right hand thread, but it's kept Dad and I amused for most of the day today.

Moral to the story: duct tape & cable ties - probably the two greatest engineering advancements... ever!

*Ash Davies*

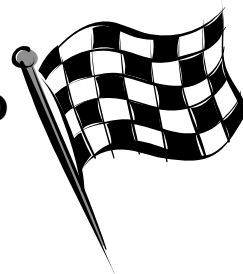
[Ed: It pays to check the lock nuts on your throttle linkage if you have this setup on your Volvo. Because the linkage is LH thread on one end and RH thread on the other, if the lock nuts are missing or loose, engine vibration will quickly cause the linkage to loosen and eventually fall out, as Ash can attest to. If you do lose the LH thread nut, good luck finding one at your local hardware store - best to pick up a "spare" linkage asm. at Pick-a-Part if you see one.]



**Chupa Chups lollipop stick - remarkable match for throttle linkage!!**

# MOTORSPORTS REGISTER

NOEL BRUIN (volvocrazy@bigpond.com) & ASH DAVIES (ashd Davies@optusnet.com.au)



## Ford Fairlane Club Track Day, Morwell VIC 22 August 2004

On Sunday the 22nd of August, I went to Gippsland Park at Morwell where the XR-XV-ZA-ZD Ford Fairlane Club was running a hillclimb event. As I have never done any type of LEGAL fast driving before I got there just after 8:30, had my car looked at and just waited around for the ambulance to



**Noel and the V70R taking the curves**

turn up. While waiting, as there were a few first-timers, most of us walked around the track and got a couple of pointers where not to go. Best advice "take it easy, there are no losers". 11 cars turned up, mostly the older Fords (351s),

2 XR8's (sedan and ute) an XU1 Torana and 1 "hey charger" and of course me, the only European turbo



**FLAT cornering! Is it moving or parked?**

wagon, the trusty V70R AWD.

The Volvo was not the fastest car there (not in my hands anyway), but it wasn't the slowest either. Most of the big three got around in 37-39 seconds. The wagon's best time was a 41.25 still ahead of the two 351's. Because you can take a passenger, I went in an XC hard top with no power steering and man, do those guys work hard. 2 laps and they are sweating like crazy! Then a couple of the guys came in the V70R. TOTALLY different everything, better drive out of the corners (no wheel spin) because of the AWD, but lacked the pickup the V8's had, once it came off the turbo boost. Dennis (charger) commented it was so smooth like driving down to the shops (next time I'll turn off the air con).

It was a really FUN day. No cars got damaged and with only 11 cars turning up they still made money on the day. Cost was \$40.00 per car. Value

for money EXCELLENT. MAYBE we could run our own day there, anyone interested?

Well that's all for our first instalment of the New MOTORSPORT REGISTER. If anyone knows of anything going on please let Noel or Ash know (see email details in header above)

Regards,  
NOEL



**Noel's passenger has a relaxing ride**



**The V8V 850 Race Car - more to follow!**

**VP Tuning**

**Volvo Performance Parts**

Mark Richardson

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Seaford Vic 3198  
Australia

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**240 SPECIALISTS**

Ashleigh Davies

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

## VIC JULY Night Meeting Guest Speakers: Matthew & Terrence from Ozicozi

Big thanks to Terrence and Matthew from Ozicozi Damage Control, who were our guest speakers at the July Victorian Club Night Meeting. The guys demonstrated a remarkable product that can be used to protect the appearance of your car. It is a 3M clear film that is applied to any surfaces that are susceptible to damage from flying road debris. Most commonly, that means the front of the car (nose panel, front bumper, front of bonnet) but it can also be applied to the side mirrors and even leading edges of the wheel arches and lower body panels.

The product is offered either as a custom-made pre-cut kit, specially computer-designed to fit the shape of your car when applied, or as large sheets that you can cut and apply yourself. With professional installation, the product is guaranteed for 3 years.

Because of the transparency and ultra-thin film, it's almost impossible to notice where the product has been applied. It's likely that only you would know it is there unless you point it out to somebody else looking at your car. The product has been in use in the USA for over 10 years, and is even used on NASCAR race cars that achieve speeds of 300 kph. (If your classic Volvo hits that speed, I think you'll be more worried about how you're going to stop than whether the film will fly off!)

The film appeared fairly easy to install, although I have a feeling practice makes perfect. It's cheap enough that you could try it out and if you fail, it wouldn't be that much money wasted. Professional installation would be the best bet, especially if you just paid mucho \$\$ for a new car or a new paint job.

An interesting side note - they also can make available black tape products similar to that used in the aircraft industry (great to patch up the cracking tape on the tops of the 240 GLE doors!)

See attached promotional info for more details or check out the web site at [www.ozicozi.com.au](http://www.ozicozi.com.au)



[Home](#) [Why OZICOZI?](#) [Gallery](#) [Contact Us](#)

### DAMAGE IS CONSTANTLY BEING DONE

On the road, your car is constantly being attacked by high-speed missiles and chemicals. Small stones, chunks of rubber, pieces of metal and exhaust fumes are damaging the fine finish and paintwork of your expensive auto. Even low-mileage cars can have badly scarred paint jobs. Just the daily entry and exit from your car can cause wear and tear on the doors and boot area. Children, pets and small accidents can leave your treasured vehicle looking old and tired.

### STRENGTH AND BEAUTY

The OZICOZI CarCote provides a strong, protective transparent coating that allows the beauty of your vehicle's shape and colour to show through. The CarCote is applied to areas that are subjected to road debris and wear, and once applied goes straight to work, and keeps working for at least 3 years, guaranteed. You choose which areas of your car are to be protected, and we install on those areas. The finished result is almost invisible. Your car looks like new for years to come.

### AFFORDABLE, EFFECTIVE, INVISIBLE

OZICOZI will put a protective film on your car that will stop those irritating stone chips and keep your car's paint finish looking like new. The best part is that the OZICOZI film is 99% invisible. Unless you look closely, no-one will know that you have the film applied. On the other hand, even the smallest stone chips can be seen by friends and especially used car salesmen at trade-in time.

Each OZICOZI is made from genuine 3M Paint Protection Film, designed specifically for this purpose. The film is 152 microns (6 mils or 6/1000ths of an inch) thick with a protective clear coat.

OZICOZI kits are designed with the minimum amount of joints and edges, and make it difficult for dirt or polish to be trapped, ensuring your car's natural beauty shows through. OZICOZI is a long term investment for your vehicle, not only allowing you to enjoy your motoring without the worry of nasty stone-chips, but prolonging the showroom finish, therefore maintaining the vehicle's value without the need for costly paint repairs. OZICOZI boasts a multitude of applications for big cars and small cars, new and old, and although we supply mostly pre-cut parts we can offer a full custom range of applications to suit

OZICOZI uses only genuine 3M Scotchcal Paint Protection Film, designed specifically for this application. Years of research and thousands of happy customers testify to its suitability.

### BE THE ENVY OF YOUR FRIENDS

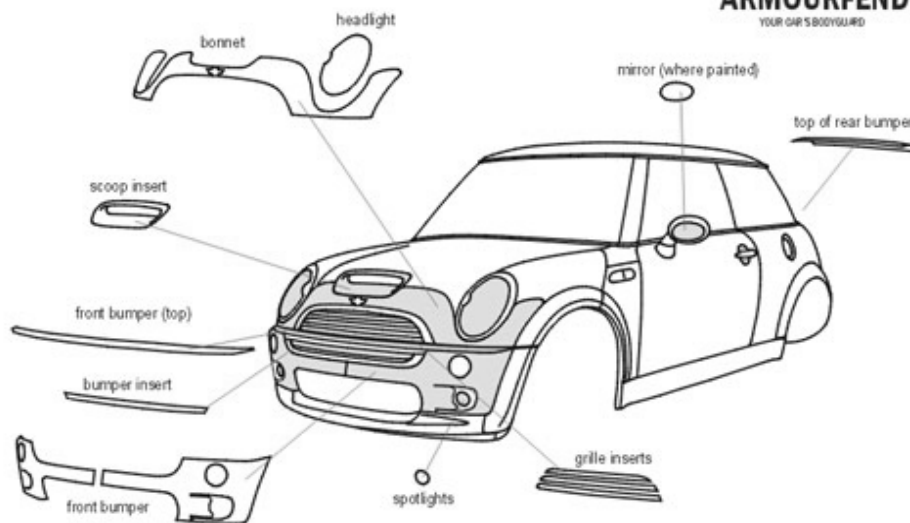
Each OZICOZI CarCote is designed and computer cut to suit your vehicle, and once applied is completely transparent and, unless you point it out, your friends won't even know it's there. The OZICOZI CarCote will bond to your car's painted surfaces and will stay there for years. If necessary, it can be easily removed without damaging your paintwork. Your friends will wonder how your car keeps looking so good year after year. Keep washing and waxing your car, including the CarCote, as per normal, just be careful with high-pressure hoses.

### BEAUTY IS ONLY SKIN DEEP

Once damaged, your car's paint exposes the metal body to the elements. Rust quickly sets in, usually in areas that you don't immediately notice. Don't believe it? Go and have a good look at the front of your car with a magnifying glass. You'll probably notice an alarming number of chips and marks where your paint has been hit by an unidentified flying object. And these guys don't come in peace.



## Mini Cooper S '02



While all efforts have been taken to show accurately all shapes, some may vary or change without prior notice

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**Sample of pre-cut kit for Mini Cooper.**

# Classifieds: Cars & Parts

All advertisements to the Editor: **Greg Sievert 03-9397-5976 (AH) gsievert@bigpond.net.au**

**By law, all car advertisements must include Registration Number (or Engine Number if car is unregistered). FREE ADS for club members. \$5 fee applies to non-member ads (+\$5 for photo).** All ads will run for a maximum of two issues unless the editor is notified for an extension. **Please notify the editor when vehicle or parts are sold.**

Editor reserves the right to edit or withhold ads if necessary. Ads may also be placed on the club web site [www.volvovic.org.au](http://www.volvovic.org.au) for a three-month period for \$5 (+\$5 for photos) by contacting the Editor.

**UPDATE: Due to the quantity of ads, all ads will run for 2 issues maximum. If you want to re-run your ad, you MUST LET THE EDITOR KNOW!**

**1980 262C PRICE REDUCED!** (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



Representative Pic (not actual car)

years+. Always garaged. Regretful sale due to loss of car space. \$8,000 ono. Phone: (03) 9866-1919 (Revised 27Aug04)

**1966 122\$ (349 CEE)** 2-door, pale green with dark green upholstery, B18D engine. Car has possibly only travelled 130k miles. Complete history from new. New dash, door etc. rubbers. Calipers and SU's refurbished. Electric fan with manual override switch - Kenlowe. Carpeted throughout including boot. Koni's on front. OD gearbox (J type) + tail shaft (ex 142GL with known history) included but not fitted. Other spares included. \$12,000 ono. Ph. Tim Clarkson on (07) 3269-1124 or 0403-247-601 (18Aug04)

**1970 1800E (K00 651)** Full ownership history, original factory sunroof, service history, original handbook and service book, original registration plates, original rear seat luggage straps and spare wheel cover (all the things that usually go missing over the years). This car won the "Master Car of the Day" award at the 2001 Geelong National Rally. Other



than having some minor damage repaired, and door and boot rubbers replaced, this car is in excellent "unrestored" original condition. Leather seats and carpet are worn but in good condition for the age of the car. Reluctant sale, but sometimes we have to move on. \$19,500 (negotiable) Phone Lindsay on 0411-400-659 or (03) 9727-1522 (19Aug04)

**PARTS FOR SALE:** Set of 4 Volvo 5-spoke "Virgo" (240 GLE) 15-inch alloy wheels including chrome lugnuts but excluding centre caps. Very good condition. \$300.00. Mark Hoffmann, (03) 9335-3956 or 0402-071-186 (9Aug04)

**PARTS FOR SALE:** 1988 740 HP Turbo. I will be breaking this car for parts soon. Dark blue with tan leather interior. Everything is available except powertrain, as I am using this as the donor car for an engine transplant. Contact me now to reserve parts. Will consider delivering larger parts in VIC, but only willing to post smaller items out of state (or you arrange pick-up). Phone Greg (03) 9397-5976 (AH) or email [gsievert@bigpond.net.au](mailto:gsievert@bigpond.net.au) (26Aug04)

**1997 V70R AWD Wagon (\$RI 70R)** Fastidious Volvo lover owner. Engine/gearbox never stressed. 225 kw with new "TME" recalibrated engine computer, and many other "TME" extras "TME" enhancements: twin stainless steel exhaust system. Metalcore

racing catalytic convertor, of the type used in the McLaren F1. Lowered springs. Engine strut brace. Other extras: K&N air filter, rear cargo tray and side pocket, "lite skins" headlight protectors, "Royal Purple" oil used in engine and transmission, floor mats, "AP Racing" brake upgrade. Two-tone leather upholstery. Metallic burgundy. 79500km. Immaculate throughout. Reg to Apr 05. \$35,000. Call 0414-67-9484 (18Aug04)

**PARTS FOR SALE:** 1966/8 P220 Amazon Wagon. Many used parts available as I am currently making 2 cars into one good one. Will eventually offer bare body shell with minimal rust. Contact me now to register interest or see if I have what you need. Phone Greg (03) 9397-5976 (AH) or email [gsievert@bigpond.net.au](mailto:gsievert@bigpond.net.au) (26Aug04)

**2003 \$60 AWD Sedan (2\$RI 77)** Still under new car warranty. Very carefully used. 35,500 km. Metallic navy blue. Sunroof, mags. Immaculate. Reg to Jun 05. \$55,000 or take over lease. Call 0414-67-9484 (18Aug04)

**1968 122\$ (HG\$ 392)** 2-door. Beige in colour with red interior, has all the 123GT options fitted (Overdrive, Tacho, Driving Lights etc.) This car is in



excellent condition, reliable and nice to drive. 12 months Rego. Asking \$10,000. Ring John Wells (02) 4721-8451 or email [spyder@tsn.cc](mailto:spyder@tsn.cc) (11Aug04)

**WANTED: "Volvo Australia" Journals.** Numbers 2, 10, 12, 27 to make my collection complete. I have some to swap for my missing ones. Call Mark on (03) 9775-5302 AH. (17Aug04)

**1961 122\$ (Eng no. 12036) The oldest Amazon in Australia?** I have been asked to sell a 1961 122S 4-door, by



its second owner. It is very restorable with only minor rust. I am assured the mileage (48,059 miles) is genuine as the car has been in storage for 30 years. It is black with grey interior. Chassis no. 76316, engine no. 12036. Asking price for this rare car is \$2,000. For more information please phone Gerry Lister on (02) 9403-3049 / 0412-221-211 or email [info@gerrylisters.com](mailto:info@gerrylisters.com) (17Aug04)

**RARE in AUSTRALIA: 1987 480 E3** (137 GRI) Private Import with all necessary documentation for Aus. 71,000 miles. Red, 1.8 litre, manual, elec windows & mirrors, power steering & brakes, central locking plus immobiliser. New tyres, rear wheel



rotors and brakes, exhaust. Needs a little tinkering, nothing major. Motor in excellent condition. Body and upholstery in good order. \$7,500 ONO. Phone (07) 4097-7277 or email [studiotwo2@bigpond.com](mailto:studiotwo2@bigpond.com) for further information. (25Aug04)

**PARTS WANTED: DOOR TRIMS** to suit 2-door 68 Volvo 123GT / 122S. Colour Code 424 - 551 (Burgundy/maroon) must be in excellent condition contact. Guy Smith on Email

[guysmith@ar.com.au](mailto:guysmith@ar.com.au) or phone (02) 4739-8127 (Sydney NSW) (17Aug04)

**WANTED - PETROL BOWSER.** I am searching for a Petrol Bowser from 60's - 70's, or earlier. If you know of one or can help me out, please contact Guy Smith on Email [guysmith@ar.com.au](mailto:guysmith@ar.com.au) or phone (02) 4739-8127 (Sydney NSW) (17Aug04)

**WANTED - PETROL BOWSER.** Must dispense unlimited quantities of premium unleaded petrol for 10 cents per litre, and must be available 24 hours per day at a location of my choosing. Call the Editor. :)

**144 GL (LZJ 749)** (B20B Engine) This Manual Sedan is in VGC and owned by one person and is in absolute original condition. Paint original burnt orange and has always been garaged and well



maintained. 264,000 km. Stainless steel muffler, new tyres, registration until 15/10/04. Price \$2,500. Melbourne. Contact James on (03) 9872-6422 or email [bloeez@alphalink.com.au](mailto:bloeez@alphalink.com.au) (16Aug04)

**PARTS FOR SALE:** One rear end out of a 1967 123GT. \$500 ONO. Contact Guy Smith (02) 4739-8127 or email [guysmith@ar.com.au](mailto:guysmith@ar.com.au). At Lapstone



NSW (Lower Blue Mountains). (25Aug04)

**1972 164E** (LGM 164) Automatic. 295,502 miles, White with red interior (fair cond). Excellent mechanical condition. Has had regular service. Recent mechanical repairs: new radiator; reconditioning of Impco 'J' Converter; new cylinder head; four new tyres. All receipts available. Dual fuel. \$1400 o.n.o. Sue Fletcher (03) 5667-5523 (BH) or (03) 5672-4704 (AH) (8Aug04)

**1976 244 Ex-factory entry in 1979 Repco Round Australia Rally** as driven by Ross Dunkerton into 4th outright. Car is complete with a whole box of paperwork including congratulatory telegram from Volvo Sweden on its result. Has been used as an off road rally car. Competed in 6 Great Endeavours. Never failed to finish a section in the 40,000 km since its rebuild. Top 10 finisher in 5 of the 6

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years including 2nd outright, 3 class wins and outright first in rally stages. Roll cage, harnesses, seats and fuel tank all engineer certified and plated. Sell complete car for \$4000 unreg. If no buyer within 4 weeks will strip and sell the parts as listed. If you are interested in any of the parts then please let me know and I will give you first offer if the car doesn't sell. Brisbane. Mark Williams, fax (07) 3818-6078, mob 0412-884-592, email markandjulie@zip.com.au (25Aug04)

**PARTS FOR SALE:** 1976 Ex-Rally 244 (if complete car above doesn't sell): 1) Rolling body shell, no rust, good paint, roof vent, multipoint alloy roll cage, 110 litre fuel tank, alloy skid plate, good brakes and suspension, rewired with circuit breakers, 4.10 open diff: \$1000. 2) Long motor, .80 over B23, all new incl pistons etc when built, reco head etc, new GT cam, double springs: \$500. 3) Pair rebuilt 48 DCOE Weber carbs on manifold with ram tubes etc, also recurved non vac advance distributor: \$500. 4) Mono tube Bilsteins, front strut inserts (brand new), rears still good and rebuildable, the BEST rally shock, fronts alone cost \$700+: \$500. 5) GT R Sport dash, rough but works: \$100. 6) Extractors and exhaust, 2 inch reinforced everything: \$100. 7) 2 Cibie Oscars and 2 Hella Rally 2000 spot/driving lights with covers, (cost \$900): \$400. 8) Seats: Cobra Clubman fixed back, one wide, one standard, harness slots, black fabric cover: \$200 ea. 9) Harness 4 x 3 and 4 x 4 way, ADR approved, clip-in style: \$100 ea. 10) VDO minicockpit incl new probe and instructions: \$300. 11) UHF and aerial, serviced and cleaned last year: \$100. 12) 8 powder-coated white GLE mag wheels with 175/70 x 14 Dunlop Adventurer tyres: \$200. 13) CAV fuel filter with water trap and 2 electronic style fuel pumps: \$100. 14) 70 Amp alternator and starter motor, both serviced last year: \$150. 15) Radiator, new copper: \$100. 16) Sparco suede steering wheel, fits Momo boss, as new (cost \$500): \$200. 17) Boss kit for Momo/Sparco etc: \$50. 18) Flashing rear light: \$20. 19) Map lights x2: \$20. All available ex Brisbane. Mark Williams, fax (07) 3818-6078, mob 0412-884-592, email markandjulie@zip.com.au (25Aug04)

**PARTS FOR SALE:** Mallory twin point distributor suit B20: \$100; R Sport dash

suit early 140 dash, good condition: \$200; B21ET, stripped front cut from 240 turbo, is all there but in boxes: Short engine, new rings and gaskets, good turbo, all manifolds, wiring harness, full K Jet injection system, intercooler, hoses, manifold, throttle body from B230FT to allow upgrade: \$1200; Head for above has had around \$1000 spent on it, smaller port type now flows as well as large port head which means air speed, welded up coolant passages for extra stiffness, 3 angle valve job: \$500; cam from new billet to suit, custom ground to match head flow: \$200. Buy the lot and I throw in Bentley brand workshop manual that covers the 240 turbo and shows you how to put it together (cost \$150). Don't be shy. Submit an offer. If no one else wants it then all reasonable offers accepted. Rather have the space and spend the money on the WRX. All available ex Brisbane. Mark Williams, fax (07) 3818-6078, mob 0412-884-592, email markandjulie@zip.com.au (25Aug04)

**1980 242GT** (RTQ-706) needs some TLC: \$1000; Ph. Jeff on (03) 9569 1520. (30Jul04)

**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 glarkin@apex.net.au (10Jun04)

**1995 850JE** (SFY-534), 10 months registration, Auto, Silver with full grey leather interior. Front and side airbags. CD player. This car is in immaculate condition. One lady owner. Always



garaged. Full service history. Factory rear spoiler. Factory rear window sun blind. Tinted windows. Cruise control. 181,000 km most of these km's are country km. Reduced from \$14000 to \$13000. Reluctant sale. BH: (03) 8520-1636, AH (03) 9546-2268, Mobile 0413-041-095 (11Aug04)

**PARTS WANTED:** Cargo barrier (original option) for 89/90 240 wagon. Please contact Paul on 0413-949-909 or pam.paul@bigpond.net.au

**PARTS FOR SALE:** Genuine Swedish pack racks to suit station wagon up to 1995. Good condition. Ph. Graham on (03) 9806-0821 (4Aug04)

**1973 1800E\$** (ES1800) Metallic blue, new black leather front seats, A/C, 4 spd + OD, sports steering wheel, 14-inch alloy wheels. Also available original steering wheel, 15-inch wheels, hub caps and workshop manual. 12-months registration (personal number plate ES1800). \$20,000. Ph: Robert (08) 8353-6453 (4Aug04)

**164 Give-a-ways:** 1974 TE for restoration. Body good but needs a back to metal re-duco. Interior tan leather needs re-doing. Motor & transmission OK. Radiator is a new re-core, which cost \$300, all suspension rubbers replaced by previous owner. Too good to scrap, but it has to go. Car is free without radiator, or \$300 with. 2nd 164 is a 1969 (S model) with a low chassis number. Body is in very good condition except for the paint which has deteriorated. Interior will need re-doing. The motor in this car is not the original & I will be retaining it. Overall the car is far too good to scrap. Free to the person who takes it away. Anybody looking for a kit (?) of spares, or the basis for a restoration, please call Wal Bellamy (03) 9884-4039. Cars are located in Glen Waverley (Melb.) (2Aug04)

**1996 850R** (SAZ 653) Red with black leather combo, 143,000 km with full service history, automatic climate control aircond, New 17" rims and near new Toyo tyres (original rims stolen from car yard). \$21,000 Ph. Rini on 0414-790-864 (2Aug04)

**1980 242GT** (AXH-555) Shadow tone. VGC: has to go as replaced by a Bertone Coupe; \$3000 ono. Ph. Alan (02) 4471-2080. (30Jul04)

**PARTS FOR SALE:** L/Hand side, curved chrome door trim for 1800s: \$100. Brake drum puller \$85 (only three left). Phone (08) 8721-8537 (27Jul04)

**PARTS FOR SALE:** pair SU carbs from 1800 S. Clean, good working order, \$295 ono. Manifold not included; missing link rod between carbs. Tim Clarkson 0403-247-601 QLD (16Jul04)

**FREE PARTS:** For 244DL: Air conditioner condenser & electric fan. Good order. Also compressor - must remove from car. Graham (03) 9806-0821 (7Jul04)

**WANTED:** 244 DL after-sales workshop manual. Buy or borrow. Graham (03) 9806-0821 (7Jul04)

**PARTS WANTED:** to suit 1966 122S: OD speedo cable; Bootlid spring tension rods. Tim Clarkson 0403-247-601 QLD (16Jul04)

**PARTS FOR SALE:** Deluxe XC 70 Roof Box. No more worries about stolen gear, or over-packed car interior! The Best Genuine Volvo Roof Box available for current model XC70/ V70. Mounts



to side roof rails [not bar mount type] 'silent' aerodynamic design. Easily Fits 6 par skis plus luggage, 497 litre capacity. Ash gold colour. Opens & Locks at rear, 2 x gas struts open lid. Buy new \$2,400, my price \$1,800 cash ONO. Call 0418-568-107 (20 July04)

**1986 740 TURBO** (QSQ 185) (Ex-Editor's car). Like new inside and out.

White with black leather & cloth, Auto, power windows/Locks, A/Con, Cruise, rear spoiler, fog lights, RWC, MUST SELL NOW REDUCED TO \$5000. CALL DAVID WALLS 0400-456-225 (30Jun04)

**1964 P1800S** (CHQ 409) White, 4spd+OD. An absolute classic suited to someone who really likes to drives - no power steering or electric windows here!



"Vovo" has been my pride and joy for over 15 years but she's been spending too much time in the carport and doesn't get the driving she deserves anymore. She's in fair condition but the interior and the gear box need some work. Would suit a restorer/enthusiast. \$9750 ono. Contact: Phillipa (03) 9808-9336 (Burwood) (25Jun04)

**2000 V70 2.4 SE** (YBB 00C) Auto, 50,000km, Metallic Venetian red, full leather beige interior, alloy wheels, cruise control, additional 6 CD stacker,



Tow bar, Roof racks, one owner, garaged, full history, immaculate condition, registered to Dec 2004. ACT. \$38,000 ono. Ph. David: (02) 6258-7161 (20Jun04)

**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)

**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)

#### **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/ S70 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](mailto:inv@optushome.com.au) for more info or photos; located Sydney Northern Beaches; Ph. Matt Nicholson (02) 999 77 888 (7Jun04)

**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)

**1987 240GL Estate - LOOK - PRICE REDUCED!!!** (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. **Reduced to \$6,000** ono. Darren Robertson. Email [ldr@tpg.com.au](mailto:ldr@tpg.com.au) or (02) 4953-7007 (Revised 10Aug04)

**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)

**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](mailto: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](mailto: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)

**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. 234000kms \$5990 ono with RWC. Ph: Graeme 0409-427-599 or (03) 9553-0774 (AH), [graemem@comcen.com.au](mailto:graemem@comcen.com.au) (11May04)

**"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)

**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)

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

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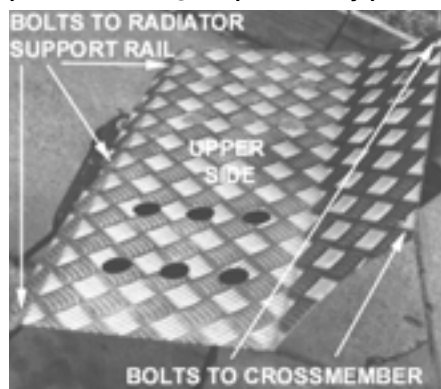
**Davies Volvo:port Strut tower to tower brace sets.** Suit B21/B23/B230 powered 240 series. Kit includes 5 mm steel top plates, aircraft quality adjustable heim joints, 25 mm OD chrome-moly cross bar and high tensile fasteners. Available unpainted or



powder coated in a range of colours. Price: \$190 raw (unpainted) or \$210 powdercoated.

**NEW: 850, 570, 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.



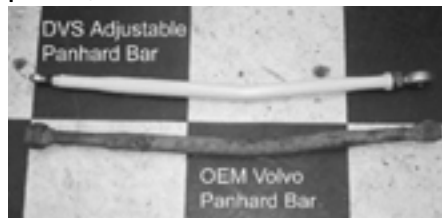
Designed for motorsports usage, sprints, hill climbs, rallying, etc. Made from 2 mm thick aluminium checker-plate (ridges are 4mm high), are folded and cut to replace the original and have holes in them for airflow. Price: \$90. Also available in 3 mm thick (5 mm high ridges) special order - price on 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)

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**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)

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**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 CALL for INFO!**

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)

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**240 Sedan Rear Clear Lenses**

**CLEAR INDICATOR LENSES:** As seen at the VIC night meeting, I have some stock of the clear indicator lenses for Volvos. These lenses are very popular 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 bad - they are



**240 Front Clear Lenses**

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.

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**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. Rubber floor mats, pedal rubbers. I have the best petrol 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)

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# 2004 VIC Financials

## VOLVO CLUB OF VICTORIAN INCORPORATED STATEMENT BY MEMBERS OF THE COMMITTEE

The committee has determined that the club is not a reporting entity.

The committee has also determined that this special purpose financial report should be prepared in accordance with the standard accounting policies of an incorporated club.

In the opinion of the committee the accompanying financial statements:

1. present fairly the financial position of Volvo Club of Victoria Inc as at 30 June 2004 and the results of the club year ended on that date;
2. at the date of this statement there are reasonable grounds to believe that Volvo Club of Victoria Inc will be able to pay its debts as and when they fall due.

This statement is made in accordance with a resolution of the committee and is signed for and on behalf of the committee by:

/s/ H Nowatzky - President /s/ G Sievert - Treasurer

Signed at Williamstown this 21 day of July 2004

### VOLVO CLUB OF VICTORIAN INCORPORATED COMMITTEE'S REPORT

Your committee members submit the financial statements of Volvo Club of Victoria Inc for the financial year ended 30 June 2004.

#### COMMITTEE MEMBERS

The names of the committee members during the year at the date of this report are: Stuart Boydell, James Maddison, Greg Sievert, Noel Bruin, Thorben Hughes, Heino Nowatzky, Jesse Devine, Mark James, David McLeod

#### PRINCIPAL ACTIVITIES

The principal activities of the club during the financial year were to provide motoring and social facilities to the members.

#### SIGNIFICANT CHANGES

There was no significant change in the nature of these activities during the year

#### OPERATING RESULT

The net operating profit for the year was \$3,364 (2003 loss \$7,588)

This statement is made in accordance with a resolution of the

committee and is signed for and on behalf of the committee by:

/s/ H Nowatzky - President /s/ G Sievert - Treasurer

Signed at Williamstown this 21 day of July 2004

### Volvo Club of Victoria Inc Profit and Loss Statement For the Year ended 30 June 2004

	2004	2003
	\$	\$
<b>INCOME</b>		
Membership Subscriptions	5,120	3,280
Advertising and Sponsorship	5,890	95
Trophies and Events	656	-
Club Meetings	512	495
Magazine Contributions	763	-
Interest Received	6	17
Other Income	<u>115</u>	<u>126</u>
	13,062	4,013
<b>EXPENDITURE</b>		
Advertising	120	240
Auditor's Remuneration	209	198
Bank Charges	126	38
Club Functions	1,383	1,265
Depreciation - Plant & Equipment	149	181
Filing Fees	-	33
General Expenses	-	115
Hall Hire and Suppers	595	612
Insurance	607	539
Licences and Permits	86	-
Magazine Productions	4,363	6,201
Office Supplies	312	6
Postage and Delivery	1,402	1,158
Repairs and Maintenance	-	117
Subscriptions and Memberships	90	150
Trophies and Prizes	<u>256</u>	<u>748</u>
	9,698	11,601
<b>OPERATING PROFIT BEFORE INCOME TAX</b>	3,364	(7,588)

### Volvo Club of Victoria Inc Statement of Appropriations For the Year ended 30 June 2004

	2004	2003
	\$	\$
Members Accumulated Funds	1,910	9,498
Profit from ordinary activities before income tax	3,364	(7,588)
Income tax relating to ordinary activities	-	-
	<u>5,274</u>	<u>1,910</u>
Unappropriated Profit at 30th June 2004	5,274	1,910

### Volvo Club of Victoria Inc Balance Sheet For the Year ended 30 June 2004

	2004	2003
	\$	\$
<b>SHARE CAPITAL AND RESERVES</b>		
Paid Up Capital		
Unappropriated Profit	5,274	1,910
<b>TOTAL SHARE CAPITAL AND RESERVES</b>	5,274	1,910
Represented by:		
<b>CURRENT ASSETS</b>		
Cash on Hand	20	-
Cash at Bank	2,263	1,020
Accounts Receivable	<u>2,250</u>	-
	4,533	1,020
<b>NON CURRENT ASSETS</b>		
Plant, Furnishings and Equipment	2,839	2,839
Less Accumulated Depreciation	<u>2,098</u>	<u>1,949</u>
	741	890
<b>TOTAL ASSETS</b>	5,274	1,910
<b>NET ASSETS</b>	5,274	1,910

### Volvo Club of Victoria Inc Notes to the Financial Statements For the Year ended 30 June 2004

#### 1. STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES

This financial report has been prepared for use by the directors and members of the company and is a special purpose financial report. The directors have determined that the company is not a reporting entity. The financial report has been prepared in accordance with the requirements of the following Australian Accounting Standards: AAS5 Materiality; AAS8 Events Occurring After Reporting Date. No other applicable Accounting Standards, Urgent Issues Group Consensus Views or other authoritative pronouncements of the Australian Accounting Standards Board have been applied. The report is also prepared on an accruals basis and is based on historic costs and except where stated does not take into account changing money values or current valuations of non-current assets. The following specific accounting policies, which are consistent with the previous period unless otherwise stated, have been adopted in the preparation of this report for the Volvo Club of Victoria Inc: (a) Property, plant and equipment: Property, plant and equipment are carried at cost, independent of directors' valuation. Excluding freehold land, all assets are depreciated over their useful lives to Volvo Club of Victoria Inc.

	2004	2003
	\$	\$
<b>2. CASH</b>		
Cash on Hand	20	-
Cash at Bank	<u>2,263</u>	<u>1,020</u>
	2,283	1,020

#### 3. PROPERTY, PLANT & EQUIPMENT Plant & Equipment

	2004	2003
Plant, Furnishings and Equipment	2,839	2,839
Less Accumulated Depreciation	<u>2,098</u>	<u>1,949</u>
	741	890

#### 4. CONTRIBUTED EQUITY

#### 5. RETAINED PROFITS

Retained profits at the beginning of the financial year	1,910	9,498
<b>Add</b>		
Net profit attributable to members of the company	3,364	-
<b>Less</b>		
Net loss attributable to members of the company	-	<u>7,588</u>
Retained profits at the end of the financial year	5,274	1,910



**VOLVO CLUB OF VICTORIA INC**  
**INDEPENDENT AUDIT REPORT TO THE MEMBERS OF**  
**VOLVO CLUB OF VICTORIA INC**

**Scope**

I have audited the attached financial report, being a special purpose financial report of Volvo Club of Victoria Inc for the year ended 30 June 2004. The club's officers are responsible for the financial report and they have determined that the accounting policies are appropriate to meet the needs of members and also the club's constitution. I have conducted an independent audit of these financial statements in order to express an opinion on them to the members of the club. No opinion is expressed as to whether the accounting policies used within the financial statements are appropriate to the needs of the members.

The financial statements have been prepared to distribute to members of the club so as to fulfil the officers financial reporting requirements under the club's constitution. I disclaim any assumption of responsibility for any reliance on this audit report or on the financial statements to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

My audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance whether the financial report is free of material misstatement. My procedures included the evaluation of accounting policies and significant accounting estimates, examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report. These procedures have been undertaken to form an opinion whether, in all material respects, the financial statements are presented fairly in accordance with accounting policies so as to present a view which is consistent with my understanding of the club's financial position, the results of its operations and its cash flows. The accounting policies do not require the application of all Australian Accounting Standards and other mandatory professional reporting requirements.

The audit opinion expressed in this report has been formed on the above basis.

**Audit Opinion**

In my opinion, the financial report presents fairly in accordance with its determined accounting policies the financial position of Volvo Club of Victoria Inc as at 30th June 2004 and the results of its operations and its cash flows for the year then ended.

/s/ J E Dix FCPA, FCIS, 20 Lionel Street, East Doncaster, VIC 3109  
Dated this 12th day of July 2004

## **SOME USEFUL LINKS - NEW & USED VOLVO PARTS**

It's amazing how many companies there are out there selling Volvo parts, either new or used. Here's a list of a few that may be worth checking out. Of course, it's always worthwhile to check with the advertisers in the Club Magazine and on the Club Website as they are likely to provide discount prices to members (mention you are a club member and ask for a discount - it doesn't hurt to try!) I haven't purchased from all of these sources, but family members have.

Volvo Genuine Classic Parts (Sweden). Extensive online catalogue with prices. They manufacture parts using the original Volvo tooling, and also sell some replica parts:

**[www.gcp.se](http://www.gcp.se)**

Vintage Import Parts (Canada), offering good prices on PV444 through to 140-series parts. Extensive online parts catalog with prices in USD or Canadian Dollars. Shipping to AUS not a problem. Also sells on EBAY as "duett445":

**[www.vintageimportparts.com](http://www.vintageimportparts.com)**

Swedish Classics (USA), specialising in new parts for classic Volvos:

**[www.swedishclassics.com](http://www.swedishclassics.com)**

Don Thibault (USA), new & used parts, specialising in P1800's:

**[www.p1800.com](http://www.p1800.com)**

Foreign Autotech (USA), specialising in P1800 parts, including frame repair panels:

**[www.volvo-1800.com](http://www.volvo-1800.com)**

Swedish Treasures (USA), selling new classic Volvo parts:

**[www.swedishtreasures.com](http://www.swedishtreasures.com)**

Brookhouse Classic Volvo Parts (UK), selling new classic Volvo parts. Online catalog but no prices (must email seller for quote):

**[www.classicvolvoparts.co.uk](http://www.classicvolvoparts.co.uk)**

Gerry Lister's Volvo Downunder Spares (AUS), extensive online catalog with prices:

**[www.volvodownunder.com.au](http://www.volvodownunder.com.au)**

IMPARTS Automotive (AUS), mechanical parts (engine mounts, water pumps, etc.) for most models (no catalog - must call or email for quote). Specialising in name-brand OEM replacement parts such as Bosch, ATE, Bilstein, etc:

**[www.imparts.com.au](http://www.imparts.com.au)**

Pick-a-Part (AUS-Victoria), 2 locations in Victoria (Campbellfield and Kilsyth). Cheap prices on you-pull parts. Typically only 240-series cars available, but now getting some 7-series cars in. Check the web site for weekly specials, and also for recent cars added to the yard:

**[www.pick-a-part.com.au](http://www.pick-a-part.com.au)**

ipd (USA), the quintessential provider of aftermarket & high-performance parts for Volvos for over 30 years. Nice online catalog, and also hard copy catalogs (see Mark Richardson). Prices are high in \$AUD terms, but some parts are exclusively available from ipd (in particular their legendary "safety sway bars") so you may have no choice!

**[www.ipdusa.com](http://www.ipdusa.com)**

TheVolvoSite.com (USA), new parts for all models. Online catalog with prices. Not sure how their shipping prices stack up, but good for parts price comparison purposes.

**[www.thevolvosite.com](http://www.thevolvosite.com)**

**Ebay** (worldwide), where you can find great deals on almost anything, Volvo-related or not. I'm addicted, and I know some other club members who are as well! (You know who you are!) Australian site allows searches for items within Australia or worldwide. Just type in "volvo" and hit "search". Usually about 2 pages of items within Australia, and hundreds outside AUS. Great for keyword searches like "volvo amazon" if you are looking for parts for a specific model or "volvo steering wheel" a specific part.

**[www.ebay.com.au](http://www.ebay.com.au) (Australia-based site)**

**[www.ebay.com](http://www.ebay.com) (US-based site)**

 **TM**  
**.COM.AU**

# Volvo Car Club Of Victoria

## Membership Application

Printable On-line Application Available at [www.volvovic.org.au](http://www.volvovic.org.au)



<p><b>( ) New Application</b></p> <p><b>( ) Renewal</b> (Members please fill in all details so we can keep our records current)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months from date of payment. For all membership inquiries please contact Heino Nowatzky on (03) 9423-5045 or 0425-705-045</p>																														
<p><b>First Name:</b> ..... <b>Surname:</b> .....</p> <p><b>Partner's Name:</b> .....</p>																															
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<p><b>Your Car(s) Details:</b> <span style="float: right;">(Engine number can be found on Registration Certificate)</span></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Model</th> <th style="text-align: left;">Year</th> <th style="text-align: left;">Colour</th> <th style="text-align: left;">Reg. No.</th> <th style="text-align: left;">Engine No.</th> <th style="text-align: left;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>		Model	Year	Colour	Reg. No.	Engine No.	Body Style	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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<p style="text-align: center;">I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p> <p>I enclose a CHEQUE/MONEY ORDER for \$.....      Signature .....</p>																															
<p style="text-align: center;">Please send this form with payment to <b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b> 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
<b>AUSTRALIAN CAPITAL TERRITORY</b>			
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.
<b>AUSTRALIAN CAPITAL TERRITORY</b>		
Fyshwick	Tony Farrugia Bodyworks	(02) 6280 4144

## NEW SOUTH WALES

Annangrove	Nathan Automotive Amaroo Park	(02) 9679 1080
Broadway	Scientific Motor Body Works	(02) 9212 3566
Brookvale	Keith Burrow Motors Body Repair	(02) 9905 6087
Five Dock	Kings Road Smash Repairs	(02) 9713 2422
Liverpool	LSR Liverpool Smash Repairs	(02) 9602 5144
West Gosford	Harris & Adams	(02) 4324 6683

## QUEENSLAND

Caloundra	Omega Auto Body Repairs	(07) 5491 5862
Indooroopilly	Eurobody	(07) 3378 2966
Moorooka	Domroy Prestige Autobody	(07) 3848 9979
Nerang	H. Harvey Auto Body Repairers	(07) 5596 1644
Windsor	Weatherall Prestige Auto Body	(07) 3357 5333

## SOUTH AUSTRALIA

Kent Town	Casanova Smash Repairs	(08) 8362 2012
St Marys	St Marys Collision Repair Ctr	(08) 8374 3669

## VICTORIA

Box Hill	Graeme Cuthbert Automotive	(03) 9890 7227
Moorabbin	Mr Gloss	(03) 9555 8997
South Melbourne	M. & J. Novak Motor Body Repairs	(03) 9690 0322
Richmond	Stylemaster	(03) 9428 7911
Seaford	Careys Accident Repair Ctr	(03) 9773 6655

## WESTERN AUSTRALIA

Cannington	Brian Gardner Motors	(08) 9356 9000
Osborne Park	Nick & Alberto	(08) 9446 7782

\*C = Sales SP = Service and Parts

**Member Magazine for the  
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(incorporating Western  
Australia) Volvo Car Clubs &  
1800/120 Club of Australia**

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