

ROLLING AUSTRALIA

November/December 2004

Issue Number 157



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:

Canberra National Rally Report;
1800E Restoration: Part 1
Amazon's on Crack
What's In Your Garage?
Volvo *Imagineering*
Grumpy is Blinded by the Light

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

Volvo Club of Victoria Christmas Presentation Dinner

DATE: Saturday, 11th December 2004

LOCATION: Golden Lake Chinese Restaurant, 4/288 (Rear) Springvale Rd., Springvale.

TIME: 7:00 PM

COST: \$20 per person if paid by 1 December Night Meeting. \$30 if paid at event.

All payments to the Treasurer, Tina Nowatzky.

DETAILS: Join the club for our annual Presentation Dinner. Pre-booking is essential. Please contact Heino Nowatzky to inform your attendance. The club is subsidising the cost of the meal (huge discount if you pre-pay by 1 December night meeting at Voldat). Full Chinese-style banquet menu. Restaurant is BYO.

VolvoSaab Gala Open Day

DATE/TIME: Sunday 30th January 2005, 9:30 AM - 2:30 PM

LOCATION: VolvoSaab, 31-33 Cambria Rd., Keysborough, Vic.

DETAILS: If you haven't been before, you have to experience it! Awesome specials on parts, browse the warehouse! Demonstrations, Sausage Sizzle - the works! See VolvoSaab ad in this magazine for full details.

Reminders (See Events Calendar for Details):

December Night Meeting is at Voldat Automotive, NOT Camberwell tennis club!

Safety Check & Tune-up Day on Saturday, 4th December at Voldat.

Deadline for Jan/Feb issue of Rolling is 10th December!

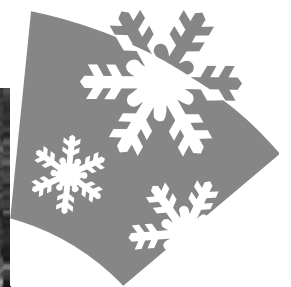
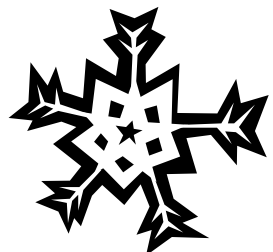


HAPPY HOLIDAYS!



White Christmas? No way! SA Members have a snowball fight. See SA pages for more details.

Photo: Craig Rasmussen





WWW.VOLVOVIC.ORG.AU

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Robert & Shirley Kaub

REGISTER CAPTAINS

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

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- Are you an E-Bay Addict?
- Amazon Structure Reinforcements
- More crashed Volvos

Just a Snippet:

We have been reliably informed that the VIC Economy Run will be on again in May 2005. Even heard that it may well be a challenge between two or three clubs. The next issue of *Rolling* will contain all the details. The story is that the organisers are looking for a better and steeper "Heino's Hill" this year!

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

ROLLING AUSTRALIA

NOVEMBER/DECEMBER 2004 ISSUE NO. 157

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 December 2004

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

Volvo Club of Victoria Calendar of Events

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

November 2004

Sun 21st 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. 0425-705-045. Email hnowatzky@ozemail.com.au

December 2004

NOTE: Night Meeting LOCATION: VOLDAT!!

Wed 1st Night Meeting/BBQ at Voldat
Note: Night meeting at Voldat Automotive, 46 Roberna Road, Moorabbin. As is the usual tradition, the club will put on a BBQ supper at John Johnson's Voldat Automotive repair centre. Come and join us! BBQ served around 7PM or so - a very informal evening!

Sat 4th Safety Check/Tune-up Day at Voldat
Come one, come all! Have your car thoroughly checked and tuned by the Volvo experts, Voldat Automotive, 46 Roberna Road, Moorabbin. Arrive early to avoid disappointment. Starts at 9AM, finishes around 1PM. First come, first serve.

Sat 11th Volvo Club of Victoria Christmas Dinner & Awards Presentation
Time: 7:00 PM
Location: Golden Lake Chinese Restaurant, 4/288 (Rear) Springvale Road, Springvale.
Cost: Pre-booking is essential (advise Heino). \$20 per person (Club subsidised) if paid by 1 December night meeting, otherwise \$30 if paid on the night. All payments to be made to Christina Nowatzky, Treasurer (0425-740-858). For further info and to advise if you are attending, contact Heino Nowatzky (0425-705-045) or Noel Bruin (0438-253-262). We'll be ordering from the full Chinese Banquet-style menu. The restaurant is BYO.

January 2005

NOTE: NO Night Meeting in January!!

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

January 2005

Sat 22nd Proposed Go-Kart Track Day
Location: Ace Karts, Sunshine Vic.
Details: Info to be posted on the web site www.volvovic.org.au closer to the event or call event organiser Ash Davies 0412-709-695.

Sun 30th VolvoSaab Gala Open Day
Time: 9:30 AM - 2:30 PM
Location: VolvoSaab, 31-33 Cambria Road, Keysborough, Vic.
Details: An awesome event! If you haven't been to the famous VolvoSaab open day in previous years, you don't know what you're missing. Browse the warehouse for that elusive part. Great discounts on new and used parts. Sausage sizzle, cars on display, demonstrations, etc. See the VolvoSaab ad in this issue for full details. Contact VolvoSaab on 9798-7200 if you have any questions.

February 2005

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

Sun 13th Picnic at Hanging Rock
Usually a good turn-out of Volvos for this event. Volvo Club members meet at 8AM at the bakery on the left side of the road in Woodend, on the way up to Hanging Rock. We'll proceed from there as a group to the event entry and park together. Call Heino for further info 0425-705-045. Sponsored by the Macedon Ranges and District Motor Club (www.mradmc.com.au). Entry to the reserve is \$15 per vehicle, and that allows you to browse the cars and displays, climb the Rock or set up a picnic by your car.

Sun 20th Volvo Club of Victoria Annual Display Day
Held in conjunction with the AOMC RACV British & European Motor Show at Dandenong Showgrounds. Details to be provided in next magazine.

March 2005

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

Have your say!

If you have an idea for an event, let us know. We're always looking for new ideas from members! If you'd like to help organise an event, please contact a committee member or officer of the club and let us know what you can do to help. Suggestions welcome!

Reminders: VIC members please check your address label for expiry date and typos. Advise the Rock or Set up the Member Secretary of address changes.



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GALA OPEN DAY Sunday 30th January 2005

9:30am - 2:30pm

31-33 Cambria Road, Keysborough, VIC

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- **Products Specials and Sales**
 - **Tech Talks**
- **Dismantling Demonstrations**
- **Concourse Vehicle Display**
 - **Give-Aways**
 - **Sausage Sizzle**

Be sure to mark the date in your diary - the **VolvSaab Gala Open Day** is definitely an event not to be missed.



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THE EDITOR'S DESK

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FAST TIMES

Hi all. Time flies when you're having fun. Seems like I just finished the last magazine, and now the next one's due! I guess with all the hype about the National Rally (see feature section elsewhere in the magazine) the months went by quickly. By the time you get this edition, the holiday season will be upon us. It's only early October as I write this and already "Commercial Christmas" items are starting to appear on the supermarket shelves. As an expat from the northern hemisphere, I still have a tough time getting used to celebrating Christmas and welcoming in the New Year in the midst of summer. Don't get me wrong - I'm not complaining! It's just a radical shift from the cold, dark months leading up to January 1. The Australian heat sure beats the slush and shivering cold of Detroit no matter how you look at it. So consider yourselves lucky and enjoy a cold drink (or two) of your favourite beverage. (Yes, Heino, I'll be imbibing a Dr. Pepper on ice!)

The other big event that will have occurred by the time the magazine hits the letter box is the Australian and American elections. We're lucky here that the election was called relatively quickly. That means we only had to endure several weeks of patronising

campaign ads in the media. Feel sorry for the poor Americans who have been suffering with mud-slinging ads for nearly a year. It will be interesting to see if there is a leadership change in either or both countries. Many people I talk too seem ready for a change, but with the strong Australian economy, some folks may be worried that change will bring a downturn. I'm no political analyst or economist, but it's pretty easy to see that economies go up and down over time, and there's pretty much no way to accurately predict the cycles or we'd all know when to buy and sell. Good luck to all - may the best candidates win!

On the home front, not much progress has been made on the various project cars. I've been going over the 740 Turbo to check out its mechanical soundness. So far, so good. I replaced the crook radiator with a Pick-a-part special and it seems to be leak-free now. No water in the oil, and no oil in the water - fingers crossed! The usual issue of a cracked fuel hose between the main and auxiliary petrol tanks is something I need to fix. If you have a 740 or 760 with the boot-mounted auxiliary tank and you smell petrol (or see petrol!) when you fill up the tank, this is probably your culprit. I wrote a tech tip on the issue a couple years ago

- please see me if you need a re-print. For safety's sake, if you smell petrol, GET IT FIXED! It's amazing how many times I've looked under the bonnet and seen rotting, cracked or otherwise neglected fuel lines on the older Volvos. Do yourself a favour and check all your fuel lines (including those running from the tank to the fuel pump and/or fuel filter) and replace any that look suspect. The last thing we want is to have another one of our classic Volvos end up as a charred wreck. Use high-quality fuel hose (correct pressure specification if for fuel-injected models) and try to use the original-style hose clamps that don't act like a cheese grater on your new hoses.

The rest of the work on the 740T has been to remove some of the unnecessary items like the A/C system (leaky condenser) and various bits and pieces (like fog lights, headlight wipers, spoilers, headrest covers, turbo badges) that might be sold to finance the engine swap project. Sooner or later I'll drive the car up to Wayne's folks' place where I'll pull the engine out and try to fit it into the P220 parts car body. I've been searching the web for similar accomplishments, and have found that several people have managed to fit B230FT engines in 120-series engine bays, so I think I have a chance. I think



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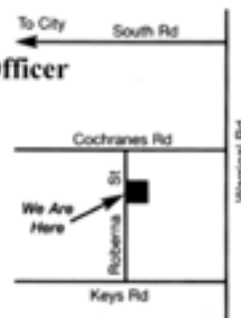
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it might be more of a challenge than the supercharged 240, so I expect it to take a couple years at the rate I procrastinate!

If anyone's making a New Year's Resolution, how about deciding to attend a Volvo Club event if you didn't do so in 2004? Or, maybe offer a helping hand to the committee to organise an event or arrange a night meeting guest speaker? Or, submit a story, tech tip or photo for the magazine or web site. In any case, thanks for your continued membership in the club, and for your continued support of and contributions to Rolling Australia.

Finally, regardless of (in alphabetical order) your age, appearance, body weight, criminal record, ethnic or national origin, family status, gender or gender identity, medical history, mental capacity, physical mobility, political preference, religion, sexual orientation, socio-economic status or union affiliation, I wish you the best holiday season and a happy New Year! If that's not politically correct, I don't know what is! (PS: If I left you out, please email me a description!)

Regards,



RALLY HARD LUCK STORY

I have to give credit to David and Ruth McLeod for their persistence in the journey to and from the National Rally in Canberra. As most of you know, David owns one of the most unique Volvos in the Victorian club - a Dutch-built 343DL with the continuously variable belt-drive transmission (CVT). David never fails to bring the car to rallies or club events, even though we like to tease him about the car's reliability and/or "Volvo-ness".

Well, this time, the car did live up to its expectations somewhat, creating a bit of hassle for Ruth and David. On the trip up, the temperature gauge kept creeping up, but David decided not to stop as they didn't want to have to wait for things to cool down to remove the radiator cap. Plus, it had started to rain, and this seemed to have a cooling effect on the engine. When David did finally check the coolant level (possibly after they arrived in Canberra?) he had

to add heaps of water (how much David - 8 litres??) The car had been running basically in air-cooled mode, but luckily the Renault-built engine didn't give up the ghost.

When we arrived in Canberra, we noticed after parking next to the 343 that it resembled a Molotov cocktail with petrol-soaked rag sticking out of the petrol fill pipe. Somewhere along the way, the petrol cap "went missing," unbeknownst to David.

After a chat and some quick thinking, David was off to the shops in search of a round cap of some description (Tupperware? Pickle jar?) to create a more tidy appearance. Luckily, on Friday David was able to source a complete fill neck and cap from a 360GLT at Vince Harmer's workshop.

Unfortunately, due to the car's uniqueness, it hadn't properly been included in the rally judging. I think it deserved a prize considering the amount of time Dave spent cleaning and preparing the car for the show! Maybe it was too clean and neat?

On the way home, some vibrations noticed on the trip up began to get worse. David wasn't too nervous because he always travels with a complete set of drive-train spares in the boot! As the vibration increased, they were forced to slow their driving speed to a point which became "bearable" - 80 kph, then 70, then 60.... All the while they could hear the occasional metallic "ting" sound like a stone being thrown up under the car. David figured that it was one of the rubber drive belts going south, so they started to look for



I know I dropped that petrol cap somewhere under here! Hmm, maybe I'll check those belts.

somewhere to put the car on a hoist so he could check out the belts. Well, after much searching, they didn't have much luck in some small country town (I can't recall where it was - David help me out here!) The local NRMA garage was useless, and finally David ended up at a wreckers who kindly loaned him a large floor jack which enabled him to (once again) crawl under the car and change the CVT drive belts.

To make a long story short, they made it home OK. David found that his overheating problem was due to a bad head gasket, which he replaced after carefully following the instructions related to the cylinder liner sleeves (credit the French with this elegant design!) A big applause to David and Ruth for persevering in their journey and gracing us with their presence at the rally. It's always a pleasure to chat with David and it was nice to meet and chat with his lovely wife Ruth. Keep that unique piece of Volvo history safely on the road David!

Greg



The 343 was a stand-alone stand-out at the National Rally

President's Report

Heino Nowatzky

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NOW HEAR THIS: National Rally

I'm going to start with a statement. Please read to the end before you decide if I'm right or wrong. Volvos are boring, there, I've said it. We decided to take two cars to the National Rally in Canberra, the 1972 144GL and the 1974 164TE. For those that don't know the cars the 144 is totally original, unrestored and carries its battle scars well hidden but proudly, the 164TE is now a two owner car that has had much love and attention all its life and has had some restoration work. Both cars get little use during the year a legacy of having too many cars although they are well maintained and much loved.

So with the National Rally now upon us it meant preparing the cars. The 164TE had developed a fault of becoming afraid of the dark. The low beam headlights would periodically refuse to work and of course it always happened at night. The trouble was it was not happening all the time and replacement of numerous fuses, relays and switches didn't solve the problem. Then happily it did it all the time, now I could get an Auto Electrician to find the fault. Three days before leaving for Canberra the car was booked in for the day and the problem, which was an electrical short behind the dash, was isolated, repaired and some extra wiring and fuses added just in case. So what else did we have to do to the two cars to prepare them for the trip? Other than a clean and polish and a

check of all the mechanicals and fluids, nothing was required.

We drove up in a two-car convoy hoping to meet up with Greg and Wayne on the way. The 'boys' were in the 144 and the 'girls' in the 164. We stayed on the 110KPH speed limit (on the freeway sections) for hours on end.



Boring Classic Volvo? Heino's 144

Greg rang just as we reached Glenrowan and we decided they were too far ahead and told them to proceed without us. Our next stop, 5 miles from Gundagai (where the dog is still sitting on the tucker box), found us leapfrogging Greg and Wayne who were having lunch in Gundagai. We waited a short time for them and as they had cruise control asked them to lead the way. I'm sure Greg expected the 'oldies' to lag behind the 'supercharger' but he found he couldn't shake us.

We all arrived in Canberra in good spirits and relaxed with no aches or pain and no requirements for anything other than fuel for the cars and occupants. The cars didn't get much use over the next few days in Canberra other than a short drive to the display area on Saturday. There they were joined by Volvos of all ages, from all over Australia. The return journey was much the same only we ended up in a five-Volvo convoy for quite a while. We did offer some assistance to some female travellers that had a major rear tyre blowout near the Seymour service centre (they had a spare but no jack and Volvo jacks don't work on Magnas [didn't you say Maggots? Ed.] so much head scratching and improvisation was required). Again we arrived home safely without a need for anything other than fuel. I look at the cars in the garage today and they sit there silently, still shiny, still clean with no fluid leaks, waiting for the next time we drag them from their slumber. So are they really boring? I wouldn't regard reliability, comfort, safety and the pure pleasure of driving these Classics as boring, it just looks that way. I guess you don't really have to constantly get your hands dirty to enjoy Classic motoring after all.

We were able to meet many of our rural members and ACT based members during the Rally. We don't get many opportunities to meet up with our club members living in the ACT, Albury/Wodonga, Geelong and further south or even Ararat but I hope to change that in the future. Watch out! We will contact you and will

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organise a tour to your neck of the woods. Warn the local population that the Volvos are coming and be prepared to show us around your fair cities. Likewise we will endeavour to put you in contact with other club members that live in you area so that you get the opportunity to meet locally and we can even place any rural events you may want to organise in the magazine (just give us timely notice).

I am also very proud of the Victorian Club and the turnout of our members at the National Rally. We had seventeen Victorian registered cars at the rally and numerous more members. The fellowship displayed by the Victorian members was inspiring. Congratulations to John Johnson and Mark James for winning in their categories.

Thank you to all that made the trip to Canberra and thank you to Lance for organising the 242GT anniversary. A further thank you to Michael and Jenny Tracey for their photos of the event which you can find on their website:

<http://www.heritagearchaeology.com.au/Directory/Directory.htm>

Follow the down the list to the link that says **Volvo National Rally 2004 ~ Canberra, ACT.**

Until next time
Heino Nowatzky



Another BORING Volvo? Tina's 164E



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MEMBERSHIP REPORT

Wayne Bowers - - - 03-9397-5976 (AH) - - - waynebowers@unite.com.au



Hello everyone! If you haven't already met me then you probably know of me through the magazine editor, Greg, my partner. It was Greg and I that recently purchased our dream bush block called High Anxiety. Strangely, the shed on the property contains no Volvos or Volvo parts yet! I'm sure this will change shortly....

This is my first time on the Volvo Club of Victoria committee. Greg and I have been part of the Victorian club since early 2000. I would like to thank my predecessor David Raynor for all his hard work as membership secretary over the past couple of years. David has continued to support the club committee by posting the magazine. Thanks David!

One of the first things I would like to do in the club magazine is to reintroduce a welcome list for all new club members. A big welcome to the following new club members who have joined the Victorian club over the past 3 months:

Owen Sprague, George Capozza, Elizabeth Tzikas, Peter & De Dale, Colin Bermingham, Ian & Sue Burns, Peter & Lorraine Riggall, Michael & Jenny Tracey

Without the financial support from members like you, it would not be possible to continue member benefits

such as printing and posting ROLLING AUSTRALIA. It will be my job to maintain the membership list and inform people when their membership expires. Current membership is averaging around 130 financial members. We have seen the membership increase by about 30 members over the past year and it continues to grow!

Due to some previous issues with informing members about their membership expiry, some people had their membership lapse for a significant period. I will be attempting to make membership renewal as easy and pain-free as possible over the next year. Recently some people have asked why they are getting another membership renewal form this year when they have already paid within the last year. This is most likely because your membership had lapsed for a period of time (and you still received a magazine during this period) where your last payment was for the 1 year period from when your membership lapsed.

How your membership number works: Example Number **2004 1105**

2004 - The year you joined (note if membership has previously lapsed or there had been changes to your membership you may have received a new number).

11 - The month your membership expires.

05 - Sequential monthly number.

Please note that some members have expiry dates that do not match their membership number. I will be updating these numbers over the next year so that you will receive a new membership number that correctly indicates the month your membership expires.

If you have any queries about your membership please feel free to contact me via email waynebowers@unite.com.au or phone (03) 9397 5976.

Important Membership information:

- Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues.
- New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.
- Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months.
- To join or renew, complete a membership form (renewing members do not need to fill out car details if they have not changed over the past year) and post with your cheque or money order to Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189.

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Treasurer's Report

\$\$

Christina Nowatzky

0425-740-858 (AH)

nowatzkyt@mpx.com.au

MONEY BUSINESS

Account balance on 10th October 2004 is \$5,072.52.

The last magazine Treasurer's report was on the 04th August 2004. At that time, we had a bank balance of \$4,087.05.

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

INCOME:

Advertising and Sponsorship: \$195.00

Night Meeting Income: \$168.00

Membership Subscriptions:

\$1,060.00

Licenses and Permits: \$5.00

GROSS INCOME: \$1,428.00

EXPENSES:

Government and Bank Fees: \$1.60

Suppers (Sept/Oct): \$65.95

Magazine Printing (Sept/Oct):

\$962.10

Magazine Postage (Sept/Oct):

\$303.88

AOMC Membership: \$130.00

AGM Supper: \$162.00

Office Supplies: \$45.02

TOTAL EXPENSE: \$1,670.55

NET INCOME (loss): -\$245.55

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

You might be a true Volvo owner if . . .

- Your 245 was rear-ended by a half-ton truck and you went home and buffed the scratch out of the tailgate while the truck driver got a new bumper (true story!)
- You've been to 5 Volvo mechanics in the last year at least once...
- The guys at the junk yard say "hey the Volvo girl is back" every time you go there.
- You change the computer wallpaper at work to Volvo images, so everyone can enjoy it too!
- Your bookmarks in Netscape are all Volvo-related sites.
- You almost crash your Volvo while checking out other Volvos
- You're driving a 1978 245 with 455,000 km and you stop to help a stranded motorist in their brand new BMW

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

NOTE: All SA Club-related Magazine
Submissions to Craig Rasmussen
Craig.Rasmussen@ndcglobal.com

You might be a true Volvo owner if . . .

- You find it amusing to make a U-turn with only two and a half lanes, then watching in your mirror as a Commodore tries to follow you.
- You can pick out the Volvo in any TV show or movie (trust me, they are always there).
- You give your fiance your '97 850 so that you have an excuse to pick up a decade-old 242GT.

VOLVO CAR CLUB NATIONAL RALLY - CANBERRA September, 2004

When Tricia and I received the flyer regarding the rally, we decided that we would attend fairly well immediately as we had never been to Canberra. Our girls, Jessica (7) and Annalise (3) were also quite excited about it as well. This article relates to our trip to and from Canberra.

We purchased our first Volvo, a 144S (or Bobo, according to Annalise) just before Christmas last year, surprising considering we have been a member of the Volvo Car Club of SA for about 6 years. Helen and Barry, Tricia's parents had three so we borrowed one every now and then. At the Rally in Clare we borrowed the S70 and they drove the P1800. I decided to bring the 144, although I think Tricia was hoping I would change my mind and bring the Commodore.

There were a few things which needed to be done before setting out to Canberra. Firstly the original seat belts were still in the car, and having 2 young children we decided to have them replaced. We also had David Bennett raise/re-space the rear springs. We also had to consider what the girls would do for the long drive. We ended up buying 2 gameboys and some games. Tricia also printed them off strip maps of the journey, making 5 copies for each of the vehicles.

On the Sunday before, we all decided to get together and check that our CB's were working and have a BBQ. This was a fortunate happening as during the afternoon I had to drop off some videos to the local store and took the Volvo. On the return trip I noticed some smoke coming from the driver's back wheel. When I stopped where we were having the BBQ there was considerable amounts of smoke and the rear wheel was glowing red. A quick word to David and he knew the problem immediately - the brake lines were blocked. Although David was busy he said to drop the car around on the Monday morning and he would look at it Monday night.

Late Monday night David rang to say that there were more problems than thought. The back and front lines

were blocked and the calipers were 'shot'. David was also trying to clear the workshop so that he could attend the rally. He was not sure if he would have time to fix the car and offered us his 122 if he did not finish it in time. Tuesday afternoon David rang to say the car was ready to go. We picked it up and noticed different wheels on it. Speaking to David he had noticed that one of the rear wheels had started to bulge and was not happy to allow us to take the car like it was. Considering it was late David had put the mags from his 164 onto the 144. Anyway, the car was now ready to leave, so home we went to pack and be ready to leave by 6.15am on the Wednesday.

Most of the SA contingent left from Ken's place at 7.00am, even the adopted South Australians for the rally: Phil and Brenda Rasmussen. John and Joan Peace left earlier in the morning and David and Glenys were leaving on the Thursday. Helen and Barry Judd took the S70; Barry wanted comfort so left the P1800 home. We had the 144, and Ken took the 244, while Craig and Phillip drove 242 GT's.



View from Craig's mirror

We set off through the Hills and to Peake for morning tea. Although someone moved the coffee shop, or did they? We could not find one. We ended up stopping near a sign "Judd's Transport" (no relation to Helen and Barry), and fortunately we had our thermoses for tea and coffee. We then set off for our next stop. We found the coffee shop, 5 km out of Peake. Oh well - too late.

The CB's came in handy, being able to let others know what was coming up the road, especially when passing slow cars. Lunch was at Ouyen. Then off to Hay for the night. We

arrived in Hay (John and Joan had arrived earlier) and we all met up. Barry was ready to go to the pub and have a couple of ales - it was hot work driving, although he did have an air conditioner in the 570. In fact we were the only ones without air conditioning. We decided to leave at 8.00am the



Hotel at Hay

next day, a little sleep in.

Off we set, at 8.15am, not too bad considering only 15 minutes late. Today saw us travel though Gundagai for Lunch. Tricia read through the things too see. "We must stop and see the Dog on the Tucker box" so off we went. I think most people were expecting to see something bigger. Tricia commented that she thought it might be like the big pineapple in Queensland. No such luck - I think Annalise was bigger. (Might be a business opportunity: "Biggest Dog on Biggest Tucker Box! Ed.) After Lunch we set off for Canberra. By this time I was thinking I wish I had the Commodore. The 144 seats are not that comfortable for a long drive. I would like to describe the drive through but what can you say about the Hay Plains. The CB's again came in handy for this drive but instead of directions we had music. Tricia found a CD with 'Happy Little Vegemite' and 'On the Road to Gundagai' on it and played it for all to hear, even the annoyed truckers who were on the same channel.

We arrived into Canberra about 4pm on the Thursday, dropped into the hotel and registered. Tricia couldn't resist the opportunity and decided we should go shopping, to Jessica's and Annalise's dismay. Off we went, but had no idea where we were going. A quick look at a map and we decided that town was the best spot, as it was not too far from the hotel. When we got there nothing was open that we could find so we drove around and found some shops near the hotel and thought this would be OK, apart from Woolworth's however everything was closed. Back to the hotel without spending any money. (Another novel business opportunity: Shops that actually stay open when people want to shop. Ed.)

Thursday night was dinner and time to catch up with people. It was good to see some of the people who were at Clare. Friday the bus trip around Canberra was well organized and informative. A double decker bus was arranged to take us around, and the driver and guide were very

informative. A few low bridges and holding breath to see if the bus would fit under, although the bus was 4.3 metres high and the bridges heights were 4.2 metres, the driver was told the bus fits under so he proceeded and we went under, not sure who had the measurement wrong. Lunch at the Canberra Yacht club was delicious and the scenery was pleasant too. Jessica and Annalise spotted some baby ducks and went to have a look but the ducklings did not stay around for them to get very close. Friday afternoon the 'guys' set off for Vince Harmer's workshop to browse the spare parts. Some rare parts were found; I even found a mirror for the 144. The mirrors on the 144 were "Kmart specials" and I could not adjust the passenger's mirror

look at the cars so decided we would catch the ferry instead. A boat arrived and we asked about getting to the other side. Not a problem he said - it would cost \$12.00 each for an hour cruise and he would drop us off on the other side. Considering there were 10 of us going to the War Memorial we opted against this. In the end we decided to catch a taxi over, called and the operator was very helpful and arranged a 'maxi cab' which fitted us all in for the low cost of \$40.00 return.

The show and shine was set up in series of cars and looked impressive. Unfortunately I did not get a photo. (See photos elsewhere in mag. Ed.) Saturday night was the presentation dinner. None of the SA cars got a mention, but they were easily picked out as we all had SA flags on the windows, thanks to Helen and her savvy addiction to EBAY. She had noticed them and made a bid for them, securing them very cheaply. I thought it was a bit of a silly idea when she told me but seeing them on the cars at the show and shine - they looked good. On the Sunday morning before some of us set off back to Adelaide we lined them up in the car park of the hotel, flags in situ, for a photo shoot.

Saturday we decided that we would not take the direct route back to Hay, where we stayed the night; instead we made a detour through the Snowy Mountains to see some snow. John



SA Cars in Canberra

to be able to use it; I planned to put the mirror on the passenger's side when I got back to Adelaide.

Saturday was the show and shine (more about this later), set on the lawns near the National Library and a quick swim to the War Memorial. Having never visited Canberra before, Helen and I wanted to visit the memorial. Well we did not swim though - thought it better to arrange transport there. We had decided the night before to catch the bus, which would have given us 3 hours at the Memorial, by the time we got there and returned on the bus. We noticed that there was a ferry stop on the river when we were having a quick

Johnson and Lance Phillips (VIC) joined us for the first part of the trip, until it was time for them to turn off and head for Melbourne. As we were going through the mountains the CB's again played a vital role. The 144 did not really like the big hills very much and in some spots could only reach 40 miles per hour. I was wondering if it would make it though the mountains but we did without a problem, not like someone else. Half way though Ken asked to pull over as his temperature gauge suddenly shot to hot. Fortunately there was a snow chain installation point not too far up the road. We pulled in and Ken lifted the

bonnet and immediately the problem was clear. He had split a radiator hose,



What's the problem with Ken's car?



Ken, Craig, Barry and Phil fixing the car

somewhere at the back of the engine. Investigations found the culprit and then how to fix it was a tricky point as the hose had split in the middle and was in a pig of a location. Fortunately Ken had some hose in the boot which, while not the same type, did the job. It only took about half an hour and we were off again.

We came across patches of snow and a snake in the middle of the road; obviously we did not stop here and moved down the hill further where there was still some snow. All the kids, Ken, Helen and Tricia in particular had fun in the snow making snowballs and throwing them at people. The responsible people, Annalise and Jessica, took some time to get into the swing of things but enjoyed themselves after a while. They too began throwing snowballs at people. They were not too happy when people started to throw snowballs at them though. In all of Ken's excitement he decided to go for a 'sixer' while playing around and slipped over. Not to be outdone Annalise decided that it was her turn and ended up on her bottom. Crying and feeling sorry for herself we decided that it was time to go. Most of our hands were cold red from the snow anyway. Annalise suddenly stopped crying and politely told us that we could not leave as she was not finished playing. When we told her that we had to go and could not

stay anymore she started crying again. I thought the rest of the trip was going to be good! Don't think so - Annalise was upset and turning on the water works. The Gameboys came in handy again and within a few minutes she had forgotten about the snow, and her sore hands. The trip down the mountain was much better for the 144; I was able to keep up to speed and on occasions had to slow down.

Anyway off to Hay we go. Heading into the sunset we decided if the sun got too low for safety we would pull over and wait, rather than driving with the sun in our eyes. Craig rang the hotel and informed them that we would be in late, around 8.00pm because of our detour. We were traveling well by this time and through the Hay Plains we could feel our rest spot. The bottom was getting sore again from the seat, however not as bad as I sat on a towel for the journey.



he gang walking to the snow with Volvo's in the background



Annalise making snowball

Suddenly Craig put on his hazard lights and being the next car in line was surprised to see that I was catching him very quickly, despite not speeding up so I slowed down. Craig announced over the CB that he had lost power and was pulling over.

It was still light at this stage - just! When we all pulled over and got out,

Craig announced that the motor had just stopped. What could be the problem? No idea! Some looking around and discussions in the fast fading light and then a bright idea from someone - it may be the coil. Craig went to get the multimeter from his other car to check. While he was doing this Phillip suddenly had a thought and unplugged a wire and reinserted it. Trying the car it started immediately. Craig stated that something similar happened a few years earlier but that time the car misfired before stopping. Anyway, all fixed - off we went. Nearing Hay we thought about tea (it was nearly 8.00pm by now and from our experience on the way over thought we may have problem getting something to eat). A quick discussion over the CB as we arrived into Hay decided that we would check in and then go to the petrol station to get something to eat - at least it was open 24 hours.

After a restful night we were off for Adelaide, although by this time Craig (and myself although I did not admit this) was hanging out for a Farmers Union Iced Coffee, but none in sight. At morning tea Tricia saw a Farmers Union Iced Coffee sign. "Great" I thought and told Craig that I would get him one. At the shop with the sign, thorough searches of the fridges revealed no iced coffee. Oh well, we will have to wait a bit longer. Driving down the South Eastern freeway home was not far away now. Through the tunnel and off the freeway, Ken, Craig and Phillip went one way while Barry and I went another. Again over the CB's we said our good-byes. I think everyone was pretty tired by this stage.

With the national rally over for another year it was time to unpack and write this article. Looking forward to the next rally but I think I will buy a cushion to put on the seat before then. Thank you NSW for organizing the rally.

Colin Ireland



Morning tea at the playground, the shop across the road had the sign for Farmers Union Iced Coffee

VOLVO CAR CLUB OF SA 2005 EVENTS



JANUARY

28TH, 29TH, 30TH, 31ST

Mount Gambier Veteran & Vintage Car Club

41st Australia Day Tour

If interested and require an entry form please telephone Helen Judd on 8341 8908

Entries close 14th January

FEBRUARY

20TH

The Lego Man, Angaston

Barossa Chateau

Depart Elizabeth Law Courts **9.00am** sharp

Bring a picnic lunch

Entry fee to "The Lego Man" \$2.00 per person

MARCH

11TH

Club Meeting

7.30pm – Glandore Community Centre

13TH

St Kilda Mangrove Trail & Interpretive Centre

Depart Globe Derby Park, Port Wakefield Road **10.00am** sharp

Bring a picnic lunch

Entry fee for Mangrove Trail & Interpretive Centre

Adult - \$6.90, Conc - \$5.90, Child - \$3.90

APRIL

17TH

Mystery Tour

Depart Victoria Hotel **9.30am** sharp

Bring a picnic lunch

Be prepared for a magical day!!

MAY

8TH

Birdwood Motor Museum

BYO your own BBQ lunch at the Motor Museum

Cooking facilities supplied

There will be an entry fee into the Museum

Marble Hill Ruin, Ashton

Entry fee – Adult - \$3.00, Pen/Child - \$2.00

Depart McDonalds, Tea Tree Plaza **9.30am** sharp

Bring along your mum for a fun filled get together on "Mother's Day"

13TH

Club Meeting

7.30pm – Glandore Community Centre

JUNE

25TH

Penguin Discovery Tour – Granite Island

Depart Blacks Road **1.00pm** sharp

Bring warm clothes, beanie, scarf and walking shoes

Will need to be able to walk across to Granite Island

Dinner at a local eatery – decided on the night

Entry fee – Adult - \$12.50, Con - \$11.00, Child - \$7.50

VOLVO CAR CLUB OF SA 2005 EVENTS, Continued

JULY

8TH

Annual General Meeting

7.30pm – Glandore Community Centre

17TH

ETSA Museum

Sausage Sizzle - \$2.00 per person

Further details closer to the event

AUGUST

13TH & 14TH

Alligator Gorge National Park

Willmington

Further details include accommodation closer to the event

SEPTEMBER

9TH

Club Meeting

7.30pm – Glandore Community Centre

18TH

City to Bay Fun Run

Non walkers support the club walkers by joining them for brunch at Glenelg after the event

Further details closer to the event

24TH

Birdwood Classic Pre-Run get together

Join the participants for dinner for the pre-run get together

Come and meet the interstate **Volvo** participants

Further details closer to the event

25TH

Birdwood Classic Run

Details closer to the event

OCTOBER

30TH

Annual Crabbing Event – Pine Point

Depart Globe Derby, Port Wakefield Road 8.30am sharp

Bring shoes to wear in the water, racks, buckets and eskies

Catch your own lunch or if not in luck BBQ lunch supplied

BYO chairs & drinks

NOVEMBER

4TH

Club Meeting

7.30pm – Glandore Community Centre

12TH

Christmas Pageant

Details supplied at club meeting on 4th November

27TH

Christmas Lunch

Further details closer to the event

For further details please contact the events committee:

Graham

(08) 8387 5065

Zaree

(08) 8555 0585

Ken

(08) 8293 2784

Ralph

(08) 8298 4941

John & Joan

(08) 8294 3183

Tricia

(08) 8248 5081

Please note entry fee prices are only a guide and may change without notice

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The 1800/120 Pages

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

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

123GT web page:

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

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Ph: 08 8346 1104 Mob: 0418 894 380

WA Technical Advisor - Wayne Coles

Ph/Fax: 08 9350 9220

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NSW 2486

NOTE: All Magazine Submissions

to the Editor, Greg Sievert.

See Page 1 for details.

2004 AGM - The Highlights!

Each year brings new manpower challenges to any club based around a volunteer structure, so it was with great interest (and the usual trepidation) that the Committee approached the AGM this year.

Held at our traditional venue, the Yeronga RSL in suburban Brisbane, on Sunday August 29th, we were pleased to see one of our bigger turn-outs in recent years. More important, we saw some new faces with members coming from as far away as Coffs Harbour, just for the day!

It was also great to see the legendary Bob Taylor at our meeting who now resides at Pottsville in northern New South Wales and was able to make the AGM.

After going through the normal important procedural matters of committee elections, financial reporting and the like, it was nice to welcome some new faces on the Committee with the hope that the new blood will bring new ideas.

Also the return of some experienced faces who have had time away from the Committee in recent years should bring wisdom and renewed enthusiasm from people who know how to get things done - welcome to all who choose to serve for 2004/05 (see panel at left for new committee - Ed.) and a huge thanks to the 2003/2004 Committee.

Once underway a key issue that is still currently under review was the Club's exposure to Public Liability claims and the cover required for the activities we engage in. Fortunately new Committee rep John Wenban took this in hand and his early reports are positive, though we will keep members advised as needed on this issue as it is finalised.

It was agreed that we keep fees at \$30 p.a. for renewals - I suggested this may be the last year we can keep to this level. I made mention that I paid this amount (plus the \$5 joining fee!) when I joined the Club 12 years ago and costs have gone up somewhat in that time.

Notwithstanding that, our Club continues to enjoy solid financial management and is in good shape in terms of both liquidity and inventories of saleable merchandise.

Our move to being part of Rolling Australia magazine was (virtually) universally agreed as a positive initiative that we put to members last year. It is part of our brief for this year to continue to improve communications with members at every point and add value to the membership process.

We were blessed this year with an expansion of participating technical advisors - this got even better in the week following the AGM after I got on the phone and spoke to a few Volvo "nuts" from around the country. The upshot is that we now have advisors in all states (except Tassie) so an 1800 or 120 owner will never be alone with a problem irrespective of where he or she is lives in Australia.

I would like to thank those technical advisors listed in our info panel on these pages and will let members know about the individuals and their backgrounds over the next couple of issues of Rolling.

Also a special thank you to Guy Smith for running the N.S.W. activities of the Club. He and a few dedicated people keep interest in the marque and the social side of the Club not only alive and kicking, but thriving these last couple of years so well done on that to you all in the Premier State!

As mentioned in a separate article in this issue, the AGM moved that we pursue Easter 2006 as our 20th Anniversary Rally in Tamworth - lets make it the biggest 1800/120 Rally in history!

I would like to thank those who attended the AGM and made it a successful meeting and helped explore some new ideas and help generate the enthusiasm that is imperative for any Club's progress and growth.

Richard Zammit - President

1800/120 Club Technical Advisors Announced

Hello Everyone. I have pleasure in announcing the team of Technical

Advisors that have agreed to provide advice to members of the 1800/120 Club, should a member strike an issue they would like clarification on.

We have people nominated in every State of the country (except Tassie) - possibly for the first time - all willing to help if required, so please call your local advisor or if caught out whilst travelling interstate, the advisor for that State.

N.S.W. Technical Advisor - Gerry Lister
Ph/Fax: 02 94033049 Mob: 0412 221 211

Qld Technical Advisor - Peer Skaarup
Ph: 07 3245 7966

Vic Technical Advisor - John Johnson
Ph: 03 9532 2151 Mob: 0414 470 048

S.A. Technical Advisor - David Bennet
Ph: 08 8346 1104 Mob: 0418 894 380

W.A. Technical Advisor - Wayne Coles
Ph/Fax: 08 9350 9220

(Advisors are now listed in the 1800/120 Club details panel for future reference. Ed.)

All have businesses related to our cars and we should support them wherever possible - to that end I will supply a bit of background on each of them (though most are well known already!) in a write up in the next issue of Rolling.

Kind regards and happy motoring

*Richard Zammit, President
Volvo 1800/120 Club Australia Inc.*

STOP PRESS ... 20th Anniversary 1800/120 Club Rally - Easter 2006

It was agreed at the Volvo 1800/120 Club of Australia AGM in August that a return to the venue of our first Rally twenty years ago would be an ideal way to celebrate our 20 years as a Club in 2006. So Tamworth in New South Wales will see a wonderful array of 1800's and 120's come Easter of that year. And we welcome all Volvo owners to be part of this historic event.

Details of accommodation, activities, etc will be worked out over the next few months and we intend to start taking registrations commencing in early 2005. Stay tuned and in the first issue of Rolling for 2005 we will

have contact details for the event coordinators and more information so interested members can plan their involvement in this Easter 2006 event.

Richard Zammit - President

Australia Day Weekend Outing - Sunday 30 January 2005

Bob Taylor, who has a world class collection of Volvo literature, owner's handbooks, posters and memorabilia, has offered to host an outing to his house at Pottsville in northern N.S.W. on the weekend after the official Australia Day mid-week holiday.

This will be a last chance opportunity to see such a collection in proximity to South East Queensland as Bob is donating it to a museum in New South Wales for permanent exhibition in early 2005.

Bob has a BBQ we can use and catering would be along the lines of a picnic style event and is ideal for members with younger families as well.

Please let Janet or Pat know if this is something that would appeal at that time of year so we can advise numbers to Bob. As an aside, the beach isn't too far away from Bob's place, so a dip late in January is always a good choice and could be combined with the Volvo content of the outing!

Richard Zammit - President

Queensland Christmas Party - 2004

This year's Christmas Party was to be held as part of a big day out for a whole range of car clubs planned for Lakeside. Unfortunately, the Pine Rivers Shire Council have declined to allow this to go forward (even though it would have raised an extensive amount of money for the upkeep of the facility!) and advised people at a very late date as well.



122's on display in Canberra

So Pat and Janet are working on an alternative venue - it has been suggested that Mt Tamborine could be a nice venue as we held a great Christmas Lunch there back in 2002. Though instead of the Eagle Heights Hotel, we could book in one of the nice restaurants in the main strip in the village - there are some well-regarded venues there and we could go *a la carte* so people could make their own choices on the day.

If you have any suggestions contact Pat or Janet, though with luck, by the time you receive this mag we may well have had to make a decision on an alternative venue anyway (for booking reasons!)

We'll keep you posted via email and phone and will also look at an overnight accommodation option for those that have to travel some distance to the event or just want to have a break from their home base for a night.

Irrespective of where we go, as usual we'll have a great time!

Richard Zammit - President

NSW CHAPTER NEWS CHRISTMAS GOOD WISHES FROM THE NSW CHAPTER

The NSW Chapter of the 1800/120 Club would like to wish all Volvo owners a Merry Christmas and a Happy New Year. During the Christmas break, make time to catch up with family and friends and spare a thought for those less fortunate and those who are away from or can't be with their families during the festive season.

Merry Christmas & Happy New Year.

NATIONAL RALLY CANBERRA 2004

A number of members from the 1800/120 Club attended the Volvo National Rally in Canberra during the 23-26 September. On the Saturday we attended the Lawns alongside the National Library on the edge of Lake



Line-up of 1800's at the Canberra National Rally

Burley Griffin. 81 Volvos were on display representing models from 1956 thru to 2004. A major theme of the Rally was the 25th Anniversary of the Volvo 242GT with 17 assembled on display from all over Australia.

Also on display were 7 Volvo 1800's and 6 Volvo 120's. All models were judged and 1st prize for the best 1800 was awarded to John & Jen Bradfield for their lovely 1963 Volvo 1800S which is just a superb example of this model. Congratulations John, Jen & Charlotte. 1st prize for the best 120 went to Ted Warner of the NSW Volvo Car Club, congratulations Ted.

Prizes were awarded during a dinner on the Saturday night, which also gave those present time to catch up with fellow members, and enjoy each others company during the evening.

For more great photos of the event, see Michael Halloran's web site:

<http://www.heritagearchaeology.com.au/Directory/Directory.htm>

Regards,
Guy Smith

Darren Robertson

WHAT'S IN YOUR GARAGE?

by Darren Robertson

Introduction:

How did I get into Volvo? Well, you can thank Mazda for that. I was about 13 years old & my mother had a Mazda 929. I must have done something bad one day as she hit the bonnet of the Mazda in frustration leaving a large dent. This made her think about how safe this car would be in an accident. There were 3 cars on the shortlist: Mercedes Benz, Range Rover & Volvo.

After looking at various Mercs & Range Rovers, she looked at the Volvo. It was an '82 244GL auto in sandstone beige, the year was 1986. It was comfortable, luxurious (it had front power windows!!) & above all it was built like a tank. I grew to love this car & began the job of washing & polishing

it to perfection. I used to love getting driven to school in it. My room was plastered with pictures of all sorts of Volvo vehicles. My favourite picture was of a red 1800 Volvo, my dream car. We then also had a Nissan Patrol 4X4 & mum despised the hard ride from the leaf springs. We couldn't get another Volvo because the garage was too short. Or could we?



the '82 244 GL and '86 360 GLT

Enter a silver '86 360GLT. This car was in superb condition with low K's. I learned to drive on this car & got my licence in it. A very sporty car with its 5 speed manual, almost perfect weight distribution & a 2.1 injected engine. Unfortunately, it had some reliability problems such as hard starting when hot, engine mounts & the complicated rear De Dion type rear end & we only had it for 2 years. It was replaced with an immaculate '87 240GL wagon in metallic blue with a 5 speed manual & a grey/black interior.



Irv Gordon with Lisa & myself and our 87 240 Wagon

MY VOLVO'S

I gained an apprenticeship in 1993 as a Fitter/Turner at Tubemakers in Newcastle. This opened up a whole new world for me...MONEY!! With no need for 2 cars, mum put the wagon up for sale so I bought it. I decided to dress up the car a bit & added Simmons V5 wheels, tinted windows & a decent sound system. This transformed the car from a Volvo wagon to a Volvo with street cred. I have had countless

compliments about the car but also countless ridiculous "Volvo Driver" snide remarks as well. That only made me love Volvos more & despise the "staple diet" of Holden & Ford.

The next Volvo came along when my fiancé needed a car. Along came an '84 240GL sedan in white. It was my first "dud" if you like, paid too much for it & under its seemingly gleaming exterior finish, lurked rust that cost \$3000 to fix. Turns out the car went for a swim at a boat ramp. Also the suspension & brakes were shot. At least I was able to fix these myself. I lowered the car as well. In the end, it was quite a good car; we all learn the hard way. While at work one day, a workmate said he had a Volvo for sale. It was an '81 264GLE in metallic blue & he wanted \$500 for it. Needless to say I bought it purely for all the "GLE" goodies. The car ran well until I changed the coolant. This caused the fragile V6 to blow a head gasket. So I just parted the car out for spares.

I had been toying with the idea of getting an 1800 for many years so I decided to start the search for one. I was scouring the Unique Cars mag for cars & was prepared to travel for the right car. Speaking with George Minassian put me on to a car he thought was worth checking out. It was a red '69 1800S & it was in Sydney! I went down to see the car (the first time I had ever sat in or indeed driven one!) & I was completely in love. It was in good overall condition with very importantly NO RUST. Mechanically it was tired but I could live with that. So I paid the guy a deposit & went down the next week to fulfil a dream.



1969 Volvo 1800S

Since purchasing the 1800, I have completely rebuilt the brakes & the engine. We would love to do some long distance touring in it in the future. The car is my pride & joy, everything I want in a Volvo wrapped up in a classic '60's sports car body.

The year is now 2002 & our first-born is due in April. With the ageing 244 showing signs of more rust, it was time to move on to something newer & more user friendly. Lisa, never being a car fan full stop, loved the look of the new Volvo V40 & so did I so we started looking. It turned out that one of the doctors that Lisa works with had a blue V40 & it was for sale. It was a '98 V40 T SE with 46000km.



1998 Volvo V40T

So we bought it. A beautiful car to look at from any angle, fast, very luxurious (heated leather seats!!) reliable & SAFE. A truly great car in every respect. We have travelled to Melbourne & the Gold Coast in it in supreme comfort with plenty of "GO" under the loud pedal thanks to the 2L 16V Turbo.

So here I am with 3 Volvos in my life and a young son, Dylan. My 245 after many years' faithful service as my personal transport had suddenly become a family wagon. You know the old saying "there comes a time in every man's life"? Well, we bought an on-site van in the Barrington Tops. Our own piece of paradise in the mountains on the Gloucester River. There are 18km of rough dirt & 5 river crossings & the old 245 was getting bashed around too much for my liking. I have been toying with the idea of getting a 4X4 for a while simply from a lifestyle point of

view. We could go places a 2WD couldn't & that appealed to me.

Enter my brand new Land Rover Discovery turbo diesel. This vehicle handles a rough dirt road like a freeway & I am very satisfied with it. It's a pity that Volvo doesn't make a "real" 4X4 at a reasonable price. But since Land Rover & Volvo are now part of the same company, it doesn't hurt so much having to sell my 245.

So there you have it. A Volvo lover for life. I am trying to convince Lisa that we need a 544 or 122 as a "family classic" but this time she's not biting! Oh well, I'll work on her.

Best wishes & enjoy driving the best car on earth.

Darren Robertson.
'69 1800S
'87 245GL
'98 V40 T
'04 L/Rover Discovery.

RESTORATION OF MY 1800E - Part 1

by Bob Forrest

YEAR: 1970
MAKE: VOLVO
MODEL: 1800E
CHASSIS No. 184352 32638
ENGINE No. 42414

HISTORY

The car had the original owners manual and service books all in excellent condition.

It also had a Volvo Service manual with it that has that has two names written in the inside front cover: Mr. C Masefield and Mr. K Sheehan

Original owner was Mr. P Mayes, of Merrylands, rego BRI 833, purchased 8.4.1971

Sold by British & Continental Cars Pty Ltd, 151 William St, Sydney.

I purchased the car from Kristoffer Hocking, of Bilgola Plateau NSW, rego ULN 733

This is the diary of my P1800E restoration. Like all projects of this type the car was going to be finished a long time ago. The car is mustard colour and I have decided to change the colour to yellow. The way it was put to me is that you do the engine bay first, then replace all the mechanics, and then paint the outside. I would welcome any feedback or tips as to what to check next.

Purchased 9th May 2002. Owner said had been in garage for last 3 years because their son who owned it was overseas. The father had a power of attorney for his son and signed the rego papers. Last rego label still on car showing 1999 rego. Had previously been in storage before they bought it. All this helps explain the low miles.

Took car for run around block even though unregistered. Lights not working.

10th June 2002 check compression. All cylinders 160lbs/sq in.

Took photos of all body panels from all angles and under dash and under the front floor mats. Fitted new spark plugs, rotor button and points. Changed oil and filter. Car idling better and easier to start. Motor runs very smoothly. Car stalled and would not start. May be fuel as facing up hill and fuel tank low. Topped up fuel but still no go.



Driver's Side Interior

15th June 2002. Checked spark and found OK. Checked fuel at regulator, no fuel. Checked fuel management relays and all found to be OK. Checked all the fuses and all OK. The remarkable fact being that nearly all the fuses were of the old type which means that they could be original if not very old. Indicates that my assumption that the mileage is original could be true.

Checked fuel pump and found fuel filter had been installed before the pump. It should be installed after the pump. Fitted new filter after the pump and renewed the fuel hoses. Started

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

DATE	EVENT	LOCATION
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

first go. With the extra fuel pressure, fuel leaked from one of the injectors, tightened clamp and all is well. Can't believe how smooth the engine is at idle. Found that the steering wheel is broken.



Rear Panel

19th April 2003 started to remove engine, drained engine and gearbox oil. Magnetic plug had very little residue attached. Removed head. Head in excellent condition, no signs of wear in the bore. Engine bay has no signs of rust.

26th April 2003. Engine and gearbox completely removed.

24th May 2003. Loaded car on trailer to take to Wollongong. Started to strip last pieces from engine bay.

31st May 2003. Back to Wollongong, removed front crossmember, wheels, springs, shocks. Front part of car now only a shell. Entire front end back in Sydney for rebuild.

June 2nd 2003. Dismantled front crossmember, taken for cleaning and refurbish. Bottom wishbone has new bushes, top wishbone bushes need replacing. Some rust found where sway bar mounted.

September 2003. Picked up all front suspension components from powder coating. Fitted new top ball joints, neoprene bushes on top wishbone, new bushes in lower wishbone. Fitted components to cross member; ready to fit to car. Powder coating looks great. Took Wally's advice on what to have powder coated black, what to chrome and what to leave engine red.

September 2003 picked up car from Wollongong. Fitted crossmember spray job is excellent.



Fresh yellow paint in engine bay

October 2003. With US dollar .74 decided to buy some parts from States. New shocks, (front and rear) clutch, oil pump, water pump, cam bearings arrive from US.

24th November 2003 never happy with crossmember repair, so removed X member and all suspension parts. Took cross member back to have repair done over. This time with mounting tubes in correct place. Picked up X member and still not plumb. The problem caused by what I believe is a weak point in the design. If you hit a pothole at speed, the wish bone places enormous load on the rear mounting point for the long bolt through the wish bone and X member. This area is reinforced at the factory but make not be good enough for Australian conditions. My real problem stemmed from the fact that I had briefed the owner of the business on the geometry of the X member and he had given the job to a mate who just welded it up. My idea is that you want the tubes in the X member to be either parallel or angled forward slightly but never angled back.

28th November 2003 picked up rest of engine bay fit out from powder coating.

29th November 2003 continued fitting components to engine bay.

10th April 2004 Crossmember repaired. This time everything is plumb.

I will continue to write my P1800 diary and present the next instalment some time in the future.

Bob Forrest (02) 9899-5998

NRMA - OPEN ROAD MAGAZINE - SEPT - OCT EDITION

I think Volvo spotters may be giving the train spotters a run for their money of late. A few keen-eyed members spotted John & Jen Bradfield's 63 Volvo 1800S pictured in the Annual Report section of the NRMA Open Road Magazine. The picture was advertising Motorfest which is held on 26 January (Australia Day) each year in the streets surrounding Hyde Park, Sydney. Applications to attend Motorfest and exhibit your car close on 12 November 2004; you can make inquiries with Stephen Knox on (02) 9416 7055. About 900 vehicles are on display. Each vehicle must be over 30 years old or be an identical model run on. Usually all the Volvo Clubs are together.



John & Jen Bradfield's 63 1800S

Motorfest is a great day out in Sydney and is held in conjunction with a Wine & Food Festival in Hyde Park.

1800/120 CLUB CHRISTMAS FUNCTION NSW CHAPTER

DATE: Sunday 28 Nov., 2004

**PLACE: Victoria and Albert
Guesthouse, Station St., Mt
Victoria.**

Web site www.ourguest.com.au/victoria.albert

This year's Christmas gathering will be held in the Blue Mountains. We will be meeting at Glenbrook between 9.30am - 10am at the Blue Mountains Café (Wascoe St) for morning tea. Parking is opposite the Café or alongside the Glenbrook School in Raymond St.



Departing Glenbrook by 10.30am and travelling via the Great Western Highway to Mt Victoria estimated time of arrival is 11.45am. The Victoria & Albert Guesthouse is a grand heritage mansion. We have been given permission to park our cars on the lawn section of the gardens. After lunch you can wander the small boutique shops nearby or visit the nearby lookouts & attractions around the upper mountains.

COST: Lunch 2 courses - \$31.50 (Entrée & Mains or Mains & Dessert)

3 courses - \$39.50 (Entrée, Mains & Dessert). The restaurant is licensed, **NO BYO.**

BOOKINGS ARE ESSENTIAL FOR CATERING BY THE GUESTHOUSE. TO BOOK PLEASE RING GUY SMITH ON 47398127 or email guysmith@ar.com.au BEFORE 19 NOVEMBER.

Guy Smith

242GT/262C Register

Lance Phillips

03-9707-2724 (AH)

lancephi@cyberspace.net.au

CANBERRA 2004

First of all I would like to take this opportunity on behalf of the GT/262 owners to thank the organising committee of the Volvo Club of NSW for hosting the Volvo National Rally for 2004 and for allowing the 242GT/262C Register to be a part of it and celebrate the 25th Anniversary of the release in Australia of the 242GT.

For Pam and I National Rallies are enjoyable events with the opportunity to catch up with old friends and make new ones. This event was no different. My first event on a national scale was the 1989 Volvo 1800 Club of Australia



Lance & Erik savouring the moment

Rally in Tamworth with 40 of the 1800 series and 20 of the 122 series cars. The Canberra event was the 12th that I have attended since 1989. It was also tremendous to see ex 242GT owners Bob & Thelma Mitchell from Auckland, New Zealand make the trip for their 5th National event.

Craig Rasmussen (the original convener of the Register) & I would like to thank all the 242GT & 262C owners who made the effort to attend Canberra as it was very encouraging to see so many in one place at one time. I must admit though I did miss a few people from NSW who I thought might have been there with their GT!

We have set a record at this event with 17 of the 242GTs and 4 of the 262Cs - well done!

A special mention to Paul Cleugh who took the time to trailer his "restoration-in-process" GT down for the day. Well done Paul and thanks as it was appreciated.



242GT line-up in Canberra

A special thanks to Vince Harmer for the presentation of his awesome 350 Chevy powered red 262. This car has been admired and driven by US

Secretary of State, Colin Powell who is also a Volvo buff and 122 owner.

The judging of all the cars at the event was independent by non-Volvo Club people. Their final decision on the 242GTs was a tie between Vic Kalgovas and Mark James - making two people happy. John Johnson's 262C took out best 2 series as the Bertones were included in that section. Vince Harmer was one of the Best Presented cars judged by Shannons. Well done to those winners. Attendance was my

prime requisite for the event and I would once again thank those who attended.



John Johnson and his "new" 262C

The 242GTs

Craig Rasmussen South Australia
Phillip Rasmussen Queensland via SA
David Bennett South Australia
Erik Ullner South Australia
Robert Bakker Queensland
Terry Hunt NSW
Vic Kalgovas NSW
Kevin Allen NSW
Paul Cleugh NSW
Torben Toft NSW
Loris Mariotto NSW
Mark James Victoria
Don Horsey Victoria
Athol Fraser Victoria
Lance Phillips Victoria
Pat Hyda ACT
Luke Ylisalo ACT

The 262Cs

John Johnson Victoria
Alan Morton NSW
Andrew Smith NSW
Vince Harmer ACT

Lance Phillips

lancephi@cyberspace.net.au

(Note: revised email address)



Vince Harmer's 'Swedish OB' SESSION

Brickbats & Bouquets

with "Grumpy"

"THE BLINDING LIGHT"

It came out of nowhere, streaking out of the black night like a white-hot comet. I flashed my high beams repeatedly but the driver did not drop his. As he thundered past in the middle of the road I caught sight of a massive



Dazzling bright lights & spot lights

bull bar, with two huge "fog" lights and four (or was it six?) driving lights mounted on the roof. Shaken, I stopped on the edge of the country road and waited for my night vision to return. As I waited I pondered: Was the driver of the 4WD **blind** or merely **blind drunk**?

At the other extreme there is the occasional driver who forgets to turn on his lights when taking off in a well-lit street - tricky to see if he is driving a dark car with colour coordinated bumpers.



Even Volvos aren't immune!

Fortunately the "no lights cars" are fairly rare. Much more common is the ardent footy supporter. I am referring to the "one eyed cars" which seem to be driven about at night in ever-increasing numbers. If stopped by a cop they mumble **"I'm taking the car in for a service next month. I'll get it fixed then!"**

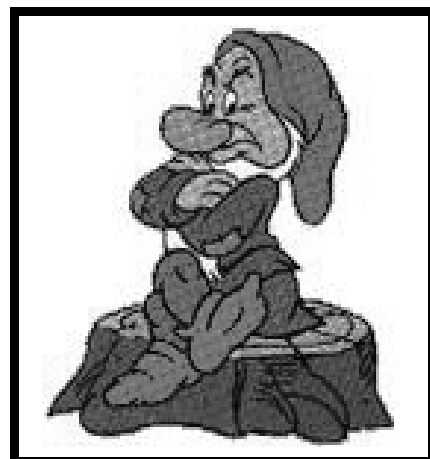
While on the subject - in a recent letter to the newspaper a woman reported that while waiting on the centre median strip at night on the Monash Freeway for a tow truck she passed the time counting the cars coming towards her with only one headlight working. She gave up when she got to 63! Most new cars have plastic caps at the **back** of the



Typical bull bar with redundant lights

headlights, and due to all the mechanical equipment crammed into the engine bay, make the replacement of a burnt out globe a very difficult dirty operation.

Then there are the buggers with the weird powerful bluish globes that seem to have their low beams so badly



adjusted that their lights blind oncoming drivers.

Finally there are the small Japanese cars with powerful red fog lights that drivers run about in with fog lights on when there isn't a trace of fog. Waiting at traffic lights the other night immediately behind a new car I had the feeling that I was looking at a three-alarm house fire. I think a big Bentley from 1952 had the most discrete tail-lights. They were tiny, with probably about 3 watt globes - in the dark they looked like two cigarettes glowing low down on either side of the car. Life is full of extremes!

Grumpy



Hyundai with single rear fog light



Enough is enough!

RALLY RARITIES

For those of you not attending the rally, you missed out on a couple REALLY rare Volvos. Shown for the first time in Australia, these 243 hatch models were a great hit back in Sweden, selling like hotcakes in the late 70's. In fact, more 243's were sold in Sweden than you would believe. You never know what you might find at a rally - so plan to attend the next one and you may be surprised!



Ultra-rare 243's on display at Canberra Rally

BIRTH ANNOUNCEMENTS

If you buy (or is that adopt?) another Volvo in your family, please email the editor a pic and a few details and I'll use these from time to time when space is available in the magazine.



You might be a true Volvo owner if . . .

- You go to buy a new Volvo, and you know more about the car than the salesperson.
- After putting your Volvo in the garage at night, you softly whisper 'good night' while switching off the light...
- You think a "Low Mileage Car" means less than 300,000 kilometres.
- You argue that "Volvo-styling" is NOT an oxymoron.
- You have looked through every matchbox and hot wheels car in the toy store hoping to find a Volvo.
- You are younger than your car...
- When asked, "What year is your Volvo?" you have accidentally replied "it was born in 1973".

CONGRATULATIONS! It's a VOLVO!?



Kevin Greenaway and his new pride & joy - 2000 V70



**240 GLE - Dion Nowatzky's second Volvo
(keep this one straight Dion!)**



Bob Mitchell's orange 1973 164. Bob's been keeping busy with his new project (Thelma hasn't had so much peace & quiet in years!)



Lance Phillips bit the bullet and went for FWD this time - an 850 T5! (How many 240's in the drive behind it?)

National Rally Canberra '04

THE RALLY REPORT

by **Stuart Allsopp**

The outstanding success of the 2004 Volvo National Rally held in Canberra from 23rd to 26th September was due in no small part to the strong support of the Interstate Clubs.

A total of 74 Registrations were received, 81 club cars were displayed on the Patrick White Lawns on Saturday, 25th September and an overcapacity crowd of 125 people attended the Presentation Dinner on Saturday evening.

The make up of the total registrations was NSW 35, VIC-17, SA 7, QLD 7, ACT 7 and New Zealand 1. The National 1800/120 Club members are included in the foregoing state representations.

As Rally Director, I am extremely grateful for the promotional work of the Presidents, Committees and members of the various clubs which helped me enormously and resulted in the big roll up of Volvos in Canberra.

I must make special mention of Bob and Thelma Mitchell who travelled all the way over from Auckland, New Zealand to the Rally. Apparently Bob and Thelma make a special effort to attend the Volvo Rallies on a yearly basis and we hope that their health allows them to continue to do so.

It was very pleasing to watch the Rallyists from all States join in and become one friendly group from day one. The Manager of the Pavilion Hotel remarked to me that, from an outsider's viewpoint, it appeared that the people present were all from the same club. It is my hope that the friendships established in Canberra can be

maintained and hopefully this can be achieved by continuing to hold such Rallies as an annual event.

Congratulations to all for the outstanding manner in which the care were presented at the Display probably one of the best displays of Volvos ever held. The independent judges were presented with a difficult task in choosing the winners of the various prize categories whether you agreed or disagreed with their decisions, all those present would concede that the quality of the cars displayed on the 'lawns' presented difficulties in assessing the best in each section.

For the information of club members, the trophy winners were:

BEST PRESENTED

1st Anthony Hyde - 850R - ACT (NSW CLUB)

2nd Wally Guerreiro - 1800 - NSW

3rd Vince Harmer - 262 (V8) - ACT (NSW Club)

CATEGORIES

120 Series - Ted Warner - NSW

1800 Series - John Bradfield - NSW

140-160 - Stuart Allsopp - NSW

240 260 - John Johnson - VIC

242GT - Vic Kalgovas - NSW & Mark James - VIC (tie)

740 760 - Grahame Hunt - QLD

Modern - Anthony Hyde - ACT (NSW Club)

The 242GT Series featured 15 cars all beautifully presented and it was certainly no surprise to have the judges declare a tie for the trophy. A special thanks to Lance Phillips for his work in getting all those 242GT's to Canberra for their 25th Anniversary.

Unfortunately, we did not have a representative of Volvo Car Australia at the Presentation Dinner, but Todd Hallenbeck, the P.R. Manager of V.C.A., did make it to the Display on Saturday afternoon by driving a new V50 for display with the new cars shown by Rolfe Motors, the ACT Volvo Dealer. Todd stated that he was very impressed with the overall quality of cars and the large number on display. He indicated a desire to become involved with the clubs and the clubs should follow up with him



Bob & Thelma Mitchell from New Zealand, chatting with Marg & Kevin Greenaway

when putting together their 2005 Calendar of Events.

The Rally coincided with the 35th Anniversary of the Volvo Car Club of NSW Inc. and it was pleasing to have such a large roll up of NSW members. It was also pleasing to see them win the major share of trophies. Those members have really worked hard on their cars this year!

My wife Pat and I spent 9 months working on the Rally and we extend our sincere thanks to all those Volvo Lovers who attended the Rally and made our work so worthwhile. We made many new friends and met many wonderful friendly people - we certainly hope to meet up with you all in the future.

Thanks again for your support and for making the Rally one of the most memorable car club events we have attended!

Kind Regards,

*Stuart Allsopp, Rally Director,
Volvo Car Club of NSW Inc.*

National Rally Adventures by Thorben Hughes

Hi Folks! Well it's that time of the year when the Volvo Car Clubs of Australia have their national rally which is held in different state each time. This time it was the NSW Volvo Sporting Club (which I hope I have got the title right - apologies if I have not) with a special theme - that being the anniversary of the Volvo 242 GT. 25 years ago - that long ago I hear you say? Yes it really was, and what a great era it was. The GT was something a little different - a young man's (or should that be person's?) express with a few goodies like improved handling, a bit of horsepower, a growling exhaust note, some GT stripes, a spoiler and some sexy wheels. And of course a nice body to attract the fairer sex with.



Vic Kalgovas & Mark James accept 242GT Class award from Stuart Allsopp, Rally Director



Thorben spiffing up his wheels

(Good luck! Ed.) So that was the theme that our 242 GT Captain Lance Phillips (and chairperson of the Volvo Car Clubs Of Australia) did such a great job on promoting and planning, as it has been something Lance had been talking about for some time.

Well the day finally arrived for me (or should that read "the week") because that's basically what it took me to just get my 240 GLE ready in time for the rally (and what a battle that was!) Without wanting to bore you all with details, suffice to say that there was a lot of work to get finished like rear springs, front grill work, wheels to be finished and put back on, engine to be serviced and tuned, as well as aircon to be re-gassed, plus (last but not least) cruise control to be fixed. The day

finally arrived for me. Admittedly I was hoping to leave on Tuesday, but it became very clear that wasn't going to happen. So Thursday I left Melbourne on a typical spring day and headed for the Hume Highway via the Ring Road, which was pretty busy - especially at 8:00 in the morning! Once I fought my way to the Hume interchange it was "sit and wait for the lights to change" and then head up on to "ye old Hume Highway" for the trip up to Albury, then on to Canberra for the start of rally activities. Once on the road and out past Melbourne and the various road work sites, including the new Craigieburn bypass (which would have



Victorian members shining their cars

people-mover vans having a race up to Albury. It's times like these you wonder "where's the highway patrol?" But heading up to Canberra I probably only saw one. After a couple of hours behind the wheel I was happy to see Albury come into sight, and was thinking of



Some of the Victorian contingent en route to rally

been nice to use and save some more time - oh well maybe next time!) the trip out seemed to be pretty uneventful until I came across a couple of idiots, one in a late model four wheel drive with trailer and the other was these two

going to my favourite pub for a nice counter meal and a bit of peace and quiet and may be a relax. Once having arrived in Albury I then made my way to where the pub was located but that turned into a bit of a challenge. First

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The infamous Double Decker bus

was trying to find the rear entrance so I could park, next was the road works and last was the traffic which I couldn't get over in a town like Albury. Once having gone up some dud lane I eventually found the rear entrance to the pub, parked my car and went inside. Once having gone inside I was about settled down and ready to have a nice meal but was soon told "sorry it will be another hour before lunch is



Club members enjoying the view

served". So off I went to McDonalds thinking that should be easy enough until I tried to start my car. That's when the fun and games began. So it was into my boot to see what bag of tricks I had so I could start the car again. Luckily for me I had a couple of spare fuel pump relays (a true Volvo driver - Ed.) which is a common fault with Volvo 240's. So the tip is always have a spare relay on hand as you never know



Checking out the Canberra Mint

when you might need it. They are different colours depending on what year you have. After performing some CPR and giving it the "kiss of life" so to speak, I managed to get the GLE started and firing back into life and it was off to McDonald's to have some lunch and then on to Canberra.

The next part of the trip was less eventful - which was good. The GLE behaved, as I had some words with it like "your coming with me to Canberra whether you like it or not" after filling up at Albury with good old Shell Optimax. I managed to get up a good pace of speed just cruising along at the posted speed limit of 110. Prior to the trip I made some adjustment to my cruise control which made some amazing results (which will be another Thorben tech tip). Instead of the cruise dropping off at the sight of a hill, my cruise managed to hang on a lot longer than most of the old-style cruise, except for some really steep hills where it starts to have some difficulty. Anyway, getting back to my trip, both the GLE and the cruise behaved, so it was now on to Gundagai and the famous "Dog on a Tucker Box" icon. By this time I was hoping that I had caught up with some of the club members like the president of our car club and his family, but I thought "well I am probably the last" since Greg & Wayne had a good couple of hours head start. As for the other lot of Victorians or "Mexicans" as the Newsouth wells (sic) mob like to call us sometimes, John Johnson, Ash Davies (& girlfriend Jae), Noel and family, and Mark James - they all came up via the Princes Hwy & The Great Alpine Rd and on to Canberra. As for me, well I thought I would be last, but was pleasantly surprised once I had got to the outskirts of Canberra by 2:30 pm. I thought 3:30 would be achievable as I got closer to the sign that said "Welcome to Canberra". It was a great feeling to be back in the old city after quite a long absence! Once I had arrived at the welcome sign post I looked at my clock (which said 3:00 pm) and knew that I would get pretty close my 3:30 goal. After travelling along the main hwy and the entering the main road into the city, it wasn't long before I arrived at my destination and to my surprise I managed to get to the hotel at 3:35 - not bad for an old fella like me who's reminded that I don't drive fast enough. Having arrived, it was time to check in, find out my room number and



Vince Harmer's workshop

get the key. Unfortunately for me my roommate (bless him) had the key and of course the hotel staff tried to get another key, but alas - no luck there either - so it was "open room with master key". After getting my luggage out of the Volvo, it was time to check out who had arrived. To my amazement the El Presidente arrived shortly after me, which was only some thing like 10-15 minutes, and Greg & Wayne ahead of that by about 5



Vince Harmer puts on a smile

minutes, so when I bumped into the president Heino Nowatzky, Heino's reply was "why didn't you give us a call - we weren't that far away" to which my reply was "well guy's I just thought you were miles up ahead and I didn't want to hold you up". I then caught up with Greg & Wayne, said G'day to them, had a chat and the mention that they stayed overnight at Wangaratta (with Wayne's folks) which was a good move as it breaks up the trip. I then decided that it would be a good idea to



242GT Work In Progress!



Hal's stunning orange 1800E

give the old girl a bit of a clean and get rid of the bugs and dust that had decided to embedded themselves to the duco. While cleaning my car, other members from Queensland, South Australia and New South Wales started rolling in. Sorry about the pun, but in case you didn't know, "Volvo" actually means "I roll". How very apt for a marque like Volvo because that's what they do (roll along that is). Once we had finished giving our cars a clean, it was time to start getting changed and getting ready for the welcome dinner. The rest of the Victorians arrived via the scenic route, and Eric Ullner (the old



Line-up entering the Display Day

war horse - he's amazing, that guy) drove the wheels off his GT some 1300k's because he reckoned it was quicker to Canberra via Melbourne than risk being hit by a couple of 'roos. I gotta hand it to you Eric - I reckon you should get the high mileage award for doing the most in one day - unbelievable!

It was now time for the welcome dinner, and most people were looking forward to catching up with friends or socialising with new ones, with a nice drop of wine or glass of beer and good food. As for me, well I was just happy to get to the National Rally in time as well as look forward to having a good feed and catch up with old friends and have a chat. During the meal I had an



New models on display

interesting chat with Stuart Allsopp, the Rally Director & wife Pat. He said "you must be Thorben. Someone told me that I had a call from Thor and I thought it was a prank, but no, that's your real name, and thanks for coming along" and I said "thanks for inviting me". After we had our dinner, both the President and Rally Director of the NSW Car Club did their welcome introductions and talked about what was planned for the coming days, which



Anthony Hyde's yellow T5R

were going to be pretty hectic. Once the formalities had been dispensed with, it was time to buy some souvenirs from the Club. I managed to get a nice club jacket, some nice coffee mugs and red Volvo cap - just what I need - another cap! Oh well, at least it's red. After several cups of coffee and a nice chit chat with Rod Patton, Karen and Robert from Queensland and his wife, it was time to hit the old bed, which is what I did. Oh and yes, I finally found my roommate John Grant - he had been doing a little bit of sightseeing hadn't he - lucky bloke. The next day was an early start for me. Time to check my car and make sure the damn thing wasn't going to let me down -



Awesome modified 1800E

how very un-Volvo or embarrassing for me. (Or maybe your mechanic - Ed.) After a couple of quick checks it was grab some breakfast and do some shopping then get ready for the coach tour of my home town, which kicked off



142 Rally Car

at 10:00am. So we all piled on - others decided to stay and do some shopping and the like or just have a relaxing time at the hotel. Terry the coach captain gave a nice commentary on the national capital while his assistant talked about what to see and do. Our first port of call was Black Mountain tower, which was interesting for me as when I was a young lad (with mucho



Stuart's 144 Engine Bay - Like New!

hair - Ed.) I had my first job working with the local TV station there helping out with bits and pieces. Upon arrival our trusty coach captain was a bit worried as to whether we would fit under the ramp, being only 3.4 meters high, but we managed to get under. Once we had all piled out it was queue up and go up the tower. This should have been easy but for me being Mr. Elevator man guess what I forgot to do? Pam asked "are we going up?" I said "I am sure we are" but Pam said "it helps if you press the button". Everyone just shook their head and had a chuckle. Having arrived at the top we all took in the scenery and commentary by our friendly tour staff and broke up into two groups. After having taken some happy snaps and a quick cuppa it was on to our next destination - the mint and the yacht club for lunch. After a quick look around at the mint to see how our currency was made it was on to lunch and a brief tour of the embassies as well as quiz on which was the biggest embassy in the area. Then



Yellow Sven, with B230 Turbo

on to Mount Ainsley lookout, then we whizzed past the memorials, then back to the hotel for the next phase which was tour of Vince Harmer's garage, plus maybe buy the odd part. Some of the club members found some good stuff. I think Greg found some headrests and some other bits. If you knew what you were after it was OK, but there's only so much junk one can have in ye old

friend's place but I managed to get there for a flying visit then back to the Pavilion hotel and I must admit it wasn't a bad place to stay. The location was great for most of us. For others maybe not so good but, in general the facilities weren't bad. You had the usual pool, laundry, restaurant and bar facilities so we were well catered for. On the way back I decided that it might be a good idea to give the GLE a good wash at the local car wash but I gave up in the end mainly because I had difficulty trying to find one, so back home to the hotel and a quick change in readiness for the barbecue which our hosts put on for us. The food was great - it was just a pity there wasn't quite enough to go around. (Must have been a different barbecue than the one I went to - I got 2nd and 3rd helpings -



John Bradfield's immaculate 1800

and suddenly there we all were driving down the main road into the city and out towards our destination. I wished I had a camera - what a sight it would have been to see all these Volvo's driving down the main drag. I started to get a bit emotional seeing all these Volvo's in my home town so I decided to open the sun roof and take in the atmosphere and whizzed past a couple of my club mates as well as a nice P1800ES owned by Hal & his wife who commented on my car and thought my little side marker lights looked pretty trick. I paid the complement back and said I loved his 1800ES and wish I could own one someday. Once we had arrived it was time to get ourselves into the right bay locations. I was amazed to see so many great looking vehicles right from the real early models like the 120's through to the late stuff like 850's, but what really got me was the superb turnout of the 242 GT's, I suppose partly because I use to have one. We had 17 of the 242 GT's turn up and about 5 of the 262's including Vince Harmer's nice example, despite being modified, but he had gone to an awful lot of trouble to get it right. It really was a great day and to see so many good examples. And I would like to say a special thank you to all those interstateers for taking the time to come down and make the event such a great one because basically without all you guys out there making the effort it wouldn't have been as successful, so thanks and thank you to the NSW Sporting Car Club for putting on such a great event. While the display was on, one of the



Good showing of 140's & 160's

garage buddy - not that I can talk or come to think of it the vast rest of us. I am sure we have all got bits we keep because we might need them some day (like kidneys? Ed.) I took the opportunity to have a brief chat about my problem and Vince kindly gave me a few suggestions as well as David Bennett from Swedish Salvage. Thanks guys for the tip - I will give it a go when I get back.

After a brief visit, I was off to catch up with some friends I hadn't seen for quite some time in Canberra. It has been a while since I was last in my home town and I must admit I had a bit of difficulty trying find my way to my

maybe before Thorben showed up! Ed.) After a brief address about the display day, most of us decided to turn in early as some of us had to get their cars ready for the day's big event. The day had finally arrived (the suspense is killing us Thorben! Ed.) so it was out with a sponge in one hand and bucket in the other and give the old girl a bath. As I was washing the GLE I had a brief look at the front and noticed that my number plate read differently. Instead of reading ND 007 it read RP 264. It was a brief moment before I twigged that I wasn't seeing things. Miraculously my number plate had changed over night. So did a lot of other members in our club, whose vehicles changed with wipers up in the air, bits of tree here and there, so I guess the local pranksters had been out in force. After finding where my number plate ended up it was time to get some breakfast and then get ready for the display day. We all set off at about 9:00 am and headed for the National Library where the Patrick White Park was. Canberra turned on a great day weather-wise,



Mark Richardson (VP Tuning) & Ash Davies (DV's) display their wares



Dragen's 740 16v looking good!



Bricks on display - 240's must be THE most Volvo of Volvos!

President's colleagues took a couple of photos of the GLE with the P1800ES and 120's and Lance had his photo of his 242 GT and John Johnson with his 262. After taking the photos we all headed back to the hotel for the presentation dinner. At the presentation we managed to get a couple of awards. Mark James tied with a NSW club member (in the GT class) and John Johnson got an award (in the 240/260 class). Congratulations guys - well done! After all that I decided to turn in

there was smoke and brake lights everywhere and a lot of impatient people and some inconsiderate ones at that. So Heino and family plus me decided to stop and render some assistance which was just as well because when we got there these poor young kids were looking at their car in disbelief. What happened was the rear tyre had totally blown out and wrapped itself around the rear axle. So there we were with our jacks (the Magna didn't have a jack) trying to

the end of the day but it was nice to be part of the whole rally experience. I would just like to say a special thanks to Lance Phillips for organising the 242 GT gathering side of things, and to the NSW Sporting Club and to all those interstateers for making the trip and to our club members for making a special event. Thanks guys - without you all it really wouldn't have been as great a rally as it was! And lastly I would just like to wish you all a happy, safe Christmas and happy new year. I look forward to seeing you all on the next rally.

Regards,
Thorben Hughes

You might be a true Volvo owner if . . .

- The odometer on your old 240 has rolled back to zero three or more times.
- You consider making a sticker "I protect my children with my Volvo" to put on the back window.
- You keep a supply of headlight and turn signal replacement bulbs in your centre console (for those that have daytime running lights).
- You are buying your 8th Volvo, but haven't yet got rid of a single one.
- You have over 250 miniature Volvos, 3 real ones, over 3 meters of brochures, and still not satisfied.



Taking a break on the road home

for the night as I had a long drive back home along with the rest of us. I had a great day so I can't complain, and Lance Phillips gave a nice speech along with the rally director and NSW president. The next day we all packed up and said our good-byes and hit the road to go home. I had my fingers crossed that I would get home without any more hassles (which I didn't have until later on). The first problem we had was getting some petrol so the suggestion was made by Heino our President "Thorben you know Canberra - lead the way out and take us to the nearest service station" which is what I did. (A half hour later, we eventually found Canberra's only service station! Ed.) Once having filled up we headed back. For me the trip was uneventful thankfully until we got to the halfway point and Heino said "your car seems to be running a bit hot Thorbs - we better check" which we did then we said our good-byes to Greg & Wayne in Albury and headed home after filling up and having something to eat. It was only til then did it get interesting - just on the outskirts of Melbourne someone had a major blow-out and before we knew it

salvage the situation. First Heino jumped in and started the car and moved it to a safe location, then we figured how to fix the tyre and put the new spare back on which we did after mucking around for some time. We got them back on the road and headed back home with not far to go. On the last leg of the journey I somehow managed to follow Heino home for quick bite and a cuppa and headed home. I was well and truly worn out by

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Tech Tips & Updates from Mark Richardson (VP Tuning)

For the 850 Wagon & V70 owners:

Sick of that squeaky noise from the rear seat area? It is the right hand side lock/catch. Both parts are made from metal which rubbed against each other. Lubricating it only helps for so long. The best solution is to get a modified catch from Volvo. The metal part is plasticised and this stops the annoying squeak.

Owners of 850 and S/V70-'00:

Ever thought why it seems that your headlights are "flickering" at night? Well it is possible that the plastic frame where the headlights are fitted has come somewhat loose. The frame is bolted to the front end and over time these bolts can come loose. Open the bonnet and wiggle the frame a bit and if it feels loose, retighten the 10mm bolts which can be found behind the indicators. It should solve most of the problem.



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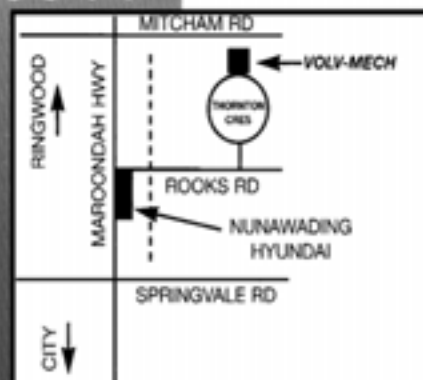


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Volvo *Imagineering*

Images modified by Dion Nowatzky



"162C Convertible" *The original prototype for the 262C Bertone Coupe had a 164 front end. Imagine what could have been an incredibly elegant car for Volvo!*



"PV40R" *Here we have a V40 converted to a 2-door wagon, reminiscent of the 1800ES or, as Dion suggests in the name, the PV-series cars. My personal favourite!*



"V40 T4-R Ute" *Very upright rear screen may be a bit impractical for cabin space. Australia's fascination with Utes hasn't escaped Volvo. There are quite a few Volvo utes running around Australia's roads. Future magazine story material....*

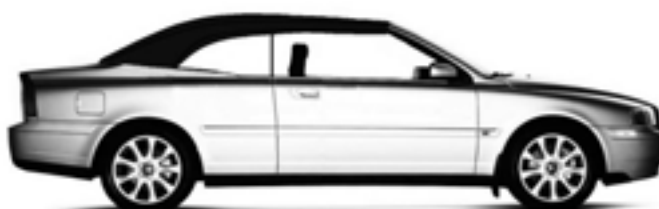
Have you created any similar images, either on the computer or by hand? If so, please pass them along to the editor, gsievert@bigpond.net.au, for inclusion in a future instalment of **Volvo *Imagineering*!**



"V70R 220kw Ute" *This might be Volvo's answer to the HSV Maloo ute. Muscular rear shoulders look great in Ute form. I'd like to see a rear 3/4 view of this one!*



"C40 Convertible" *How about a drive along the Great Ocean Road with the top down? Volvo never produced a coupe version of the S/V40 platform. We can only hope?*



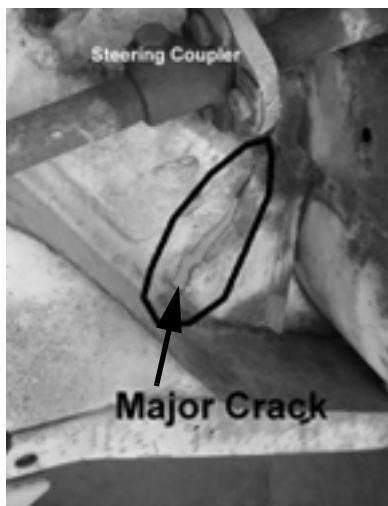
"C80 T-6 Convertible, top up" *This one looks a lot like the C70 convertible to me - not too exciting!*

Is your Amazon on Crack?

Trouble spots in the Volvo Amazon - where to look

by Greg Sievert

Volvos, as far as I have experienced, are pretty durable beasts. I have yet to find any major engineering flaws (rust issues aside) with the body structure on the Volvo 240-series or 1800-series cars, but unfortunately my new acquaintance, the Volvo Amazon, seems to have some inherent weaknesses in the body. As a body structure engineer, I tend to look at how cars are built a little differently than most folks. Some may look at the interior features, or maybe the horsepower (kilowatts) that the engine generates. Others may note the luggage capacity or wheelbase, or maybe the fuel economy. Well, all these things are important, but I have a somewhat biased view in my thought that the most important aspect of a car is its body structure.



Major crack in RH inner guard near steering shaft, above rail

The car's body is the backbone that holds everything together. Automotive engineers in other disciplines may joke that the body is just one big bracket holding all the important components, but the truth is, without the body, you wouldn't have a car! In addition to holding all the bits up off the ground and offering crash protection for the occupants, the body provides structural rigidity to react the twisting and bending loads that are forced upon it by the suspension. If you have a weak body that twists or bends under everyday road load inputs, your car won't be very sure-footed and certainly won't be too comfortable as extra vibration is transmitted to the occupants.

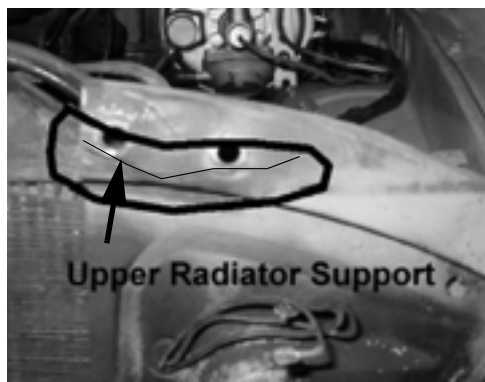
Without going into detail, the automotive engineer's job is to make a rigid, durable body structure within the constraints of the vehicle development program. In the case of the Volvo 120-series cars, it would appear that either the structure was inadequately designed, or the

vehicles themselves were so durable that they outlived the engineers' anticipated service life. I believe that the latter is probably true. When the 120's were designed, they were probably expected to last for 10, or maybe 15 years. These cars are now 30-40 years old, and probably most have been "around the clock" a few times. Because they only had 99,999 mile odometers, who knows how many miles are on one when you buy it, unless there is an extensive history. Well, in the case of the 2 P220's (wagons) that I recently purchased, I'm guessing both have upwards of 300,000 miles (give or take) on the clock. This, coupled with the probable rough service life of a wagon, has resulted in the appearance of some body cracks worth noting.

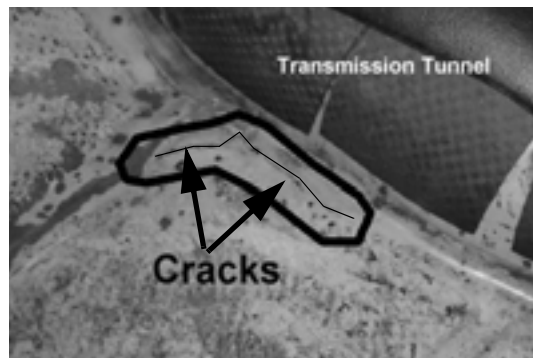
In all cars, it's likely that over the service life of the car, some small cracks will appear in the body. These are usually invisible to the customer, and have no affect on the vehicle's operating safety. Most would be tiny cracks (on the order of 2-5 mm in length, or a cracked spot weld) and probably would be merely stress-relieving cracks. However, the cracks I have observed in the 120's are definitely not in this category.

First and most noticeable are the cracked inner front guards. These cracks can be large (on the order of 100 mm in length) and multiple, and result in severe reduction in the vehicle's structural integrity. If not repaired, the front end of the car could literally break off in the most severe case. You can easily inspect your car for these cracks, and if they're not repaired, you should take the car to a competent welder to have them welded up. As the cracks get bigger, you would definitely notice a looseness in the front end, especially when going around corners or entering a driveway at an angle off the street.

Second are cracks in the floorpan near the tunnel, where the transmission support



Crack in radiator support panel near bolt holes for bonnet leading edge seal panel

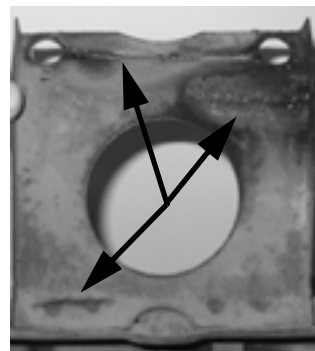


Cracking near transmission tunnel, at inboard edge of transmission support bracket

member is welded to the floor. In this case, gradual degradation would lead to the rear of the transmission dropping down. This would be unlikely to occur without noticeable increases in noise and/or vibration in the driveline as the prop shaft would likely begin to rub on the body prior to an all-out failure of the transmission supports.

Third (and much less critical) are cracks observed in the front panel around the radiator and hood latch areas. These cracks are most likely caused by repeated slamming of the bonnet, and also general torsional load inputs into the body. You can easily check

for these cracks by looking around the hood support structure and at the ends of the radiator crossmember.



As part of my planned upgrades

on the P220 project cars, I intend to address some of the structural shortcomings. When I come up with some reinforcement concepts, I'll report back on how they could be implemented on if anyone else wants to enhance the structure of their 120-series car. Note that I haven't seen any similar cracking in the P1800 structure. I believe this is probably because the 1800's have a fully welded front structure & guards, which would greatly improve the integrity of the body. It's very difficult to improve upon welding with a bolted joint!

Greg

Volvo Car Club Of Victoria

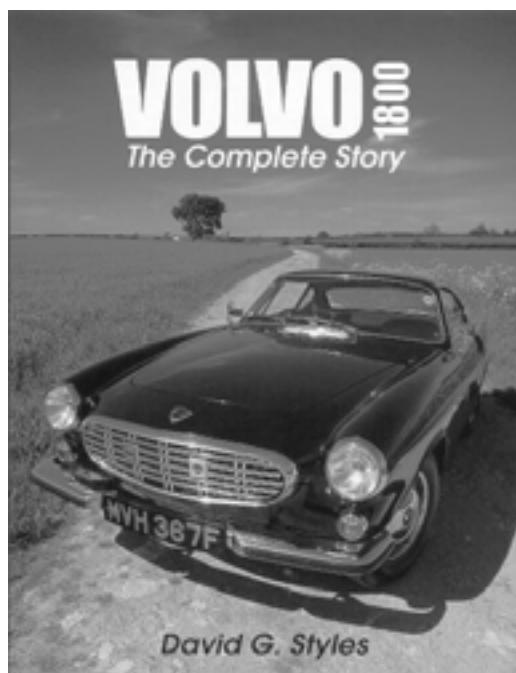
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<p>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p> <p style="text-align: center;">Signature Date.....</p>																																																	
<p>For information about the club please contact the President Heino Nowatzky on (03) 9423-5045 or 0425-705-045. For information about your membership please contact the Membership Secretary Wayne Bowers on (03) 9397 5976 or email waynebowers@unite.com.au</p>																																																	
<p>Please send this form with payment to Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189 Thanks for joining or renewing membership with the Volvo Car Club of Victoria.</p>																																																	

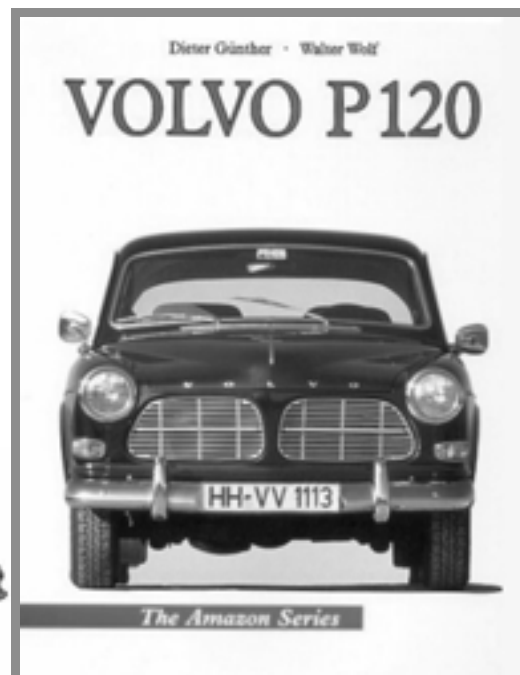
VOLVO BOOK OFFERS



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**

Classifieds: Cars & Parts

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

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

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

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!

Ad Quote of the Month: "The female owner before me was the only owner whose husband died and was kept in storage for seven years." Honest - I saw this on one of the online car sales sites, in a Volvo ad! Hope she had a big freezer for the husband! Ed.

1987 740 TURBO HP (RIM 030)

Very rare - one of only 25 in Australia. Black, 4 speed manual overdrive, Power windows/Mirrors, Electric Sunroof, 16-inch HP rims, Leather interior, Sony sound system (including flip down face chameleon head-unit with remote). Tinted windows, Remote



central locking with immobiliser. Recently replaced clutch. New exhaust system front to back. *Receipts for everything.* 186000kms \$\$\$\$ Spent. RWC. \$9500 Ph. John Law (03) 9882 4887 (26Oct04)

1984 760 Turbo (IMK 222) Very Reluctant Sale. Light metallic green

with light green velour, 5 speed manual (not M46), 80,000 km since motor & turbo rebuild, Aircond R134A, Lowered Pedders suspension. New Volvo wiring



loom, 17" 3 piece rims with near new tyres. Remote central locking/immobiliser. Price \$6000 with 17" rims. To discuss ring Lance on (03) 9707-2724 AH (15Oct04)

1972 142\$ Deluxe (XVF-747)

Mileage: 229,972. Rego until March 2005. Asking price: \$2,500 ONO. Phone Frank & Elisabeth Howard



(02) 6771-1631 (H), (02) 6772-1242 (W), 0413-037-373 (Mob.) or email Miriam Howard on miriamhoward29@hotmail.com (13Oct04)

WANTED: 1968 to 1974 Volvo 164, body must be in very good condition. Phone Lindsay on Sydney NSW (02) 4751-6888 or email mail@bluementsproperty.com.au (13Oct04)

NEW GENUINE PARTS - HUGE

DISCOUNT: New 940 Turbo radiator (big type) at \$180.00 (new price \$241+). New genuine Volvo cruise control kits one for S/V40 sell at half new price \$275.00 and one kit S/V70 up to '99 models at \$350.00 (new price \$794+). New dash mat for 360 at \$45.00 Ph. Mark (03) 9775 5302 AH or 0415-219-468 (7Oct04)

1969 122\$ 2-door (HIS 634) Beige in colour with tan interior. 2 litre engine, overdrive and 4.3 diff. New springs,

Koni shocks, Superlite wheels and Michelin tyres. Bumper bars and some other parts rechromed. Seats and door trim re-upholstered, new carpets incl boot. Car currently registered on ACT Historic plates (HIS 634) and runs well. Price \$7500 negotiable. Phone Peter Lambie on 0417 247 205 or email Peter.Lambie@bigpond.com (10Oct04)

1971 142GL (HIS 635)

Blue/grey metallic with black interior. Fuel-injected engine, overdrive and factory sunroof. New springs, Koni shocks, and Michelin tyres. Completely restored and



in immaculate condition. Car currently registered on ACT Historic plates (HIS 635) and runs well. Price \$6500. Phone Peter Lambie on 0417 247 205 or email Peter.Lambie@bigpond.com (10Oct04)

New Spare Parts to suit 1800\$:

Front guards x2, \$700 each. Bonnet \$800. Nose panel \$700. Grille \$600. Grille surround \$800. Front indicator/park light, \$100 each. Windscreen chrome trim \$30. Bonnet badge \$30. & other bits & pieces. The lot for \$3500 ono. Phone Gil Richards (03) 9571 2695 or 0408-648-567 (28Oct04)

Alloy Wheels/Tyres for sale:

Simmons B 45 three-piece 15x7 five-spoke wheels, polished rims with dark silver centres. Excellent condition with Yokohama 215x60R15 tyres. Approx. 30% tread left. Suit Volvo 240 and 740. Rims retail for \$2500. Sell for \$1100 the lot. Ph. (03) 9584-9449 or Email: rgilmore@netspace.net.au (28Oct04)

1983 760GLE (Rego TBA)

Lt Metallic Green with velour upholstery: VGC; Near new tyres/new shocks on rear. Wiring loom and head repaired; Does not use oil; Registered 08/2005; 240k; RWC provided. \$3500. Ph. John Green (03) 5986-1171 AH or (03) 9546-0000 BH (30Oct04)

Please advise Editor when item sells!

Pierre Collet Motors

Web: www.pierrecolletmotors.com.au

VOLVO SPECIALISTS

LMCT 5717



SERVICE: 9836 9961
SALES: 9836 2065



Fax: 9888 5075

400-408 Canterbury Road, Surrey Hills 3127

1974 142 (Rego TBA) Yellow, original condition. Reupholstered interior, 230,000 km, manual, twin carb B20B. \$3000 ono. Ph. John Haddock 0414-295-075 (10Oct04)

VCCA Club Wear: 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. 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



VCCA Logo Cap & Polo Shirt

promote your club at outings and functions by wearing the logo. Contact Lance Phillips on email at: lancephi@cyberspace.net.au or Tel: (03) 9707-2724 AH.

142s Race Car. Eligible Gp Nb with CAMS log book. Fitted with APPROVED BOND roll cage, new compliant race seat, Volvo sports dash, new motor (one club meeting old), 15x7

mags, up-rated brakes, new suspension setup with Bilsteins and adjustable Spax



shocks and neoprene bushes. Motor 180 hp. Fully balanced, new plus 030" Mahle pistons, twin 45mm Dellortos, extractors, new bearings, cam, cam followers, oil pump, remote filter, 44 mm inlet and 35mm exhaust valves, double valves springs, 11.5 : 1 compression. Price \$6800 (or \$6200 without mags and race tyres; \$4300 without motor). IF CAR NOT SOLD THEN WOULD BE SOLD FOR PARTS - see below. Contact Bob Forrest 0419-209-777, AH: (02) 9899-5998 (9Oct04)

PARTS FOR SALE: (if whole 142S car listed above is not sold): Rolling shell with roll cage and log book and your combination of suspension and performance mods (POA). 142 suspension parts: Race car 900 lbs front springs \$120. Spax adjustable front shocks \$320. Front sway bar \$140. Rear sway bar \$100. Rear Bilstein shocks (near new) \$350. Rear adjustable panhard rod \$65 exc. 142/4 steel timing gears (new) \$280. 142 sports dash \$250. Limited slip diff 4.1:1 complete axle

\$1500. Contact Bob Forrest 0419-209-777, AH: (02) 9899-5998 (9Oct04)

Parts for sale: P1800 front springs 2" lower new springs \$120. P1800 B18 head - no cracks, pick of 2 \$50. Sparco sprint seat (new in plastic) \$350. Pair Dellorto 45mm jetted carbs for 2Lt Volvo \$500. 15 x 5 Volvo mags \$240. Volvo B20



engine (not from race car) fresh rebuild. New 020" pistons, bearings, cam bearings, oil pump. Steel timing gears, Suit P1800/120/140 Classic rally/Targa car, Comes with cam of your choosing. Available with 44 inlet & 35mm exh valve fuel inj or carby head \$2500; with 44 inlet & 37mm exh double valve springs \$2900 (exchange head required for FI head). B30 head exc cond \$150. B30 crank exc cond \$100. B18 rebuilt short.motor, bored to 2Lt, new rings, bearings, cam, cam bearings, followers, oil pump \$1300. Contact Bob Forrest 0419-209-777, AH: (02) 9899-5998 (9Oct04)

PARTS FOR SALE: 5x740 Turbo wheels in A1 condition. \$500. Ph: Doug (07) 3356-5546 (10Oct04)

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)

LARGE COLLECTION of Volvo Memorabilia for sale. Too numerous to list! Sales brochures on 1800, 122 & PV's (\$15-\$40). Volvo books (\$15-\$50) and manuals (\$15-\$20). Nearly 50 Volvo model cars including Robeddie, Somerville, Dinky, Corgi, Tin Wizard, etc. - mostly like new and boxed (\$25-\$240). *Call for complete list and prices.* Also **4 wheels** (solid type) and hub caps (large "V") to suit earlier 1800 or 122, in mint condition - \$160 plus freight from Qld. Contact Linton Smith (07) 3359-6818 or 0438-596-818 (11Oct04) *[or you may Email the editor gsievert@bigpond.net.au for a scanned copy of the letter received from Linton]*

1989 240GL (DZ0544) Red,



automatic, AC. Price \$2500. No Roadworthy. 300,000 km contact Ted on 0419-338-068 or Email tedjao@hotmail.com (17Sep04)

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) **9335-3946** or 0402-071-186 (Updated 26Oct04)

PARTS FOR SALE: 1988 740 HP Turbo. 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 (26Aug04)

1997 V70R AWD Wagon (\$R1 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. 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 (26Aug04)

2003 \$60 AWD Sedan (2\$R1 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 (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@gerryllister.com (17Aug04)

RARE in AUSTRALIA: 1987 480 E\$

(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 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 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 or phone (02) 4739-8127 (Sydney NSW) (17Aug04)

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. At Lapstone



NSW (Lower Blue Mountains). (25Aug04)

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 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)

1995 850SE (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)

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)

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

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 (Photo added 26Oct04)

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)

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

1987 240GL Estate - LOOK - PRICE REDUCED!!! (NSW reg DBR 74J) 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 or (02) 4953-7007 (Revised 10Aug04)

"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. \$350.00 ono. Contact Ash on 0412-709-695 (Revised 4Oct04)

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)

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,



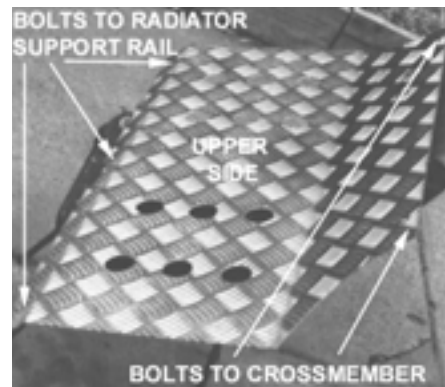
Tow bar, Roof racks, one owner, garaged, full history, immaculate condition, registered to Dec 2004. ACT. \$38,000 ono. Ph. David: (02) 6258-7161 (20Jun04)

DV3 240 Strut tower to tower braces. Suit B21/B23/B230 powered



240 series. Kit includes 5mm steel top plates, aircraft quality adjustable heim joints, 25mm OD chrome-moly cross bar and high-tensile fasteners. Powdercoated in *Charcoal Metallic Pearl*. \$210.00

DV3 240/260 Aluminium checkerplate 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.

DVS 240/260 adjustable front swaybar link sets. Suit 240/260 series. Includes adjustable heim joints and height-adjustable threaded rod, appropriate spacers, urethane bushes and high-tensile fasteners. Ideal for lowered Volvos, enabling the sway bar to be set at optimum angle after installing lowered springs. They allow fine-tuning of front-end stiffness and are easily adjustable. \$150.00

DVS 240/260 Adjustable panhard bar. 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

DVS 140 sump guards: 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

DVS 850, 570, V70 strut tower to tower brace sets: Same features as the 240/260 kits. Powdercoated in Charcoal Metallic Pearl. \$270.00

DVS 850/570/V70 sump guards: Suit 850/570/V70 cars from 1993 to 2000, including AWD. Bolts up to the subframe rails using machine screws supplied. Sump guards come with pre-drilled holes for the machine screws and an opening for the sump plug. \$215.00

DVS - Davies VolvoSport. Ph. Ash Davies 0412-709-695 or Email ashd Davies@optusnet.com.au. WEB site: <http://members.optusnet.com.au/ashd Davies/dvs> (Revised 4Oct04)

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 at VP Tuning, (03) 9775 5302 AH or 0415-219-468 (14Sep03)

Volvo models: Minichamps 1:18-scale



1:18 P1800ES VERY LIMITED STOCK!

1800ES in light blue metallic - only two more available at \$110.00. New -



Brekina and Busch 120 series and PV's priced from \$20-\$23 (1:87 scale). 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 available Revell PV 544 in California white in 1:18, \$60. Phone Mark Richardson on (03) 9775-5302 (AH)

CLEAR INDICATOR LENSES: As



240 Front Clear Lenses

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 available for pre-80's front, 81- front + 83- rear, 81- wagon & 700/900 series. To see if your model is listed please



240 Sedan Rear Clear Lenses

contact Mark Richardson, VP Tuning, on (03) 9775-5302 AH.

All ads run for 2 issues. Please advise Editor if your item sells or to re-run ad.

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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

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Launceston	Neil Buckby Motors	(03) 6334 8444	SP

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VOLVO

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Geraldton	Lundby Motor Co	(08) 9921 7448	SP
Osborne Park	Premier Motors	(08) 9443 1133	CSP
Subiaco	Lloyd Motors	(08) 9381 5111	SP

BODY SHOPS

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

NEW SOUTH WALES

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

QUEENSLAND

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

SOUTH AUSTRALIA

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

VICTORIA

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

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

*C = Sales SP = Service and Parts

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