

# ROLLING AUSTRALIA

January/February 2005

Issue Number 158



**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:**

**HAPPY NEW YEAR!**

**Motorsports Special:**

**Volvo Camshafts Explained**

**Dressing Up Your Engine**

**Swedish Touring Car Championship**

**Volvo Nirvana and Voldat Events**

## **HOT! HOT! Victorian Club Events Not to be Missed:**

### **VOLVO CLUB OF VICTORIA KARTING CHALLENGE**

**DATE:** Saturday January 22, 2005. 5:00pm (on the track at 5:30pm)

**LOCATION:** Ace Karts, 20 Carrington Drive, Sunshine, 3020

(Ph: 03 9360 5005, [www.acekarts.com.au](http://www.acekarts.com.au))

**COST:** \$50 per person, payable on the day.

**Race format:** Suzuka. Minimum 12 drivers. 25 minutes of racing per driver consisting of 10 minute practice & qualifying session then 15 minute final race.

Fastest driver in the qualifying session will have pole position for the final.

Leading driver to cross the line after 15 minutes in the final race is the winner.

Karts are 9hp 'Superkarts'

**After race BBQ and wind-down:** 9 Bellara crescent, Kealba, 3021

**Event Organiser:** Ash Davie, 0412 709 695

**Note:** You must advise Ash if you plan to attend the event as numbers are limited!

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### **VolvoSaab 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.

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### **Picnic at Hanging Rock**

**DATE:** Sunday 13th February 2005 **WEB SITE:** [www.mradmc.com.au](http://www.mradmc.com.au)

**LOCATION:** Hanging Rock (Near Woodend, about 1 hr from Melbourne)

**DETAILS:** This is a great display day for the club. Many Volvos show up every year. We meet at the bakery/cafe on the left side of the road in Woodend before the Hanging Rock turn-off, at **8:00 AM** for a quick breakfast. We'll then proceed to Hanging Rock as a group at about 8:30 AM and we will all park together (those who arrive in time!) in the display area. Entry into the park is \$15 per car. Food available onsite. Call Heino on 0425-705-045 for further information or if you get lost or are late arriving on the day.

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## **THE BIG EVENT: VIC DISPLAY DAY**

**in conjunction with the AOMC British & European Motoring Show,**

**SUNDAY 20th MARCH 2005**

**DATE:** Sunday, March 20th, 2005 (NOT Feb. as previously listed)

**LOCATION:** Dandenong Showgrounds (Melway 90 A7)

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

**ADMISSION:** Display cars approx. \$12 (TBA) including all occupants

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



**WWW.VOLVOVIC.ORG.AU**

**VOLVO CLUB OF VICTORIA INC.**

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

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## LIFE MEMBERS

Lance Phillips, Peter Spencer,

Gordon Scrambler, John Johnson

## HONORARY MEMBERS

Robert & Shirley Kaub

## REGISTER CAPTAINS

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

### 1800-SERIES

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Ph. 03-5952-5927 (AH)

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- Volvo Utes from Around the World
- New Tech Tips
- Volvos in Miniature
- Are you an E-Bay Addict? (I am!)



**A Tale of 3 Yellow 1800's - Future Issue!**

## ROLLING AUSTRALIA IS PRINTED BY COPYCAT PRINTING IN MITCHAM, VIC, 574 WHITEHORSE ROAD

For all your printing needs, contact Tim Cooke or Bracey Cooke on 03-9874-8881

## ROLLING AUSTRALIA

JANUARY/FEBRUARY 2005 ISSUE NO. 158

**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 February 2005

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

# Volvo Club of Victoria Calendar of Events

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

## January 2005

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

**Sat 22<sup>nd</sup> Go-Kart Track Day**  
**Location:** Ace Karts, Sunshine Vic.  
**Details:** Info posted on the web site [www.volvovic.org.au](http://www.volvovic.org.au) and inside front cover, or call event organiser Ash Davies 0412-709-695. BBQ afterwards at Ash's parents' house.

**Sun 23<sup>rd</sup> 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

**Wed 26<sup>th</sup> RACV Australia Day Historic Vehicle Display**  
**Location:** King's Domain Gardens, Melways Ref 2F K9  
**Details:** 10AM-4PM. Free Entry. A real favourite with families, and supported by RACV, the Kings Domain Gardens will feature the famous historic vehicle display, with more than 500 veteran and vintage vehicles, and entertainment, free activities and scrumptious food stalls.

**Sun 30<sup>th</sup> 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 2<sup>nd</sup> Night Meeting**  
 Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

**Sun 13<sup>th</sup> 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](http://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.

## March 2005

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

**12<sup>th</sup>-18<sup>th</sup> RACV Fly the Flag Tour**  
 Entries close 28th February or when full (limited to 200 vehicles, 25 years or older). Contact tour organisers: Frank Douglas 03-8704-2533 [frankdouglas@abccc.com.au](mailto:frankdouglas@abccc.com.au) or Brian Kelly 03-9790-2847 [brian\\_kelly@racv.com.au](mailto:brian_kelly@racv.com.au)  
 See Heino or Greg for entry form with full details.

**NOTE DATE**  
**Sun 20<sup>th</sup> Volvo Club of Victoria Display Day! AOMC British & European Motor Show**  
 This is the club's major display day. Free sausage sizzle for all members. People's Choice awards. The club had a great turn-out in 2004. Let's make it even bigger in 2005!  
**Location:** Dandenong Show Grounds (Greaves Reserve), Bennet Street, Dandenong (Melway 90 A7). Gates open at 9:00 AM for display cars and 10:30 AM for spectators. See further details inside front cover. Entry \$12 per vehicle.

## April 2005

**Wed 6<sup>th</sup> Night Meeting**  
 Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

**Sun 17<sup>th</sup> Economy Run 2005**  
 Leadfoot or Lightfoot? Can you get better economy than last year's Volvo Lightfoots Greg & Wayne in the fuel-sipping Supercharged 240? This year's your chance...Join in the fun! The event will start around 9:30 AM in the Mitcham/Nunawading area, and finish with a cuppa and sandwiches around 1:30 PM. MARK YOUR CALENDARS NOW! Separate event flyer to be posted to all Victorian members prior to the event. See write-up elsewhere in this edition of the magazine. Cost approx. \$10 per car.  
**Organiser:** Graeme Wakeling on (03)5982-1236 if you have any questions.

## May 2005

**Wed 4<sup>th</sup> Night Meeting**  
 Guest speaker information see website [www.volvovic.org.au](http://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 Member Secretary of address changes.



**Frisk's Garage**

**VOLVO SERVICE & REPAIRS**

PH: 9762 9353  
FAX: 9761 1593

4 Wigan Road,  
Bayswater 3153



**Frisk's Garage**

**Paul Frisk**  
MANAGING DIRECTOR

**Marshall Hornby**  
SERVICE MANAGER

MELWAY REF: 64 J5



**We are HERE**



## **GALA OPEN DAY** **Sunday 30th January 2005**

**9:30am - 2:30pm**

**31-33 Cambria Road, Keysborough, VIC**

VolvSaab is Australia's largest Volvo parts warehouse, providing an extensive range of new, recycled and rebuilt Volvo products at the lowest prices.



**easy to find location**



**friendly staff**



**thumbs up on quality & price**

If you are a Volvo Owner, Enthusiast and/ or Volvo Club member the **VolvSaab Gala Open Day** is the event for you. Once a year we open our warehouse for your perusal. It will be your chance to get some great deals on new season stock and also take advantage of the clearance stock and Open Day specials. Other highlights on the day include :

- **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

Greg Sievert

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## POLITICS

Hi All. As I write this, Christmas is only 2 days away, and everyone seems to be in a panic to complete their Christmas shopping and preparing for visits with friends and family. We're no different, anticipating the imminent arrival of my parents (on 26th December) for a 3-week stay. It'll be great having time off from the pressures of work, instead enjoying the time tinkering on the Volvo projects with Dad and having some competitive Scrabble games with Mom. Of course we'll all be overindulging in some great meals together! I hope you were all able to spend some time doing the things you like most (or nothing at all, if that suits you!) during the holidays, and that 2005 brings you good health and happiness.

We've just had a flurry of events in Victoria, and the coming few months will be similar. Please review the calendar and join in the fun. This year the Display Day is 20th MARCH (not February as originally published) - at Dandenong Showgrounds. In February we DO have the Picnic at Hanging Rock (on Sunday 13th). Let's hope it's not as hot for this event as it was last year. I missed last year's event as I woke up that morning with a fever, but I hear it was a scorcher! This year, I'm

going to make an attempt to have the blue 122 at one of the events, although that's easier said than done. John - do you make house calls?

Thanks again to all the contributors to this issue. I always get worried about a day before the deadline when I have nothing, but it all seems to come into place within a week. Keep it coming! If anyone has any suggestions or "letters to the editor" feel free to submit those as well. We did receive one letter from an ex-member complaining that the magazine was pushing some kind of agenda that he didn't agree with. Well, I'd like to think that the officers and members can be who we are, and that people will respect that. As the editor, I'll try to ensure that the views and opinions expressed won't offend anyone. Scratch that! We all know it's impossible to please everyone, but please be assured that we wouldn't purposefully push an agenda (political or otherwise). However, members and officers are welcome and encouraged to voice their opinions in the magazine, and any editorial content is to be taken as that.

We have a diverse membership, and it's natural to have diverse views and opinions - that's what makes Volvo owners such a unique group. We're not all white collar, middle-class, university

graduates, and we don't all live in the suburbs with a wife, two kids and a dog. From what I can tell (in Australia anyway) Volvo owners tend to be people who think - they don't just follow the crowd. Owning a Volvo here takes some guts, and we stick up for each other as part of the group. So, if you see something in the magazine that you don't quite agree with, just remember, we all have a common ground in our Volvo ownership, and in the end, we probably have a lot more in common than not. Having said that, it sure explains why Bush and Howard were re-elected, doesn't it? What do you mean - you see no connection? Neither do I! How did it happen? Somebody must have voted for them! (Note - that is NOT a political statement. It is a fact!)

Well, to quote one of my dear fellow un-financial club members, I'd better "run around like a blue-arsed fly" and get some chores done before the rellies arrive. "Good-on-ya-mate!"

Regards,



**VOLDAT AUTOMOTIVE**  
**VOLVO SERVICING & REPAIRS**  
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Manager  
John Johnson

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**CALL (03) 9553-1091**





## INTRODUCTION to SILVERSTONE VOLVO - The new alternative in Volvo

The Silverstone Volvo showroom offers a modern and luxurious facility over 3 levels, all accessed by stairs for the energetic or our internal passenger lift. Lower ground floor, for Service, Ground floor for Reception, New Volvo Sales, Cafe and waiting lounge, First Floor for Used Volvos and Spare Parts.

The Volvo showroom has a large and inviting informal cafe area, where customers can relax with a selection of newspapers or plug their laptop in and continue working. What makes Silverstone unique is its used vehicle display - it's inside and upstairs, so customers can view stock in air conditioned comfort with an amazing view of the city. Test drives are easily taken care of with a full drive-in car lift at one end of the facility.

We are located on Doncaster Road, Doncaster, right in the heart of the prestige car retailing zone for the eastern suburbs. Silverstone is one stop shopping for customers with an iconic retail shopping centre only a 5 minute walk. (Westfield Shopping Town). The dealership is also located just off Melbourne's major Eastern Freeway, which links the city with the outer eastern suburbs.

Customers can expect a personalised, friendly and stress-free experience at Silverstone. The aim is to make any purchase as easy for the customer as possible. With all Volvo deliveries, customers literally drive their car off the showroom floor, and then a few days later they'll receive a surprise "thank you" hamper from the Dealership. We like surprising customers! We won't give too much away, but there are more in store when customers bring their new Volvo back for servicing.

It's the little unexpected things that people really appreciate and make the experience an enjoyable one.

**Silverstone Volvo is located at  
591 Doncaster Rd. Doncaster  
Ph 03 9840 8868**

*Editor's Note:* Welcome to new Rolling magazine advertiser Silverstone Volvo. Thanks to Julie Benedetti at Silverstone for providing the above introduction at my request.

## OVERFLOW AREA for CLASSIFIED ADS:

**"TWR 850"** Victorian number plates for sale. They are slim-line plates, blue writing on a white background, with



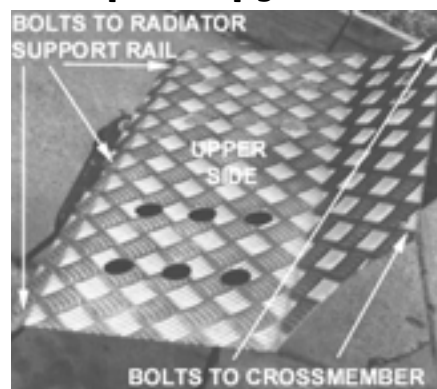
'VIC' on the left hand side. They are brand new and have never been on a car. \$350.00 ono. Contact Ash on 0412-709-695 (Revised 4Oct04)

**DVS 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. Powder coated in *Charcoal Metallic Pearl*. \$210.00

**DVS 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, \$70, V70 strut tower to tower brace sets:** Same features as the 240/260 kits. Powder coated in *Charcoal Metallic Pearl*. \$270.00

**DVS 850/\$70/V70 sump guards:** Suit 850/\$70/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 [ashdavies@optusnet.com.au](mailto:ashdavies@optusnet.com.au). WEB site: <http://members.optusnet.com.au/ashdavies/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 (14Dec04)

**See back section of  
magazine for more ads!!  
Also check the web site  
[www.volvovic.org.au](http://www.volvovic.org.au)**



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# President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



## NOW HEAR THIS: Christmas and the New Year

As you read this you have either survived the last minute Christmas rush and are getting ready for the New Year or we have missed both with the magazine and are into 2005 already. Either way, Merry Christmas and a Happy New Year to you all from me, my family and the Committee of the Volvo Club of Victoria. How is it that another year has come and gone so quickly?

We had good turn-ups to the Night Meeting held at John Johnson's Voldat automotive repair shop, which is an end-of-year BBQ and get-together rather than a night meeting. This was closely followed by the Tune-up Day at Voldat with thirteen people bringing their cars for a 'check-up'. Thank you John and Brad for your time and patience and the myriad of little jobs you did and parts you supplied.

Then it was on to the Christmas Dinner and Awards presentation (although it didn't quite turn out that way). This year we tried something different again. It is very difficult to find a location that will cater for less than 50 people around Christmas and the New Year so with the suggestions in we finally decided on Noel and Lyn's (or is that now Miss Lin?) idea of the Golden Lake Chinese Restaurant in Springvale. They had been there before and there was entertainment as well as good

food. James and Jesse were volunteered again to do the trophies because they did such a great job last year (and now knew where the trophy place was). We had 27 turn up for the Christmas party and had organised the 'B' Banquet. I cannot see how anyone would have gone hungry as the food just kept on coming. There were long delays due to the popularity of the restaurant and the fact that there were a couple of birthday parties running on the same day but that probably helped in the digestive area as well.

The Karaoke DJ was quite good; unfortunately he did get seduced by the rather lively birthday party and kept turning the volume up. It's a big problem when you know all the words to the songs he's singing and they were all from the 50's and 60's. Due to the liveliness of the other patrons we ended up holding the awards and raffle in the car park, very late at night, out of the back of Thorben's new 240 wagon (red of course).

There were enough raffle prizes for everyone that attended so everyone went home with something. I must take this chance to thank those who provided raffle prizes. Thank you to John Johnson, Ash Davies, Greg and Wayne and my family. I do apologise that we could not hold a more formal presentation of the awards but I did not want the worthy recipients going home without their well-earned trophies.

I have already been instructed that next year we find a slightly more

intimate place maybe booked by the Volvo Club only but to get the Karaoke DJ and his sidekicks along (don't know about that one). I know many of you had a great time and that is important above all else.

Ok, please check the Calendar of Events closely. We have many things happening in a very short period of time. There are four events in January; the RACV Great Australia Rally; The Australia Day Rally; a go-cart track day and the VolvSaab gala open day (separate flyer being sent). In February we have the traditional drive up to the Picnic at Hanging Rock. Let's see a few more of you up there - it is a wonderful day. Please attend the events you can and make a very special effort to attend the Club's Annual Display Day, which is on Sunday 20th MARCH 2005 in Dandenong as a part of the British and European Motor Show. We have had excellent turnouts the last few years - lets make this one great as well. Again, cars do not have to be concours - just clean. Don't forget the new category for Modified (if you wish). 240's were very few last year and only one 242GT, so let's see more of them. Also where are all the wagons? Or as Noel is so fond of saying "Vagons".

Take care, enjoy a break if you can, spend time with your families if you can and above all else stay safe.

Until next time  
Heino Nowatzky

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## MOVIE REVIEW:

### *Kitchen Stories*

The delightful *Kitchen Stories* was Norway's submission for the 2004 Academy Awards. It didn't make it to nomination, but it's still a delightful and understated movie. The really interesting thing about *Kitchen Stories* is that it has two distinctive parts to it, each with its own thematic styling. The first is a bizarre game of brinkmanship, and the second, a gentle story about becoming friends.

The film is set in the late 50's and the Swedish "institute of private homes research" are conducting experiments on how to be most efficient in the kitchen. They have already been able to design a kitchen that maximized efficiency for women. Their new target is single men, and they decide to go into neighbouring rural Norway to observe.

In order to facilitate this, a team of impartial scientists are sent to observe the chosen subjects. Set shortly before Sweden's conversion to left-hand-drive, they make the journey in a stately convoy of Volvo PV444s and PV544s. The cars parade along the highway each towing a little round caravan. This makes for some comic mileage as they cross the border and change from driving on the left to the right-hand side of the road.

The relationship Sweden has with Norway is similar to the relationship between Australia and New Zealand, and Norwegian filmmaker Bent Hamer obviously takes great delight in pointing out the peculiarities of the Swedish psyche. The researcher Folke (Tomas Norström), an archetypal Swedish bureaucrat, is sent to sit in a ridiculous high-chair and observe Isak (Joachim Calmeyer), an intractable old codger.

To say that Isak is averse to interaction is putting it mildly. He instantly regrets signing up for the experiment, and does what he can to make Folke's job miserable. Usually this means turning off the lights and leaving whenever Folke begins to record something. Folke retaliates by become more intrusive in his observations, and each try to play little mind games with each other. There is a minimum of conversation and the action is sometimes slow but it is wonderfully



**Observer and Subject in *Kitchen Stories***

subversive as each of them try to get the better of the other.

Isak and Folke soon come to a point where they cannot do much more to each other, and the director fluidly changes the film into a story between two lonely people. The two begin to talk and an unlikely friendship blossoms as the film comes towards its poignant ending.

This is a charming and witty film and well worth a look, if not for the Volvos, then as a glimpse into the type of thinking that brought us Ikea.

*Submitted by Stuart Boydell*



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# Treasurer's Report

# \$\$

Christina Nowatzky

0425-740-858 (AH)

nowatzkyt@mpx.com.au

## MONEY BUSINESS

Account balance on 08th December 2004 is \$3,056.14. The last magazine Treasurer's report was on the 10th October 2004. At that time, we had a bank balance of \$5,072.52. The following is a summary of the club's major expenses and income:

### INCOME:

Advertising and Sponsorship:

\$250.00

Membership Subscriptions: \$400.00

Magazine Contribution - 1800/120

Club: \$416.70

Christmas Dinner: \$260.00

**GROSS INCOME: \$1,326.70**

### EXPENSES:

Government and Bank Fees: \$31.85

Suppers (BBQS): \$154.00

Magazine Printing (Nov/Dec):

\$1,055.10

Magazine Postage (Nov/Dec):

\$318.16

Office Supplies: \$50.00

Public liability Insurance: \$782.00

Website Registration: \$99.00

**TOTAL EXPENSE: \$2490.11**

**NET INCOME (loss): -\$1163.41**

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.

Hope that you all had a safe and Happy Christmas and New Year!

Christina Nowatzky

Swedes stack Volvos. What do Kiwis stack? You guessed it!



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# MEMBERSHIP REPORT

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



Hello everyone! I hope everyone enjoyed the Christmas break and had a happy new year.

## New Members

A big welcome to the following new club members who have joined the Victorian club over the past couple of months:

Armando & Margaret Sartorio  
Greg & Senka King  
Terence & Joy Hurst  
Dennis & Victoria Macky  
Norman & Margaret Mcleod  
Michael & Glien Fawssett

## New CH Plates and Film databases

In line with Vic Roads requirements we must maintain a list of all Volvo Club of Victoria members who have obtained CH plates through the club. We have decided to create a separate database to track members with CH plates. I would like to ask all club members with CH plates to make sure that their details are up to date with the club by contacting me via email or phone.

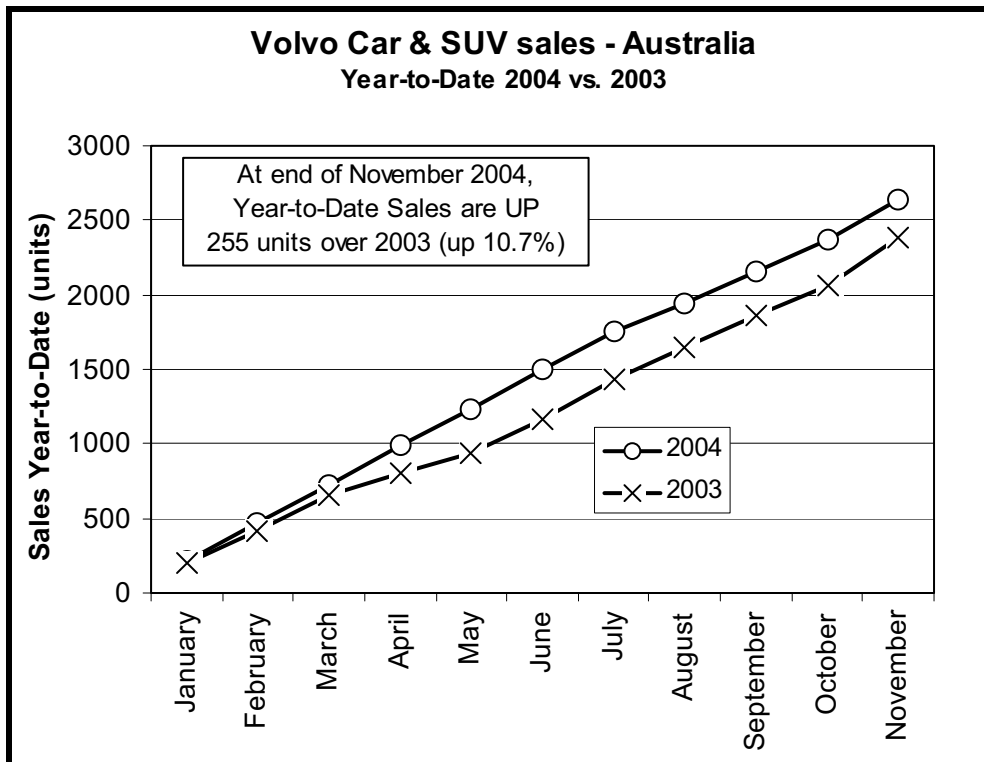
The club has had some recent requests for vehicles to appear in ads and other film productions. So that we can respond effectively to these requests

we are going to maintain a list of members willing to have their cars used in these productions. Please contact me if you would be willing to have your car used in one of these productions with your car details and some photos (at least two shots, front and rear). Usually the company will pay you for the use of your car and sometimes even truck it to and from the shoot.

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.

Regards,  
Wayne

**Sales info below courtesy FCAI:**



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# The SA Pages

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

**VOLVO CAR CLUB OF SOUTH AUSTRALIA  
(INCORPORATING WESTERN AUSTRALIA)**  
P.O. Box 218, Torrensville Plaza, SA 5031

**PRESIDENT**

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**VICE PRESIDENT**

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DUDLEY HOCKING

**PUBLIC OFFICER:**

LANCE DEBRENNELL-CADD

**EVENTS COMMITTEE:**

Ralph Wildenauer

Tricia Judd-Ireland

Joan Peace

John Peace

Zaree Sullivan

Graham Cadd

**CORRESPONDENCE**

**ALL CORRESPONDENCE TO:**

Volvo Car Club of South Australia Inc.  
P.O. Box 218, Torrensville Plaza, SA 5031

**NOTE:** All SA Club-related Magazine  
Submissions to Craig Rasmussen  
craig.s.rasmussen@team.telstra.com

## McClaren Flat Show and Shine

Sunday November 7 dawned bright and blue, and although a few showers loomed around the ridges we managed to stay dry until the drive home. Six older Volvos gathered out front of Ken B's place transforming the streetscape back to the mid seventies. The drive down to McClaren Flat via the southern expressway was uneventful and quick arriving at the oval a tad earlier than anticipated. The host club officials were not sure where to park us initially. But after fifteen



**Daimler SP250 with Volvo in the background**

the Sunday papers to show for it! McLaren Flat is not a big place... Lunch, followed by a chat with the trophy judges as they worked their way along cars, and a chin wag just about filled in the afternoon. The pace was a bit much for some though (sorry Helen!)

After trophy presentations we packed up and headed for home. No Volvo guernseys? Unfortunately no, although a few members did win some raffle prizes. Perhaps next year?



**Ken & Erik chatting near a beautiful forest green Holden Kingswood**

minutes or so, we had the cars lined up followed by chairs, picnic tables, etc.

Other marques were steadily arriving however I have to say the event was smaller than I was expecting with only about sixty cars and a few bikes on display. This only half filled the oval so there was room to spare and plenty of time to look around. I later discovered that this was only the second time the Fleurieu Peninsula Historic Motor Vehicle Club had run this event. Pick of the show for me was a 62 Daimler SP 250 Sports Tourer.

A few restless souls decided to check out the main street of town. They were back within half an hour with only

Cheers,  
Craig Rasmussen

Bloody  
Volvo  
Drivers!



**Helen having a bit of a snooze!**



**Volvo Line-up at McClaren Flat**



# VOLVO CAR CLUB OF SA 2005 EVENTS



## JANUARY

28<sup>TH</sup>, 29<sup>TH</sup>, 30<sup>TH</sup>, 31<sup>ST</sup>

### Mount Gambier Veteran & Vintage Car Club 41<sup>st</sup> Australia Day Tour

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

Entries close 14<sup>th</sup> January

## FEBRUARY

20<sup>TH</sup>

### 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

11<sup>TH</sup>

### Club Meeting

**7.30pm** – Glandore Community Centre

13<sup>TH</sup>

### 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

17<sup>TH</sup>

### Mystery Tour

Depart Victoria Hotel **9.30am** sharp

Bring a picnic lunch

Be prepared for a magical day!!

## MAY

8<sup>TH</sup>

### 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"

13<sup>TH</sup>

### Club Meeting

**7.30pm** – Glandore Community Centre

## JUNE

25<sup>TH</sup>

### 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



# The 1800/120 Pages

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

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

**P.O. Box 6522**

**Tweed Heads South, NSW 2486**

Ph. 07 5536 6977 BH

Email: ozamazon@tpg.com.au

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

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

### **eGroup's site:**

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

### **123GT web page:**

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

### **PRESIDENT**

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### **VICE PRESIDENT**

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grahamjones356a@hotmail.com

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Pat Beiers 07 3206 1035

itpmbeiers@tpg.com.au

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mapline1@optusnet.com.au

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#### **QLD Technical Advisor - Peer Skaarup**

Ph: 07 3245 7966

#### **VIC Technical Advisor - John Johnson**

Ph: 03 9532 2151 Mob: 0414 470 048

#### **SA Technical Advisor - David Bennet**

Ph: 08 8346 1104 Mob: 0418 894 380

#### **WA Technical Advisor - Wayne Coles**

Ph/Fax: 08 9350 9220

### **CORRESPONDENCE**

#### **ALL CORRESPONDENCE TO:**

Volvo 1800/120 Club Australia Inc.

P.O. Box 6522, Tweed Heads South,

NSW 2486

### **NOTE: All Magazine Submissions**

to the Editor, Greg Sievert.

See Page 1 for details.

## **Volvo 1800/120 Club Australia Presents: 20th Anniversary National Rally - Easter 2006**

We are pleased to announce that the Committee has accepted the offer of Volvo 1800E owner and car enthusiast Rex Sneyd to host the 2006 Rally in his home town, Inverell, New South Wales

Just west of Glen Innes, Inverell is located in one of Australia's most beautiful regions and is home to (amongst other things) the historic car museum that Rex runs. It is to this museum that Bob Taylor's amazing collection of Volvo Literature will find a home from early 2005. The region offers a wide array of interest spots, tourist attractions and good areas to test our cars on a variety of runs.

Next year - 2005 - another Club of which Rex is a member, is running a national rally in the area and will have established through that process, the best offerings for visitors who have a passion for their cars. Effectively, we will reap the benefit of what is virtually a "dry run" for our Rally.

In the next issue of Rolling we will have nomination forms for people to indicate their interest and we will have a list of accommodation options, a Rally Agenda (much of which Rex has already detailed out - well done Rex!), anticipated costs for registration, judging classifications, personnel to contact if you have any questions, etc

Please mark that long weekend in 2006 down for what the Club plans will be the biggest rally in our 20 year history. Apart from the Club's anniversary, 2006 is also the 50th anniversary of the launch of the Amazon.

With interest from all owners around Australia with either an 1800 or 120 (and of course in keeping with past Rally's, all Volvophiles, irrespective of model are most welcome), this should be a significant event to be part of.

*Richard Zammit - President*

## **Seeking Assistant Rally Directors!**

We are seeking interested people to act as liaison with Rex (Rally Director) and Graham Jones (Assistant Rally Director - Queensland), so that enthusiasts in each state can have a local person to contact should they have any questions regarding the event.

Registration paperwork, financials, etc will be centralised with the Club Treasurer so that people in these State roles won't need to worry about issue like collecting forms and monies. What would be useful is for these Assistant Rally Directors to speak in the respective markets about the activities that will occur at the Rally, refer interested people to how they can register, etc.

We hope that this approach will make the entire job an enjoyable, shared experience and not have it fall onto one person - also, it allows people from around Australia to be involved with the event which is what national events must be about. Please contact me if you are interested - I'd love to hear from you - see my details in the Club contact list in this section of the mag.

*Richard Zammit - President*

## **QUEENSLAND CHAPTER EVENTS**

### **Australia Day Weekend 2005 - Sunday, January 30th - Bob Taylor's at Pottsville**

Bob and Taylor have invited Club members to his house to view his substantial collection of Volvo merchandise and literature before it is sent to the Inverell Car Museum in the first quarter of 2005.

Bob's place is at 8 Kippax Place, Pottsville in northern New South Wales. Brisbane based people wishing to go down in convoy should meet at Ikea car park Springwood at 7.15am on the morning for a 7.30 am departure (Qld time).

That convoy will meet up with George Minassian at Tweed Heads who

will have mustered any folks from the Gold Coast/Tweed Heads area who are going and we'll all end up as one big, happy group.

Bob and have offered us access to their BBQ, so everyone should bring a picnic lunch, some chairs or a blanket and anything else you might want. The beach is just a short drive away, so a swimming "cosy" is optional for those that fancy a dip - weather permitting.

Any questions contact Richard Zammit or George Minassian on their emails/phone contacts for details.

### **Daisy Hill State Forest Sunday 6th March, 2005 - Annual Club Breakfast.**

Bacon & eggs and orange juice - what about some hot tea and coffee - you bet! What a great way to start off a Sunday in early March. This event is a tradition now and all members of the family are welcome to this fun event. Breakfast is compliments of the Club and there is a heap of room to kick a ball, throw a Frisbee or just lounge around after feasting on the hot breakfast items on offer.

Please email Janet Thomson on [janet.thomson@acqs.qld.edu.au](mailto:janet.thomson@acqs.qld.edu.au) or phone 07 3896 2219 (W) or 07 3899 1339 (H) or Pat Beiers on [itpmbeiers@tpg.com.au](mailto:itpmbeiers@tpg.com.au) **by Monday 1st March 2005** to confirm numbers for this popular event.

### **QLD CHAPTER NEWS Queensland 2004 Xmas Party**

The Queensland Chapter of the Club got together on Sunday December 5th at the Lone Star Tavern Springwood for what proved to be one of the wettest Christmas Break-Up Parties on record.

Over 30 brave souls met in the car park as the clouds gathered, some to showcase their cars. In the case of member Paul Scholz, it was also the public unveiling of his 4 year labour of love which saw him bring his 1800E up to a beautiful standard - good to see a car we'd heard quite a lot about during its restoration.

It was good to finally get Technical Advisor Peer Skarrup, who was his with wife Mida and children Zoe and Ryan to an event - Peer's busy workshop sees him working on many members' cars and I think a few people were surprised to see Peer wearing something other than his famous short shorts!



**Some members & their Volvos arriving at Mt Victoria for the Christmas Lunch**

George, Vicki and Alex Minassian drove up from Tweed Heads in their lovely 123GT and Bob and Loretta Taylor came from even a little further away, at Pottsville in what is one of the best 144's around.

It was great to see Rick and Joyce Forno, Kay and Paul Bryant and so many others who we haven't seen a lot of during the last 12 months or so. After admiring the classics that made trip, the tummy rumbles started to make themselves heard (as well as the cold winds) at about 1pm.

We adjourned to the restaurant just prior to the heavens opening and got into the serious business of organising the seating, ordering drinks and selecting food from the vast menu offering. After we had settled, a lucky door prize was conducted with every family group taking something home that was inherently Volvo related. The Club thanks Priscilla Rose, dealer principal from Motorline Volvo and Terry and Eric (spare parts extraordinaires) from Austral Volvo for their generosity in donating merchandise as giveaways.

We used the gathering also as an opportunity to hold a committee meeting which programmed the South-East Queensland social events for the first quarter of 2005 and to formalise the venue and coordinator for the 2006 Rally (see separate stories). At that point we considered the formal business of the local chapter and national committee closed for 2004 and went out like brave souls to negotiate the wet (and at times) wild trip home.

*Richard Zammit*



**Anna & Dugald with  
Anna's 1800E**

### **NSW CHAPTER NEWS Christmas Function 2004**

On Sunday morning 28 November, 2004 saw 20 members gather for coffee at the Blue Mountains Café in Glenbrook. It was pleasing to see new members Anna & Dugald in Anna's 67 1800S join us for the day and feel right at home with everyone. Also joining us for the day was Warner Bowles, President of the Swedishbrick Volvo Car Club, in his 1800E.

The day started off quite warm with temperatures expected around 39 degrees in Western Sydney. After coffee



**NSW Christmas Gathering**

a group of 4 122's, 7 1800's, 1 V40 and 1 242GT headed west along the Great Western Highway led by Kevin & Christine Allen with Kevin using his Road Angel (see article this issue) to stick strictly to the speed limit, climbing up the Blue Mountains to Mt Victoria, where the temperature was a little cooler. Due to the traffic it was hard to all keep together and we arrived at our destination in small groups.

Our hosts at the Victoria & Albert Guesthouse had our room and table made up with Christmas decorations, which put everyone in the right mood for the day. They also provided our group with a free dinner for two as a lucky door prize, which was won by Stephen & Janine Hopkins.

It was nice to finally meet up with Bob & Rosemary Forrest and to catch up with many friends during the lunch. It was also nice to see Cecil & Sherril Masfield on the day. Furthest travelled was Peter Lambie who came up from the ACT for the lunch and George Ramon with his faithful peak

capped hound at his side. Other members included John & Carol Wells, Phil Ward, Rafael Marmolejo, Guy & Cheryl Smith & former member Per Toft, also joining us for lunch. After lunch some members browsed the many small boutique shops of Mt Victoria before heading for home.

## Driving with an Angel

Following two recent trips into Victoria and 2 infringement notices, one a warning but the second costing me more than \$200 in fines all this after 37 years of driving without having been 'caught' breaking the road rules. The introduction of 40 km/h school speed zones, the proliferation of fixed and mobile speed cameras and red light cameras and now average speed cameras, it was time to take action. Yep I have adjusted my driving, I watch the speedo instead of concentrating on the road ahead, and I am ever scanning the roadside for change of speed signs and parked white station wagons (the ones fitted with mobile speed cameras). I look for those signs 'Speed Cameras in use 24 hours' and the 'Red light Camera ahead' this has been a challenge not only whilst driving but particularly when riding 'cause then I am also on the look-out for those drivers oblivious to motor cycles.

By chance a friend introduced me to the [www.roadangel.com.au](http://www.roadangel.com.au) web site which I have visited many times over the past 12 months learning as much as I could about this technology that can help to free up my concentration when driving. **This wonderful device is legal and warns me when I am approaching these hazards:**

- Fixed Speed Cameras
- School Zones
- Speed Zone change (highways)
- Railway crossings
- Point-to-point average speed cameras
- Personally stored locations (places where the mobile camera cars hide)
- and lots more....

The Road Angel operates on GPS technology using global satellites to track my position; it has accuracy to within a few metres of my actual vehicle location to warn me well in advance of an approaching hazard, it measures and displays my road speed with 'digital precision'. A check of the speedo in my 242GT found it to be 3 km/h slow at 110 km/h, that translates

to 113 km/h in actual speed (15" wheels fitted instead of the standard 14") and if I add to that the fact I usually keep the analogue speedo needle a little over the legal speed it means on most trips my cruising speed has been 115-116 km/h!

The most valuable check is on the 122 which displays the speed in mph and of course with a change of diff ratios and gearboxes over the years I had no real idea really of the speed I was travelling but now I know exactly. How many of you are driving 120s and P1800s with speedos that are flickering all over the shop or even worse not working at all? This can be easily rectified as the Road Angel plugs straight into the cigarette lighter and it is ready to go within a few minutes.

My Road Angel came with an optional fitting kit for a motorcycle. Because it is so compact and portable I can swap the unit between the car and the bike. A check of my R1100RS speedo revealed it is 1 km/h slow at 100km/h, so now I get to ride faster! (Well just a little faster).



**BMW R1100RS fitted with a Road Angel to an easy to fit optional windscreen bracket**

**[Look out! Bloody Volvo Driver in a 122 headed right at me!!]**

It is so easy to check my speed, the digital display of the Road Angel is bright and backlit a breeze to read, this is the first time I have felt confident about my actual riding speed and not having to guess how far under or over the speedo needle reads on the analogue speedo allows me to relax and concentrate on the road ahead. The Road Angel has an audible warning in 3 tones therefore making each individual type of road hazard quick to identify and respond too, on the bike an ear piece connects to the unit and sounds the warnings with clarity for a range of up to 500 metres a sufficient time to check and adjust my speed to the hazard appropriately.



**My 122 fitted with the Road Angel with its easy-to-read digital display in kph (the unit can be set to display kph or mph)**

The Road Angel comes with computer software to allow for updates to its comprehensive data base of 3500 locations around the country this can be downloaded in minutes to add the new locations and remove the redundant ones, this is a brilliant system that enhances road safety, hazard awareness and improves concentration. I have found the after sales service to be enthusiastic and recommend fellow club members to check out the web site, it could save you hundreds of dollars in fines and maybe some demerit points or maybe help avoid an accident. Costs no more than a good set of tyres, money well spent.

Always drive with care and drive within the speed limit.

*Kevin Allen*

*[Thanks Kevin - I always wondered about these things - maybe I'll put it on my Christmas wish list for 2005! Ed.]*

## WHAT'S IN YOUR GARAGE? A tale (light) of so many Volvos (120's)

*by Laurie O'Donnell*

Presently the barn shelters just a Nissan 720 Ute and the '66 (I think) 122s 4 door VOLVO. We live in the country, really in the country, (New England area of NSW) and so we have found it absolutely necessary to have two sets of wheels so we don't get stuck.

The present Volvo 122 is actually the third I have owned, and it has lasted longest too. It isn't much of a performer but it is easy to maintain and has not been a problem with spare parts, some old, some new. If the car had a well deserved respray it may even be a head turner. Most of the paint is original and so it is well past it. Might be time to learn how to spray

I think the Volvo has done about 260,000 miles which may explain why it has excessive blow by and oil consumption. I hope the switch to unleaded fuel will not be detrimental to the engine. The car has Chassis No 214461 and Engine 2016231. Can anyone tell me what type of engine it has (exactly) and when the car was made? [According to the book Volvo P120, by Gunther & Wolf, based on the chassis number, the car would have been built between August 1966 and August 1967, and would have a B18A, assuming it is a 4-door sedan without overdrive. Ed.]

Back in the sixties when a lad who was hale and hearty leaves school, if he is going to get ahead in the world he needs several essential items such as a girl and a car (or a car and a girl) bearing in mind that the former precedes the latter!! Well, in order to acquire these necessities a fella must save up to get the car. Who (especially the bank) would loan this young fella the dough?? A compromise must be reached between how great the bank balance and how great the car, naturally.

Time passes and the purchase is made! Wheels at last!! Unfortunately the car was a Morris Minor!! 4 wheels but it does get you there and has some kudos. Probably up a few rungs on the car pose value ladder than a Volkswagen Beetle!! Gears/Girls!!

As time passed it became increasingly obvious that the Morrie Minor was made for English country lanes. They were pretty gutless, suffered from metal fatigue, were uncomfortable and brakeless too (as I found out!!)

Just about the same time a mate got a white 122S VOLVO. Obviously, the Morrie was just left in his dust. Also the Volvo went like a rocket and had brakes...well the fact that we are all still alive is testament to them.

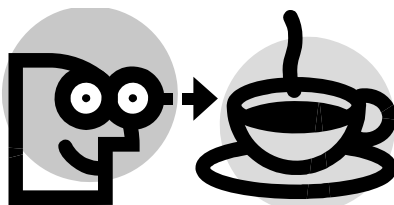
HOWEVER, the most important value was the POSE VALUE!! (When you are about 23 years old).

When the bank balance had recovered a lot, I too became the proud owner of a 1964 122S, four door, red, VOLVO! It had that nice pale grey upholstery, a radiator blind, no power brakes, those funny early seat belts in the front only, and pose value too!

Several of my mates and I were planning to make a trans-Australia trip in three cars: a Renault, my Volvo and a Borgward (heard of them??) Well the Renault was damaged, the Borgward needed an engine overhaul and the Volvo got ploughed into a brick fence by a speeding truck. So, the trip was off. It was the end of DLY 265 too.

Cheers,  
Laurie O'Donnell  
*[Unfortunately, we didn't receive any  
photos of Laurie's cars prior to going to  
press. Hopefully these can be included  
in the next issue. Ed.]*

Volvo will hire between 100 and 150 new workers to help increase production at its main assembly plant. According to a report from the AP and posted to [Just-auto.com](http://Just-auto.com), the temporary



workers, who will be hired at the beginning of 2005, will ensure that production continues while other workers take their mandated coffee breaks during mornings and afternoons. This action will allow Volvo to boost its weekly production by 300-350 cars - the workers will be hired for eight-month shifts.

### **Volvo models:** Minichamps 1:18-scale



out, but the new Gold colour model will be available soon. Place your order now - price \$100-\$110 (TBA) 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)

## A close-up photograph of a car's headlight assembly, showing the lens and surrounding housing.

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



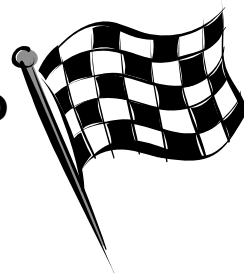
contact Mark Richardson, VP Tuning,  
on (03) 9775-5302 AH.

**See back section of magazine for more ads!!  
Also check the web site  
[www.volvovic.org.au](http://www.volvovic.org.au)**



# MOTORSPORTS REGISTER

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



## October 30, 2004 - Winton Track Day with the Ford Falcon Car Club by Ash Davies

On Saturday October 30, a small group of us - Dennis Macky, Ben Winkler (who was celebrating his birthday), Noel Bruin, Jacinta Fraser and I attended a track day at Winton held by the Ford Falcon car club of Victoria. This weekend was a little different to the last track day we attended at Winton - I wasn't



**Bright yellow Torana GTR XU-1**

sun for a lot of the day watching some very quick cars lapping, soaking up the atmosphere and good company.

Some guys were doing laps

in an

early

'70s

Toyota

Corolla

coupe

and

really looked

to be enjoying

themselves.

The car itself

was purchased

cheaply and it

appeared to have been painted with matte black aerosol can paint and featured orange racing stripes! It did a fair amount of laps with the drivers getting out of the car with

huge grins on their faces before a loud bang later in the day saw the car



**The Volvo Gang at Winton**

competing this time! Anyway the weather looked promising and we drove up in Dennis' 1979 242GT and my 1990 240.

We arrived to see cars already on the track completing timed laps. It actually was quite nice to go and watch for once, without the stresses of competing or pondering any last-minute changes. We sat around in the



**Westcoast Flooring hot Falcon**



**2 classics racing at Winton**

parked off to the side of the track, retired with terminal engine issues.

There were a few other retirements on the day due to mechanical failure. A possible contributor to this may have been warm conditions, but regardless, everyone was smiling, more than happy to chat and generally seemed to be having a good time.

We met some people from Geelong who were actually competing with their company car. The owner of Westcoast Flooring had a BA GTP Falcon running a BOSS V8 with a supercharger and intercooler. It was a very impressive vehicle that appeared to be very well setup and frighteningly fast.

Overall we all had a great day sitting in the sun, watching a decent variety of vehicles, chatting to other motorsports enthusiasts, and admiring the vehicles of other people even though I still have no idea who had the fastest car on the day!



**Old Corolla being flogged**

## MOTORSPORTS REGISTER EVENTS CALENDAR

### UPCOMING EVENTS:

- Friday January 21 to Sunday January 23 2005 - Mt Buller Sprint. Hill climb/ Tarmac event. Mt Buller.
- Saturday January 22 2005 - Volvo car club of Victoria kart challenge. Ace Karts, Sunshine. [See details inside front cover. Ed]
- Friday February 25 to Sunday February 27 2005 - Phillip Island Classic. National Historic Meeting. Phillip Island.
- Friday March 4 to Sunday March 6 2005 - Australian GP. Albert Park Melbourne.
- Sunday March 13 2005 - VHRR Hill climb. Rob Roy
- Saturday May 7 2005 - VSCC Hill climb. Goulburn or Wakefield Park (venue TBA) NSW

In the year ahead the Motorsports Register will be attending several motorsports events and also participating in some. Above are just a few of the events over the coming months. Should you be interested in attending any of the above or if you're aware of any other events that might be of interest, please contact

**Ash Davies - email: ashd Davies@optusnet.com.au, ph: 0412 709 695**



## Volvo "Red Block" Camshafts Explained

by Ash Davies

Among other things, we've played around with various camshafts in my red 1990 240 in the last 2 years or so. After lots of research, lots of practical learning and requesting information from various sources I have compiled a fair bit of information on the various factory produced camshafts for the B2XX red block Volvo engine. This should make future Pick-a-part trips a bit easier for some of you!

Some of the camshafts below I have personal experience with and I have noted this with the information contained below. Other information is just collated from various sources reporting consistent data.

**NOTE:** camshaft grind information is available on the end of the camshaft opposite the timing gear.

**NOTE:** All the camshafts are factory camshafts. None of the data in this article is related to non-Volvo camshaft grinds (Wade, Crane, etc.)

### OEM 'M' grind

This is the factory-installed camshaft on Australian-delivered B230F engines, post 1986. It is also fitted to all naturally aspirated US-spec B23F engines from 1983 onward. Very common. Probably the least desirable of any factory Volvo cam. Produces low emissions and provides acceptable low- to mid-range power.

Volvo list two part numbers for this cam: 1336779 and 1317745

*\*This was the factory cam installed in my 240 and since low end power is reasonable, the car could crawl around*

*a super market car park in 2nd gear without bogging down much. Not a particularly exciting cam, even when moving up through the rev range.*

### OEM 'Y' grind

European and possibly South African and Australian markets only. Found in base spec carbureted engines, B21A etc. Probably not an option for a higher performance application.

### OEM 'T' grind

This is the US-spec turbo cam found in 240 Turbos. Short duration on the exhaust side. There is a rapid drop in torque at mid- to high-rpm. The American market sought low end power and good throttle response, this cam provided that in a 240 turbo whilst still being emissions compliant when new. Poor top end power. Really not ideal for a naturally aspirated application.

Volvo list two part number for this cam: 1336773 and 1276688

### OEM 'X' grind

Never offered as standard fitment in the US market, but available as standard fitment in the European-spec B230K engines. This is the source for the exhaust side of the VX cam. This cam provides the best low-end and mid-range power of any factory cam. Is better than the 'A' and 'V' grinds at low rpm while losing out at high rpm. Very punchy for low speed corner exits. Might be ideal for Winton? :)

### OEM 'VX' grind

A lot of confusion, contradiction and misconceptions surround this cam. It was originally fitted to some later B230 engines in Europe and Australia and can be found in some 940 model Volvos for those of you looking to find one at a wreckers.



It is made up of a combination of the intake side of the 'V' grind cam and the exhaust side of the 'X' grind cam.

A common misconception is that this is a 'performance' cam. While it is sold by US-based aftermarket Volvo specialist companies and may be a suitable higher performance in states of the US where emissions laws are tight, it is certainly nothing overly special.

It is a good replacement for an L or M cam but won't provide amazing performance gains. It does NOT provide great performance gains in any rpm range - low, mid or high.

It is a good cam in a turbo application, particularly small later turbos (late 940 models, etc.)

*\*I've driven an N/A car with this cam fitted and while throttle response is smooth and the cam doesn't give a lumpy idle, in an N/A car it wouldn't be my cam of choice*

### OEM 'VX3' grind

Same specifications as the VX, retarded 3 deg.

### OEM 'A' grind

Quite common across naturally aspirated B21, B23 and B230 engines in various configurations; injected or carbureted. Not available in US markets. European and Australian markets only. Commonly used in the US as a cheap upgrade on B21F and B23F engines, providing a top end gain with no loss in bottom end power. Ideal in N/A cars, better suited in this application than on a turbo car.

Volvo list two part numbers for this cam: 1219706 and 1336767

Volvo Red Block Camshafts - Spec Comparison

| Cam Designation | Part Number | Lift (Int./Exh.) | Intake (deg) |              | Exhaust (deg) |              | Duration    | Standard Fitment                                |
|-----------------|-------------|------------------|--------------|--------------|---------------|--------------|-------------|---|
|                 |             |                  | Before Top   | After Bottom | Before Top    | After Bottom |             |   |
| 'M' grind       | 1336779     | 9.5/10.5         | -6.4         | 45.6         | 44            | 13.1         |             | B230F   |
| 'Y' grind       | 1346438     | 10.35            | 8.1          | 44.1         | 44.1          | 8.1          |             | B200K (Euro market?)                            |
| 'T' grind       | 1336773     | 9.94             | 3.8          | 41.8         | 41.8          | 3.8          |             | B21FT, B230K                                    |
|                 | 1276688     | 9.94             | 3.8          | 41.8         | 41.8          | 3.8          |             | B19ET, B21ET, B23ET, B23FT                      |
| 'X' grind       | 1346440     | 10.65            | 10.1         | 46.1         | 46.1          | 10.1         |             | B230K   |
| 'VX' grind      | 8360272     | 11.37/10.65      | 8            | 58           | 50            | 6            | 245,4/236,2 | B230FB  |
| 'VX3' grind     |             | 11.37/10.65      | 5            | 55           | 47            | 3            | 245,4/236,2 | B230FB  |
| 'A' grind       | 1219706     | 10.5             | 12.6         | 48.6         | 48.6          | 12.6         | 260         | B17, B19A, B21A, B23A, B19E (some), B23E (some) |
|                 | 1336767     | 10.5             | 12.6         | 48.6         | 48.6          | 12.6         | 260         | B200E, B230E, B230A, B230ET                     |
| 'B' grind       |             | 10.6             | 14.1         | 50.1         | 50.1          | 14.1         |             | B21F, B21E, B23ET                               |
| 'V' grind       | 1346442     | 11.37            | 11.7         | 53.7         | 53.7          | 11.2         | 245,4       | B200E, B230E                                    |
| 'D' grind       | 1210932     | 11.2             | 15.5         | 57.5         | 57.5          | 15.5         |             | B19E, B21E                                      |
| 'K' grind       | 1306167     | 11.95            | 15           | 57.8         | 57.8          | 15           | 268         | B23E  |
| 'H' grind       | 1276117     | 12/11.5          | 21.1         | 57.1         | 57.1          | 17.1         | 272/268     | B23E (242GT only)                               |

### OEM 'B' grind

Tight lobe centres, giving a greater overlap with a short duration. Ideal in larger capacity engines with a standard head. Better suited to early 398 or 160 (B21E) casting heads.

*\* I couldn't find much more information on this cam and don't know anyone who has personal experience with it*

### OEM 'V' grind

The source for the intake side on the 'VX' grind cam. Good replacement for the 'M' cam in naturally aspirated engines. Good in a high-rpm turbo application

### OEM 'D' grind

This is a common cam in older k-jet injected B21 engines with higher compression ratios in European and Australian markets with lower (at the time) pollution restrictions. Good top end power in naturally aspirated and turbo applications. Slightly more radical than an 'A' grind cam but slightly less than an 'H' grind or a 'K' grind.

*\* I used this cam for a while in my previous '79 245, as it was fitted as standard. Benefited greatly with a better flowing exhaust system and extractors.*

### OEM 'K' grind

Used in high-compression B23E engines in Europe, Australia and Canada. Easily available in Australia, found in most B23E-engined (except 242GT) cars up until 1985. Peak torque at 4500rpm. Better suited to a naturally aspirated engine.

*\* I initially replaced the stock 'M' grind cam in my 1990 240 with this cam. Much better mid to high rpm power, at the cost of a little low end. It's a little more difficult to cruise around car parks in 2nd gear at walking pace.*

### OEM 'H' grind

The most aggressive factory Volvo cam. Found in early B23E

engines (242GT) in European and Australian markets. Not available in US market.

Much more powerful than the 'K' grind cam near the red line, with trade-offs of lower low rpm torque and higher fuel consumption.

This is the only homologated cam in Volvo Genuine Cup racing. Probably not ideal in a turbo application.

*\* I've been using this cam in my 1990 240 for some time now, and replaced the previous 'K' grind cam with this. Power is amazing above 3500 rpm and pulls very strongly through to approx 5500rpm. It seems to fall away after 5500 rpm, but at that stage it's time to grab another gear! Accelerating hard past 3500 rpm in 2nd gear.*

*The 'H' grind cam is great in an engine with an improved exhaust and induction system. Its now impossible to drive around a car park crawling in 2nd gear at walking pace.*

*Certainly, in my opinion, the best OEM camshaft in an N/A Red Block engine.*



## Racing News: STCC ends

On the weekend of 18-19 September 2004, the last race of the Swedish Touring Car Championship ended. The race was held on the famous Mantorp Park circuit. The young "rookie" Volvo S60 driver Robert Dahlgren needed to win both races to beat Richard Goransson, a BMW driver, and to claim victory for Volvo this season.

But already in the first race the competition between the two was high, which ended in a touch up with the S60 losing the battle. Robert didn't finish the race so the title was safe with Richard who ended mid field. Jan "flash" Nilsson (drove here several times at Bathurst) ended up second, so not to bad!

The second race was better for Robert - he did manage to finish (8th) but Richard won that one. Bad news this time for Jan. Dropping out of the places after not completing the race.

So to some things up for the Volvo team - a second and forth place overall.

*Richard, BMW 227pt.*

*Robert, Volvo S60 175pt.*

*Fredrik, Audi A4 165pt.*

*Jan, S60 135pt.*

Championship per brand:  
BMW 225pt. and Volvo second 205pt.

If both cars ended their races they could have won this one, but hey I guess that's racing!

Next year S60 again??  
Maybe the new S40. Will keep all you racing fans posted on what's happening.

Regards,  
Mark Richardson

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## DRESSING UP YOUR ENGINE BAY

Greg asked me if I had any material for this magazine issue for the Volvo motorsport/tuning section. I would like to spend some time on the subject of "dressing up" the engine bay.

These are some queries that I may get from customers/members on what they can do and of course what is out there to get. Now the internet helps a great deal in sourcing a lot of ideas and so the ball starts rolling. For my story I will take the 850 series as an example, but as we all know every Volvo has its own related parts supply.

To dress up the 850 most of the parts are a replacement of the genuine part. Then there is the customer's personal view of things on how he or she would like to see things.

For instance: the **plastic rocker cover** is a loved item to replace with Volvo's **carbon fibre** one. For later models '99- you fit the R cover. For the ones among us who know carbon fibre, it has a unique pattern and is very lightweight.



**Carbon Fibre Engine Cover**

There is an aftermarket cover now available that you can even order in certain patterns and colours (other than the standard black). The cover gives a more racing look to the engine [and might even make your car go faster due to the light weight! Ed.] This company has also just released a cover that replaces the plastic throttle one. I have some in stock but the fitment/finish is something I am working on. Another part they supply are bonnets for the 240 (flat nose type), 850, X70 - '00. Future products are on the idea list.

Next is the **top engine mount**: the mount is a bit of a weak part...well it is always working, picking up those engine vibrations and torque, which have to be damped somehow. So after an amount of time the Volvo one will fail and needs to be replaced.

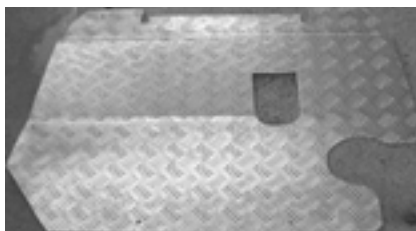
You can replace this with a poly type one and there a few



**ipd Poly Engine Mount**

out there. I personally will stick to ipd's one as they are the only company giving a lifetime warranty (under normal use) on the part.

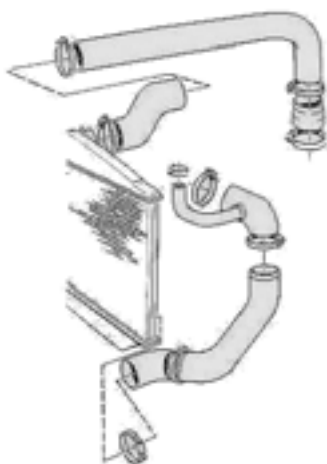
**Strut brace:** this is a personal thing if you want to fit these. Sure it will stiffen the body in corners in extreme driving conditions but in our every day driving...



**DV5 850 Sump Guard**

Of course there are quite a few companies willing to supply our dress-up items like Volvo, Ash Davies (DV5), Ohlings (with adjustable shockers if you want), TME, ipd, and other performance suppliers.

A useful part is a **sump protector** which can be made from steel or aluminium. Volvo's type looks like a "jail bar". It is fairly heavy so it can withstand some punishment, but being fairly "open" things can get in between the bars. Other companies like DV5, ipd, and SAM are more of a cover plate with several cooling holes to let air through to cool the sump from engine heat. These covers are from the lighter alloy. With all these covers there is still good access to the oil drain plug and filter.



**Turbo Pipe Kit**

**Turbo plumbing:** not much in supply here but there is a kit you can get that will replace the original ones. You can buy the parts from Volvo but it will cost you more in the end!! The kit will reduce the total bends to and from the intercooler from 11 to 6, which will give you less restriction in airflow. Check out Noel's V70R and Kent's 850R



**Carbon Fibre Throttle Cover**

(if you are in Brisbane), or you can ask Lance to open his T5 bonnet as his is a '94 turbo and these had them fitted as standard.

It was only changed to the newer way as it could give you icing problems on the throttle body in colder climates. It won't give you heaps of power but on the throttle response it will be a slight improvement. Some people will polish/



**850 Turbo Engine Bay with Turbo Pipe Kit and large Pod Filter**

chrome the pipe going over the engine or paint them in a personal colour. Polished/chrome is a good option as it reflects the heat. The one in the kit is black like the genuine one.

One other thing people do is to replace the genuine air filter housing with a **pod filter** or so called open air filter. Not really advisable as the engine generates lots of heat which doesn't go away easily, so the pod filter "sucks" this in instead of colder air. There are heat shields available and this helps a bit. Better still if you really want this filter type make some plumbing and feed it through to out of the engine bay, but be careful where you fit it!!

You can leave the existing air box in place and just put a sports filter in it like K&N, BMC.

Another thing you can do is slightly modify the intake near the grille to get a more direct intake of air.

I am sure there is more out there to report but let's stick to this for now.

**For more ideas or suggestions call Mark Richardson from VP Tuning on 0403-814-545 or better a/h (03) 9775-5302**

# the NEW V50!



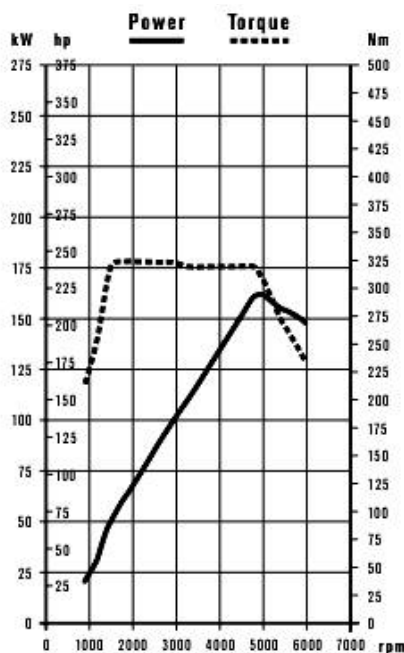
Review by Justin Chiew; Car graciously provided by Peter Sokolowski at Melbourne City Volvo

## V50 Driven - Welcome to the New Generation

For years, Volvo enthusiasts would always brace themselves for a certain section within car reviews - ride and handling. In recent times Volvos were lauded for comfort, solid quality, good engines and safety naturally, but those dreaded phrases such as 'woolly and lifeless steering', 'jittery ride', 'lacks feel', 'understeer galore' would often pop up in reviews like mushrooms in a forest.

However, good things come to those who wait. Volvo's integration into the Ford family has allowed it to take advantage of some of the finest chassis on the planet. Ford Europe's chassis engineers under Richard Parry-Jones have been responsible for several models regarded as class leaders for chassis dynamics. The fact that the Ford Focus remains a benchmark in its class for chassis dynamics after six years on the market is testament to this. The new S40/V50 are based on the Ford C1 platform (P1 in Volvospeak) which is also shared with the just released Ford Focus II and Mazda 3. Interestingly, the Volvo large car P2 platform is now being used by Ford in models such as the 500 sedan and Freestyle SUV.

Volvo has priced the S40 and V50 competitively against its German competition. The range begins with the base 2.4 at \$45,950, moving to the most popular 2.4 SE at \$49,950 and range topping T5 at \$59,950. [Check with your dealer for latest prices! Ed.] With the base 125kW 2.4 five cylinder engine, the Volvos have a notable power advantage over several competitors such as the Audi A4 2.0 (96kW), BMW



T5 Engine Power & Torque

318i (105kW), Citroën C5 SX (101kW), Peugeot 407 ST (116kW) and SAAB 9-3 Linear (110kW). There are price increases compared to the previous range - starting at \$2000 for the mid-spec SE, \$3000 for the T5 and \$6000 for the base model, however standard equipment has increased across the range, especially in the base model. V50 models are \$3000 more than their S40 counterparts and there is no extra charge for the automatic gearbox on the 2.4 SE and T5 models (\$2000 on the 2.4).

So, on paper the car looks good - how does it drive? To evaluate this, I had a V50 2.4 SE with the Geartronic transmission.

As expected, performance is quite reasonable, with the engine feeling strong throughout the entire rev range, certainly tractable from low revs. Don't let the peak torque figure of 230Nm arriving at 4400 rpm fool you - about 90% of that is available from 2000rpm. It is possible to achieve Volvo's claimed 0-100km/h time of 9.0s for the auto (8.3s for the manual), however the

slightly soft throttle response off the line may initially give you an impression otherwise. Those used to a 240 GL, or any other standard B230F powered Volvo, will find this base model's performance is in a whole new world. Wheel spin is actually possible off the line! For those seeking greater performance, there's still the T5.

Typically for a Volvo five cylinder engine it is aurally satisfying, especially with large throttle openings from low revs. Interestingly, the five cylinder engine is quieter and feels smoother than its sister engine in the S80, which I drove later in Sweden. Further to this, the gearbox seems to work better in the V50 than in its larger brother, despite being essentially the same AW55-51 unit. Its logic is good and shifts are smooth. Like most tiptronic type functions, the Geartronic manual mode has significant lag between the driver's command and the actual gear change. To its credit, as with all other Volvo Geartronic boxes, it does not override your command as you reach the redline, unlike some other systems. As expected of Volvo, brakes are excellent.

Driving the V50 along a twisty



V50's Sporty Profile

road is a revelation. Whilst the car doesn't quite feel as sharp as a Focus and isn't a sports car, the car is unusually agile and faithful for a Volvo. In tight corners in which one would typically expect a Volvo to understeer, the nose stays planted, following through the corner. Unusually for a Volvo, the car has a slight amount of throttle steerability. One can feel the tail helping the nose around corners very gently - there is no sudden oversteer. The Pirelli P7 tyres grip well, although, as is typical of many Pirelli tyres, they do suffer from a bit of roar



Rear Suspension

on coarse chip bitumen. Fortunately they are nowhere as noisy as P6000s – heaven knows why Volvo uses them as OEM on the flagship S80 sedan!

The electro-hydraulic steering is the most accurate and informative of any modern Volvo I have driven, including the S60R. Whilst not as feedback-rich as a car such as a Peugeot 306, it certainly is one of the better electric-based systems and superior to every other system in the current Volvo range. Arguably in some respects the new car is more satisfying than the S60R, because it is more agile and has a more naturally balanced chassis. Whilst driving the R, one is distinctly aware of the electronics at bay keeping you on track – in the V50 you feel *you* are driving, not a computer. A future S40R or V50R with the 4C system would be a very capable car indeed!

Damping is much improved compared to previous Volvos with a distinct lack of float over deep bumps under load. Compared to the previous model which was poorly damped and rather undisciplined over certain mid corner bumps, the new model is incredibly disciplined. The ride is noticeably firmer than the previous S40/V40, however this is the trade-off for superior body control. The ride does improve with speed.

Unfortunately, for all the advances made in the chassis department, the S40 does continue the worrying trend started by the S60 – it has poor rear headroom. Whilst the new sporty styling looks great, rear headroom is a casualty of the coupe style roofline. Passengers over 178cm will struggle to feel comfortable in the rear. In this respect, thanks to the extended roofline of an estate, the V50 is far superior. Interestingly, despite being a smaller car than the S60, the S40 actually has more rear legroom than its larger brother.



**V50 Rear Seat Area**

The electric folding headrests of its larger brother would be appreciated, as rear visibility is lacking.

Boot room in non-Australian S40s is actually very good, however as Australian S40s are equipped with full size spare wheels, the boot has become quite shallow (a space-saver wheel is available upon request). For this reason, the V50 makes a much more convincing case with its greater depth courtesy of the estate design. Volvo's analogy of the V50 being a carryon bag and the V70 being the full size suitcase is an apt one, as the V50's curved roofline has sacrificed practicality for style. Its cargo area is noticeably smaller than the V70's, but it is a smaller car after all. It also misses out on the V70's simple headrest stowage system when folding down the rear seats. However the boot floor is flat and well shaped.



**Rear Luggage Area**

The doors shut with a far more satisfying solid thunk compared to the very light action of the previous model. Overall the car's assembly is very good, as would be expected of the Belgian plant in Gent which produces Volvo's R models and other S60 and V70 variants. However, the interior's ambience is not as classy as in the S60 and higher models. The leather in the S40/V50 feels somewhat low-rent for a Volvo and the front seats, whilst not uncomfortable, seem to be missing that magic touch present in the rest of the Volvo range. Having said that, they still offer the full range of adjustment present in other Volvos.

Other criticisms include less than generous cabin storage space (the door pockets would rate as some of Volvo's smallest in living memory) and a somewhat average-sounding six speaker audio unit by Volvo standards (the base Performance Sound system). The T5 is equipped with the mid range



**"Floating" Centre Console**

High Performance System which includes an extra two speakers and head unit and amplifier improvements. A Premium Sound system with twelve speakers and Dolby Prologic II is available for audiophiles. In general, the car is well hushed complimenting the audio, especially around town where road roar is not an issue. All head units are fully integrated into the centre console and have remote controls on the steering wheel. Notably they also display up to two lines of RDS information, as shown below.



The new 'floating' centre console is easy to use, with all audio and climate control information integrated into the same display. Whilst the design only realises a small storage area behind the console, it's a stunning design nevertheless. In fact, to some degree it makes the rest of the interior seem somewhat conservative. Certainly the cars look great from the outside.

For many years Volvos were criticised for being dull. So they became stylish, but something just seemed missing in the suspension department. Now they're stylish and genuinely fun to drive both in a straight line and around corners. Considering the quantum leap made in driving pleasure with the new S40/V50, the future is very bright for the next generation of Volvos. If you're after a compact executive, the S40 certainly should be on your shopping list. But, if anyone beyond moderate height is going to sit in the rear seat, do them a favour and buy a V50!

*Many thanks to Peter Sokolowski at Melbourne City Volvo for providing the opportunity to review the new range.*

# 242GT/262C Register

Lance Phillip

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lancephi@cyberspace.net.au

By the time you read this we will be well into the January of 2005. I hope everyone enjoyed the festive season and any time off that they may have had.

## The 262 Bertone Coupe:

Last year we celebrated the 25th Anniversary of the release of the 242GT in Australia and this year marks a similar event for the 262C.

The 262C was released in more limited numbers of approximately 100, split into two colours - gold & silver. The majority were gold. I believe all the silver cars had black vinyl roofs and some of the gold cars also had vinyl on the roof. Some also inherited the twin headlight California front. This was not exclusive as a number of 1980 264GLE and 242GTs released in 1981 also had this front.

I have also seen a 1978 262 with the different (earlier?) boot lid which I believe was a private import.

There are number of 262C's on the market [see classifieds for some of these] at very realistic prices for a relatively exclusive modern classic.

In Victoria cars that have reached 25 years can be put onto Club Plates, which does restrict usage to Club events, but this does suit some people (large reduction in annual registration renewal fees).

Volvoophiles always notice Volvos in movies. [See Stuart's movie review in this edition. Ed.] I am no different. When I was channel surfing recently I came across Bryan Brown [Aussie actor] driving a 262C. Initially I thought it may have been an Australian movie but it was LHD. It was silver below the rubbing strip and black above, with a black vinyl roof. The combination sounds funny but actually looked pretty good. I think it was also a manual, an

option we were not given in Australia. I have to admit though 242GTs seem pretty light on in the movies as I have not seen one to date. If anyone can substantiate a sighting please let me know.

The 262C is a head turner and attracts attention from all ages when out in public. Although some have met their maker, a large number of the 100 are still on the roads of Australia. If the Volvo V6 worries you, then try a 4-cylinder turbo conversion like Soko, or a later model V6 or V8 conversion like Ross. When Ross is on the track it is a matter of "WRX beware!!!"

I would like to thank Stuart Allsopp for producing the plaque below as a memento for the GT owners who attended Canberra. It was a surprise and much appreciated.

## Another "Bush Mechanic" tale

Ash's story in the January/February 2005 issue of Rolling Australia reminded me of a trip from Darwin to Melbourne in a 1974 145E back in 1979. OK so it is back a few years!!

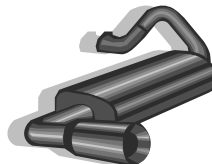
We planned to drive out in early March although technically still the "wet" season it had been a dry wet so to speak. The trailer was prepared with a new canopy and the wagon had a new set of treads and a stainless steel muffler. The 145s were chronic for rusting out the rear muffler on short trips. The trailer was loaded with some extra fuel in a 12-gallon oil drum to cover contingencies on the trip.

The first mistake was choice of tyres for the 14" Hotwires - Uniroyal Wildcats that were fitted to Falcon GTs

etc. They did not suit the Volvo at all and the car aquaplaned in four wheel drifts without warning - fairly scary with a trailer behind.

Between Catherine and Mt Isa the road had a lot of dips - not severe, but with a loaded car and trailer they made the suspension work a bit. The stainless steel muffler was non-genuine and the angle of the cross over pipe must have been a little out. I didn't notice, but the cross-over pipe was hitting the fuel tank on the dips to the point where it rubbed a hole in the tank. We were filling up at Mt Isa and someone said the fuel was running down the driveway - damn! The quick fix solution was some epoxy ribbon that when molded together was supposed to set hard. The leaking petrol stopped it setting properly but it stemmed the flow.

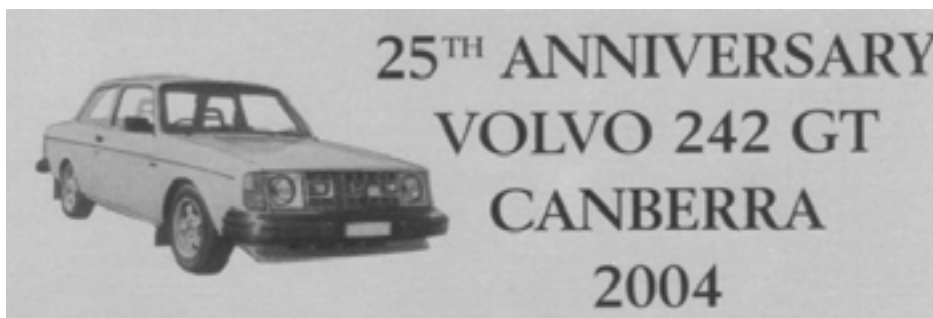
Off on the next leg to Hughenden. We stopped in the middle of nowhere to put some fuel in out of the drum and I noticed reddish oil up the back of the wagon. I pushed onto Hughenden where I discovered no oil in the auto box. A top-up and starting the engine produced an artery of red fluid being



pumped out of the pipe from the cooler. I had lost a clip and the two pipes were rubbing together and produced a hole - hmmm.

Around to the only local garage where he was not too helpful as he was busy, although he was kind enough to lend me a floor jack. Luckily there were connections near the holes on the two pipes so I removed them and the mechanic brazed them up for me. I refitted and filled the auto with transmission fluid with fingers crossed. The old BW35 did not miss a beat for rest of the trip. It had been rebuilt several months earlier so was in good condition which probably helped running on empty!

Onto the coast and heading for Rockhampton to mum and the rellies. Near Mackay there is an almighty roar



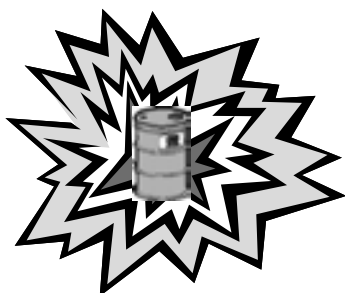
242GT plaque produced for Canberra rally GT owner attendees



which I thought was a truck right behind me, but no - the exhaust had given up the ghost where the engine pipe joins the front muffler. The engine pipe was hanging down putting a strain on the manifold. Once again, miles from anywhere. A quick walk around the car and an idea!! I picked up a beer can and cut off the ends. Being steel, it would not clamp properly so an aluminum Coke can was retrieved [thank God for litter bugs!!] which did the trick and lasted to Rocky where I had a new piece of pipe welded in.

During the stop-over, I also removed the non-setting epoxy ribbon and used Plasti-bond, which set like cement and was still there when I sold the car. I also had the auto checked but the man said it was changing OK so no problem. The remainder of the trip was uneventful apart from the slippy tyres, which were taken off and relegated to the trailer.

A little bit of ingenuity, Plasti-bond and a Coke can got me out of trouble without undue delays otherwise it may have been a long & expensive trip.



## Ka-BOOM!

One final note: **Do not use an oil drum for fuel.** When we got to Rocky and unloaded the trailer the drum had a few gallons left in it but the heat had caused it to swell. Luckily it did not explode which could have been a major problem. [Understatement of the year! Ed.]

*Lance Phillips - 242GT/262C Register*

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## VIC ECONOMY RUN - MARK YOUR CALENDARS:

### Who will be the leadfoot in 2005?

Yes, it's on again, the 2005 Volvo Club of Victoria economy run. No tricks, no special equipment, just a great fun run with other enthusiasts, probably including members of the Sprite Club. Last year was great, and this year the event is being run on Sunday April 17, commencing in the morning (time TBA). The start will be in the Nunawading area, and the distance to be covered will be in the region of 200 kms, all on good bitumen roads. It is a family affair, and we'll finish early afternoon at a location where we can all have a cuppa/sandwich and a yarn before heading home [if we have any fuel left!] Once again we will make a video of the event for Club nights. All Victorian members will be sent a full information flier in early March, together with an entry form. Cost will be minimal (approx. \$10 per car) - just enough to cover our expenses. Mark the date in your diary now - this will be a great day, however, if you don't want to have fun, stay home and see your footy team beaten!

**Further information can be obtained from Graeme Wakeling on (03)5982-1236**

### IN THE NEWS: 2.5+ Million Mile 1800 Volvo Wins at USA West Coast National Volvo Meet; Olympic Sportscaster Makes 1st Public Car Showing of Multi-Million Mile Coupe

SAN DIEGO, Sept. 15 / PRNewswire/ -- The Multi-Million Mile Volvo debuted at the 2004 West Coast National Volvo Meet last weekend and won high honours by the group's organizers and judges.

Family owned over three generations by Jeff Ruffolo (a sportscaster at the Athens Summer Olympic Games for Westwood One Radio), the car was entered into its first-ever Volvo show competition in San Diego, winning in its category of modified 1800 Volvos. Judges comments praised



the car's mileage, chrome, body work, interior and new carpeting as well as exterior paint that include more than six coats of red base and seven coats of candy apple red.

Volvo concours judges reviewed every inch of the vehicle and gave special attention to the number of factory modifications.

Purchased off the showroom floor in 1965 for less than \$5,000, this 1800 Volvo has seen U.S. Presidents come and go -- even Men driving on the Moon ... and after nearly four decades and millions of miles later, this prized sports coupe owned by the Ruffolo family of Southern California with 2.5 Million Miles (certified by Volvo and a member of Volvo's High Mileage program), runs better today than even before.

The car's engine is original with only a valve replacement made some 20 years ago to aid in switching from leaded gasoline to unleaded. The body frame and transmission are likewise original. In January 2003, the multi-million mile Volvo went into the shop for major restoration ... and 10 months later "is better than it was in 1965," says Dolf DeBruin, a master mechanic for Swedish Speed, the Perris-based Volvo automotive shop which recently completed the project.

The Multi-Million Mile Volvo was prepared and detailed for showing at the prestigious San Diego Volvo car show by Swedish Speed's Mark Yarbrough and Norris Dixon.



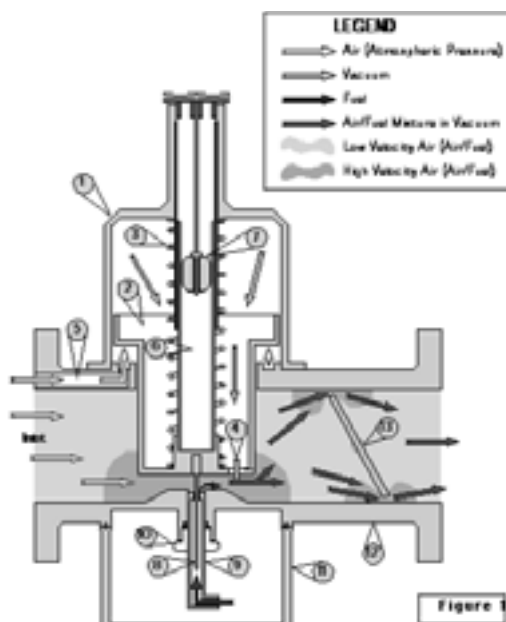
# Brickbats & Bouquets

with "Grumpy"

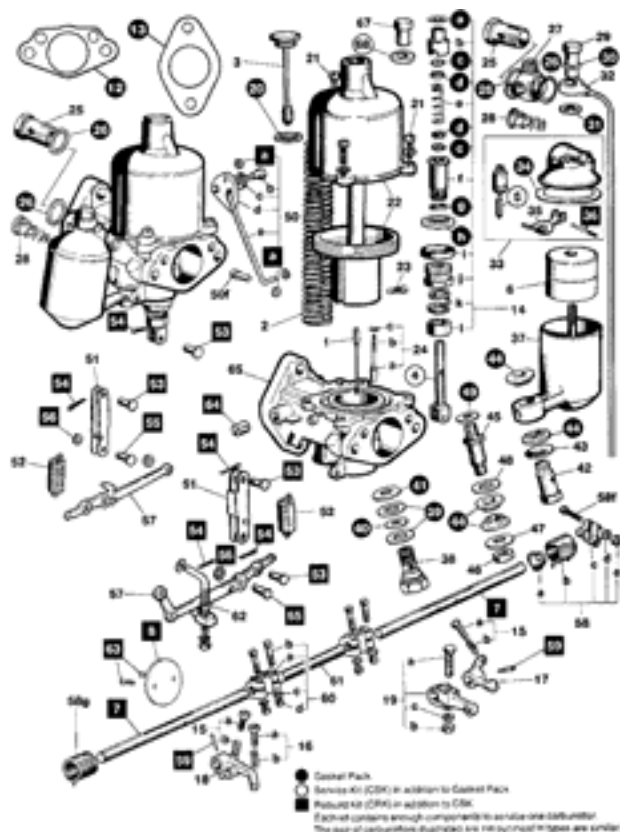
## PROGRESS??

*Have cars progressed in design in the last ten or twenty years?*

Of course you say. Ford and Holden tell us how much better their latest models are - you notice they do not tell us what was wrong with their last model!



**SU Carburettor: a Model of Simplicity...**



...or is it?

My view is that for each two steps forward we go one back. New cars are replacing metal with plastic to save weight. Then the manufacturers add electric windows and mirrors, six-stacker CD units and their pre-amplifiers, multiple cup holders, and heated seats. All increase the weight and cost.

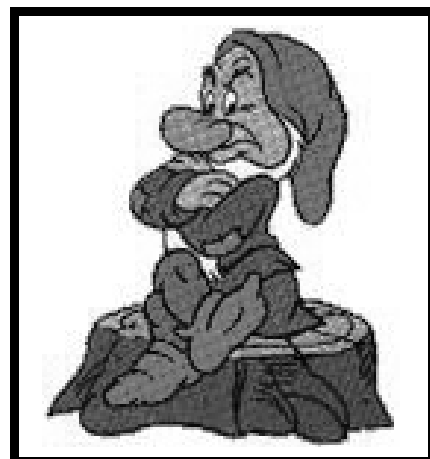
To make cars look more spacious we have big windscreens and large rear windows. We eliminate vent windows and the under-dash bonnet air scoop. Net result is that we need complicated and heavy air-conditioning systems, otherwise we fry in the summer.

Many cars are now front-wheel drive. It is easier to manufacture the motor, gearbox and drive unit and bolt it on the front of the car. Problem is that you must have power steering or otherwise steering becomes very heavy. Also replacement of constant velocity joints becomes almost routine maintenance.

Disc brakes are an advantage when panic braking a heavy car travelling fast. But you have to have power assist.

Carburettors are now as old fashioned as great grandmother's lace-up boots. But they are a lot simpler and cheaper to service and maintain than the complicated fuel injection.

It is wonderful that we now have lead-free petrol. But what a pity the octane rating is way down and with it fuel economy. Cars are now fitted with catalytic converters to burn up the nasty unburnt hydrocarbons - trouble is many unleaded cars are now running about with burnt out converters. The crazy thing about lead in the atmosphere is that levels were falling before unleaded petrol was introduced. The main source of lead was in paints and plumbing.



When I learnt about the optical design of headlights many years ago the ideal was point source in a circular mirrored reflector with a fluted glass lens to spread the light evenly in front of the car. Only in the last year or so have designers returned to the circular design after years of square and oval shapes. The old Hella H4 and Cibie lights of years ago were fantastic. New cars have fantastic "creative" headlight and taillight clusters - pity the expense for the poor owner who has to pay for a new cluster because of a single damaged lens. While I am raving on about lights, what about the latest gimmick of clear taillight and turn indicator lenses with specialised red and amber globes?

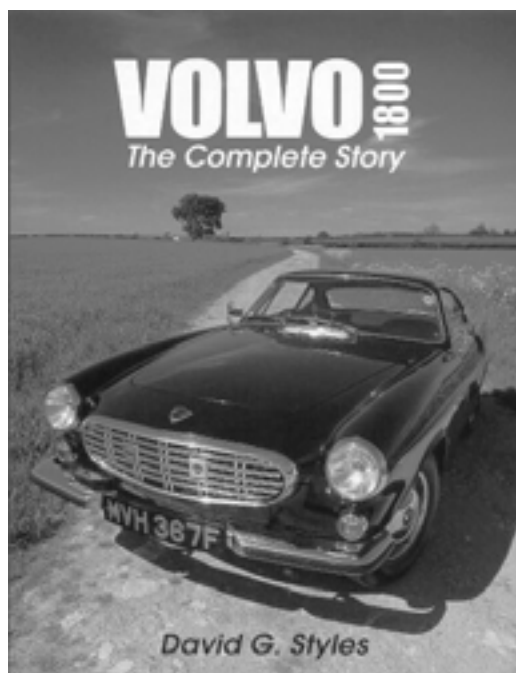
Suddenly the old FJ Holden and the VW Beetle look a much cheaper rational solution to getting from A to B. Except for their rotten roadholding!!

*Grumpy*



**Hella H4 Headlight - Classic Quality**

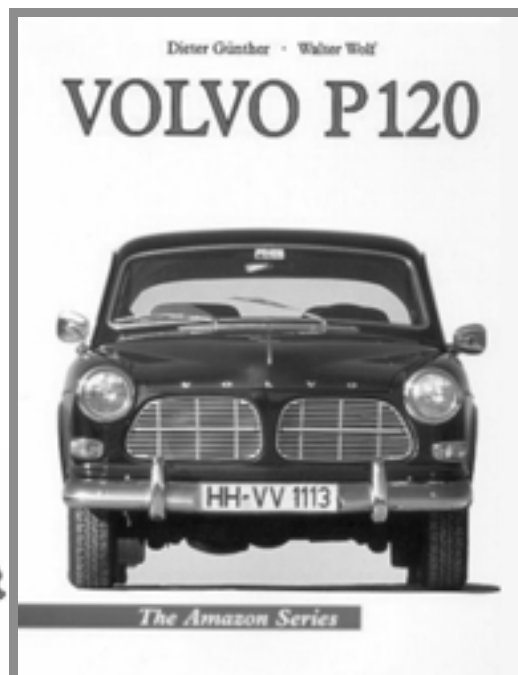
# VOLVO BOOK OFFERS



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

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

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

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

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

# Victorian Events Coverage

## **VOLVO NIRVANA EVENT - GEELONG**

### **Nir`va`na (noun)**

**1.** *In the Buddhist system of religion, the final emancipation of the soul from transmigration, and consequently a beatific enfranchisement from the evils of worldly existence, as by annihilation or absorption into the divine. See Buddhism.*

**2.** *Any place of complete bliss and delight and peace - Eden, paradise, heaven, Promised Land.*

For some of us, it was nirvana! Maybe not according to Definition #1, but probably more so Definition #2. On Saturday, 30th October, Volvo Club of Victoria members arrived at a pre-arranged meeting point near Geelong to receive details on how to reach



**144 succumbing to Nature's grasp**

nirvana. Well, really just a map on how to get to what must be one of Australia's largest collections of derelict, decaying and dilapidated Volvos. Our host for the event, Paul Strickland, has been collecting Volvos for various reasons, but mainly because customers of his Volvo & Jaguar repair business simply didn't have the will to continue maintaining them, so they asked him to give them a good home. As the Volvo collection grew, so did the foliage around them to the extent that some were almost hidden in the green sea of grass, their roofs looking like multi-coloured Swedish iron sea turtles.

Earlier on Saturday morning, the committee set up our club marquee, tables and BBQ trailer, in preparation for the BBQ on Paul's property. At 10:00 AM the first members arrived, eager to find that elusive part at a bargain price. Paul's collection of cars, whilst in various states of decay, still



**Members enjoying the BBQ and a little bit of shade**

revealed an amazing number of salvageable and even new old stock parts at great prices. There were several 7-series sedans and even a few later-model 240 sedans and wagons. The majority of the cars were 70's and 80's 200-series cars, and 140/160-series cars. The 140/160 cars were the pick for those of us looking for the hard-to-find items for older Volvos. Those of us with 120's were even able to snag a few parts off early 140/160 cars to suit our 120's. There were new switches, filters, water pumps, chrome bits, bumper bars, lenses, etc. hiding in the back of some of the cars, and Paul sold things cheap. The number of good used parts that people went away with on the day was astounding.

At mid-day, the club provided a BBQ lunch for those who could pull themselves away from the cars. In all we had about 20 members in attendance, and I don't think anyone went away empty-handed. I came away with a variety of switches, lights,

chrome, a steering wheel, relays, etc. I could have had another set of wheels, but I've already got a garage full of



**James' 122 with Nirvana backdrop**



**John Grant dissecting a 245**

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**Searching for that elusive part?**

parts that needs to be liquidated before I take on much more. It's so hard to pass up a bargain though!

By the time the day was over, there were well-worn paths between the cars. It looked almost as if the tall

grass had been beaten down in crop circle fashion by aliens in search of parts to refurbish their Volvo-powered flying saucer. To a non-Volvo person, we probably looked like a bunch of aliens, frenetically running around peering into each car as we went past it, quickly pulling out a screwdriver or spanner here and there and carefully removing some un-describable component, content that we had found what we were looking for in our own man-made nirvana.

The sad news is that sometime in the not-too-distant future, this Volvo

nirvana will be gone, relinquished to the jaws of the crusher as Paul converts the Volvo carcasses into scrap metal for cash. It is possible that we might be able to have another club-sponsored day at the venue before all the cars are removed, but if you missed it in October, you may have missed it



**Wayne: "I can see myself in a 142..."**

forever! A big thanks to Paul for opening up his collection to the club, and thanks for giving us some great deals on parts. For some of us, this day will live on in tales forever!

Regards,  
Greg



**A bonnet becomes a shopping trolley**



**I got some great parts off this 122! (just kidding John!)**

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## **VOLDAT DECEMBER** **BBQ & SAFETY CHECK**

**Two great events, one great location!**

A big thanks to John Johnson for hosting two traditional events in December. On 1 December, we had the annual Voldat BBQ instead of our regular night meeting. This year, we had what seemed to be a large attendance compared to previous years. We even had international visitors, Anne and Peter Anderson, from New Zealand. Anne is the editor of the New Zealand Volvo Enthusiasts Club



**Vic member John Grant with NZ guests Anne & Peter**

magazine, and Peter is the president of the club. As they receive our magazine, they noticed the event was occurring while they had planned a holiday in Melbourne, so they asked if they could come along. We of course welcomed them to attend, and enjoyed hearing some of their tales of Volvo ownership



**BBQ attendees checking out a 164**

and the New Zealand club's activities. Interestingly, Anne had a couple Ladas prior to them getting into Volvos. At least one of the Ladas sacrificed himself (was it Boris?) to save Anne in a crash. Typical of Volvo owners (you know who you are Heino, Rod, John, Lance, ...) Peter and Anne accumulated quite a



**More of the BBQ crowd**

few Volvos at one point, but their stable is now back down to two. Nice to meet you Anne and Peter and come back any time!

Happy Birthday to Heino - coincidentally he shared the date with this year's BBQ. Thanks for the cake, mate!

The BBQ gave John one good excuse to clean up his workshop, and the second good excuse was the safety check and tune-up day the following Saturday (4 December). Again, we had a large turnout of cars and members. There seems to be quite a resurgence in member participation, which is great to



**BBQ chefs Dion & Wayne**

see! John gave everyone's car a thorough test on the computer analyser and adjusted carbies and fuel injection to optimise performance and economy. After the tune, each car was checked underneath for any signs of suspension issues, leaks, etc. by Brad, and any items needing attention were noted. It gave us all the opportunity to look under our cars on a hoist and see what makes them the solid Swedish iron that they are. The most common issues seemed to be related to perished suspension



**Volvo's galore at Voldat Safety Check day**



**John checking a 244GLE**



**Brad with David's 240**

bushings and the typical niggling oil leaks. During the morning, we all had a look around at the various cars John has about his workshop. There's quite a



**Checking out John's 1800. "Will he trade it for my 740T?"**

variety, reflecting the diversity of members and customers whose cars John attends to. And if you're looking for any parts for your Volvo, check with John as he has a large selection of used parts for many models.

Thanks again to John and Brad at Voldat on behalf of all the members in attendance at these two great events. We look forward to a repeat in 2005.

Regards,  
Greg



## VIC CHRISTMAS PARTY

They say variety is the spice of life. "Who are *they*, and who needs spice?" some in our club would probably ask! Nevertheless, the committee has provided great variety in the choice of Christmas presentation dinner format during the last three years.

In 2002, we had our dinner at a banquet centre, which had to be booked well in advance with a minimum booking of 50 people. A nice event, but it cost the club dearly due to the fact that only about 35 people



**Banquet Table 1**



**Banquet Table 2**



**Banquet Table 3**

showed, with the club covering the cost for the "empty" seats. In 2003, we tried the "budget" approach, with a free BBQ dinner hosted by Melbourne City Volvo in their shed, which has been subsequently transformed into the Melbourne City Jaguar showroom. We had good BBQ food (plenty to go around) in a very informal setting. The highlight was rides around the Land Rover off-road track on-site at the dealership.

When it to planning for 2004, well, as usual, we didn't! (Heck, the committee ARE volunteers, and we all have busy lives to get on with!) When it came time to make a booking, the

usual banquet centres were already reserved for dates in November and December, so the committee adopted the suggestion of a sit-down Chinese restaurant "banquet-style" dinner instead. The location was Golden Lake Chinese restaurant in Springvale. The restaurant was flanked by other obviously Asian-inspired businesses (more on that later, thanks to Pam Phillips!) in a modest shopping district. Upon entering the venue, we were greeted by what appeared to be a Chinese baked goods shop on one side and large "fish tanks" on the other. I began to get a little nervous, not knowing what this place was, then was glad to see that we weren't the first people there.

Round the corner, the room opened into a tastefully-decorated restaurant that had been set up with large tables to cater to what was sure to be several Christmas parties on the night. There was a bar as well as a small dance floor and microphone & speaker set-up. The Volvo Club occupied 3 tables, with about 30 people in total. As the club members arrived, so too did the rest of the evening's partiers, and the restaurant soon filled to capacity. To our surprise and delight, the star attraction of the evening turned out to be a "lounge singer" by the name of David, who sang many a tune and no doubt lulled a few into a comatose state of 1980's nostalgic bliss. Song choices aside, he wasn't a bad singer, although he talked a little bit too much like Elvis on speed.

("Thankyouverymuchwouldyouliketo hearmynextsong?") As the evening progressed, quite a few folks took the opportunity to show off their dancing (and some even singing) skills. I believe only two Volvo club members had the guts to dance - they being David Raynor and his guest. As a non-dancer, I would have only participated had they fired up a karaoke machine. Alas, there was none in sight so my fellow clubbers were spared my monotone rendition of Gloria Gaynor performing "I will survive".



**Clockwise from upper left: Ben, Ash and Pam enjoying the Elvis impression of "David"**

Unfortunately, with all the singing and dancing (including at one point, a conga line, wherein some burly bloke kept trying to entice Noel Bruin to join in!), it was impossible to hold our usual door prize raffle and presentation of Display Day winners' trophies indoors. We had hoped (and prayed) for a



**Checking out the door prizes & trophies**

break, but there wasn't one, so we ended up eventually having to move outdoors at about half past eleven! Thorben Hughes graciously hosted the door prize raffle out of the back of his newly-acquired "block-of-flats" 240 wagon, so all was not lost. Everyone came away with some sort of prize, ranging from Christmassy trinkets, to tools, to free service coupons and Volvo-related bits from some of our sponsors. The awarding of trophies to the Display Day winners was more like a car boot sale, with Chris's 850R as the distribution point. It wasn't glamorous, and it was



**Unfortunate name of butcher next to restaurant!**

dark, but the winners in attendance got their trophies. Lance Phillips and John Johnson shared the award for best events attendance for the year (August to August).

Lest I forget, the food was excellent. We had about 8 courses, including soup, multiple entrees and shared main courses, plus dessert. The only minor problem at our table was that of spilt water due to a few over-anxious "lazy Susan" operators, me being one. The wheel of misfortune was a bit too big for the table, and precariously-placed drinks tended to get knocked by dishes overhanging the lazy Susan as it rotated. I know for sure that I accidentally soaked Ben, but afterwards Wayne said he thinks I might have knocked a drink on Sandra as well. Sandra, if you're reading this, I apologise as I didn't realise I had gotten you as well. Wayne tells me I was in no state to notice (mm, that wine was REALLY good!) which probably was the truth! Thank goodness for designated drivers!

The committee is up for suggestions for next year's event. I think Rod's wife suggested we go for Italian food, and the consensus seems to be that we shift back to a dedicated function room or banquet facility to enable a proper presentation of awards and door prizes. So please do offer your ideas to the committee, and if you're willing to scope out potential venues, that would be a big help.

Finally, if you're looking for a good butcher, there was one just a couple doors down from the Golden Lake. The name, pointed out by Pam Phillips, could mean anything...you decide!

*Greg*

## VP Tuning

Mark Richardson

0403 814545

New Volvo Racing Merchandise.

New book "Speed in Sweden".

New XC90 Remote Control car.



**Radio-controlled Volvo XC90 1:12**  
Faithful reproduction of the Volvo XC90 in a radio-controlled version. Fully functional vehicles: forward, reverse, stop, right and left.



**Vest Racing**  
Vest, 100% Oxford Nylon exterior in blue, dull finish with reinforcement in silver-grey Cordura. Black mesh fabric lining. Inside pocket with zipper plus mobile phone pocket



**Book Speed in Sweden**  
The one and only book celebrating the Swedish motor sport centenary 2004, but its contents stretch far beyond Swedish cars and drivers. 136 page Bilingual volume Swedish/English with more than 150 unique photographs.



**T-shirt VOLVO Racing**  
In blue with contrasting colours in light grey and dark grey. 100% combed cotton single jersey. 170 gr/m². S-XXL.



T-shirt Racing picture, 100% cotton with Volvo transfer on back and Racing picture on front.



**Fleece Jacket Racing**  
Fleece jacket, 100% polyester 320 g/m², anti-pilling, in blue with silver-grey contrasting colour. Cut seams.

# BMW & VOLVO SPECIALISTS

**VOLVO**  
**SERVICE & REPAIRS**  
Licensed RWC Tester

9874 5544

9874 6644

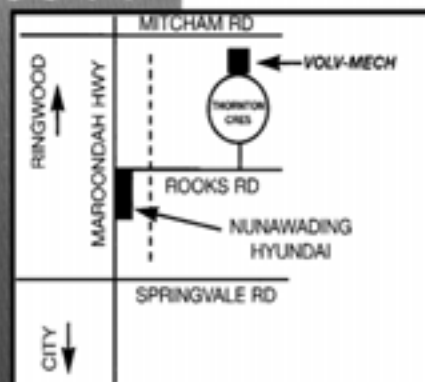


**BERRY MOTOR GROUP P/L**

16 Thornton Cres. Mitcham 3132

Fax: 9874 8833

Email: volvrek@camsoft.com.au Web: www.berrymotorgroup.com.au



# Volvo Car Club Of Victoria

## Membership Application/Renewal

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



| <p><input type="checkbox"/> <b>New Application</b> (1 year membership from date of payment.)</p> <p><input type="checkbox"/> <b>Renewal</b> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>   | <p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. 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.</p> |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
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| <p><b>First Name:</b> (Mr/Mrs/.....)..... <b>Surname:</b> .....</p> <p><b>Partner's Name:</b> (Mr/Mrs/.....).....</p> <p><b>Membership number if known</b> (8 digits - example 20040612) .....</p>  |  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| <p><b>Postal Address:</b> .....</p> <p>..... <b>Post Code:</b> .....</p>  |  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| <p><b>Contact Details:</b></p> <p><b>Phone:</b> (.....) ..... <b>Mobile:</b> (.....) .....</p> <p><b>Email:</b> .....</p>   |  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| <p><b>Your Car(s) Detail:</b> <span style="float: right;">(Engine number can be found on Registration Certificate)</span></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Model</th> <th style="width: 10%;">Year</th> <th style="width: 15%;">Colour</th> <th style="width: 15%;">Reg. No.</th> <th style="width: 15%;">Engine No.</th> <th style="width: 15%;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table> |  | Model  | Year     | Colour     | Reg. No.   | Engine No. | Body Style | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Model   | Year   | Colour | Reg. No. | Engine No. | Body Style |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
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| <p><b>Membership Type:</b></p> <p><input type="checkbox"/> <b>Adult Membership</b> (\$40)</p> <p><input type="checkbox"/> <b>Student/Pensioner</b> (\$20)</p>   | <p><b>Payment Details:</b></p> <p style="text-align: center;"><input type="checkbox"/> <b>CHEQUE</b> <input type="checkbox"/> <b>MONEY ORDER</b> <input type="checkbox"/> <b>OTHER</b>.....</p> <p style="text-align: center;"><b>Amount paid \$</b>.....</p>  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| <p style="text-align: center;">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.<br/>For information about your membership please contact the Membership Secretary Wayne Bowers on (03) 9397 5976 or email <a href="mailto:waynebowers@unite.com.au">waynebowers@unite.com.au</a></p>   |  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| <p>Please send this form with payment to <b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b><br/>Thanks for joining or renewing membership with the Volvo Car Club of Victoria.</p>  |  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

# 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 AD\$ for club members. \$5 fee applies to non-member ads (+\$5 for photo).** All ads will run for a maximum of two issues unless the editor is notified for an extension. **Please notify the editor when vehicle or parts are sold.** Editor reserves the right to edit or withhold ads if necessary. Ads may also be placed on the club web site [www.volvovic.org.au](http://www.volvovic.org.au) for a three-month period for \$5 (+\$5 for photos) by contacting the Editor.

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

**1966 122\$ (405-0\$H)** 2-door, colour light blue with a black interior, one owner, in good condition, 160,000 miles, registered until Feb 2005, asking



price \$7,800 negotiable. Ph. (07) 4124 3408 or email [barob@itfix.aunz.com](mailto:barob@itfix.aunz.com) (10Dec05)

**1979 242GT (ASY 310)** V6 4spd + o/d. Original VIC reg ASY 310. 760 GLE B28E motor (unleaded). 740HP Turbo alloy wheels - Goodyear G5 D3 tyres, 205/55-16 front 225/50-16 rear. Body/paintwork as new. \$1,000's spent on



this car - all receipts. Been in the family since 1982. \$9,000 ono. E-mail Ken at [dickinsk@bigpond.com](mailto:dickinsk@bigpond.com) (10Dec04)

**1974 145 (unreg) and Parts.** Single carb, dual fuel, reco'd front calipers, new brake pads all round. Motor was

reco'd & using minimal oil, auto sick, requires paint job. Was extremely cheap to run & reliable vehicle. Also another for spares & the remains of 4/5 others, motors, autos, diffs, panels, etc, \$700 the lot. Fully reco'd master cylinder to suit 1974 model & others. Overhauled by VolvSaab & in sealed bag unused since Mar. 03 \$95. Disc pads for 1-series to suit ATE calipers front/rear set \$65. Rear caliper overhaul kits for 1-series to suit ATE callipers, 2 of, \$20. As new Hankook Centum steel radials 165x15 (correct Volvo size) on rims, balanced, 4 of, \$250. Michelin 165x15 radials on rims approx. 70% tread, 2 of, \$100. Or take the lot for \$1000. Ian Baker, Colac. Ph. evenings (03) 5232-2697. Mob 0427-366-501 (9Dec04)

**1980 262C (YWH 795)** NSW Reg. Gold in colour: Price \$6900. Ph. Tony on (02) 9569-6522 for more details. The car is located in Sydney. (16Dec04)

**Custom "R" Coupe (RARE-02)** Dark grey pearl (a C70 colour) with black imported vinyl roof and full Bertone hand-made leather tan interior.



Vehicle will also come with FIA approved racing seat and harness system. A three-year ground-up restoration project. Nothing to spend by new owner. Worked high pressure 2.3 litre Volvo turbo 4cyl motor with performance enhanced computer (bullet proof), motor sports tested Volvo modified suspension (totally flat high G cornering), hi-stall auto (can fit heavy duty 5 speed manual instead), 16 x 8" S70 T5 alloys and tyres, California front end, modified cooling and induction system, front and rear spoilers (street legal), late model dash, modified and enhanced braking system. This is a performance car in looks, straight line speed and handling. Have wiped the floor with plenty of V8's, rice burners

and WRX's in this car. Be warned this car is not a sleeper. It looks like it will kick you're a\*\*\*. Will come with RWC and 12 months rego (vehicle currently in road trim) or can prepare vehicle to a finished, ready-to-race, cams-approved, highly competitive, Sports Sedan in "under 4-litre" class (would not be able to be road registered in this



trim). Will assist in obtaining licence, log books, etc. Will also train driver in race craft skills. This vehicle has previously won best in class at Volvo show and shines. \$15990 plus any customer requested modifications. Ph. Peter on 0418-188-758 or Email: [psoko@bigpond.com.au](mailto:psoko@bigpond.com.au) (15Nov04)

**1970 Volvo P1800\$ (CH 6665)** Black with red interior, leather seats. Factory-fitted Webasto sunroof. Recently totally restored. Excellent condition. 2 litre, 4-speed manual with OD. Relatively low mileage as has spent long periods in



storage throughout its life. Reluctant sale as it has been in our family since "birth". \$18,500. Heatherton. Call Barry on 0418 329 523. (29Nov04)

**1979 244GL (AQR-419)** Immaculate! White with blue interior, 201,000 km. Mechanically faultless, excellent body with no rust whatsoever. Interior near perfect. Reluctant sale due to ill health. This car has never let me down - it pains me to sell it. Not a drop of oil on the ground under it. Whoever buys is getting a great car. \$3500 ONO. Phone Peter (03) 9827-1578 (Toorak) (4Nov04)

# Pierre Collet Motors

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

**VOLVO SPECIALISTS**

**LMCT 5717**



**SERVICE: 9836 9961**  
**SALES: 9836 2065**



**Fax: 9888 5075**

**400-408 Canterbury Road, Surrey Hills 3127**

1973 144 (unreg) 2-litre single carbie motor re-done 3 yrs ago with hardened valve seats. Front suspension re-done. Manual gearbox on the way out. 2 new tyres. 240-series front seats (good condition). Guards, doors etc. good condition. Good for parts. \$200 (ONO). Ph. Sally or Roy on (03) 5428-5437 (7Nov04)

## **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](mailto: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@bluemtsproperty.com.au](mailto:mail@bluemtsproperty.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 0403-814-545 (Mob. updated 25Dec04)

**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](mailto: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)

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#### **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)

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**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)

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*Please advise Editor when item sells!*

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**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)

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**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)

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**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)

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**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.

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**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]

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**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)

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

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**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)

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**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)

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**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)

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*All ads run for 2 issues. Please advise Editor if your item sells or if you want to re-run the ad after 2 issues.*



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HERE'S WHERE TO FIND YOUR NEAREST DEALER.

| Area                                | Name  | Ph.            | Type |
|-------------------------------------|-------|----------------|------|
| <b>AUSTRALIAN CAPITAL TERRITORY</b> |       |                |      |
| Phillip                             | Rolfe | (02) 6282 4888 | CSP* |

## NEW SOUTH WALES

|                |                            |                |     |
|----------------|----------------------------|----------------|-----|
| Arncliffe      | Purnell Volvo              | (02) 9567 0000 | CSP |
| Brookvale      | Northside Volvo            | (02) 9938 3355 | CSP |
| Chatswood      | Northside Volvo            | (02) 9412 7555 | CSP |
| Coffs Harbour  | Bellbowrie Motors          | (02) 6656 8700 | CSP |
| Dubbo          | Dubbo Heyer Automotive     | (02) 6884 9577 | CSP |
| Gordon         | Northside Volvo            | (02) 9418 5522 | SP  |
| Gosford        | Advanx Motors              | (02) 4324 5744 | CSP |
| Kingswood      | Annlyn Motors              | (02) 4736 3090 | CSP |
| Liverpool      | Liverpool Prestige         | (02) 9828 8123 | CSP |
| Moss Vale      | Allan Mackay Autos         | (02) 4869 1100 | CSP |
| Newcastle      | Hunter Viking              | (02) 4960 1200 | SP  |
| Orange         | Gardoll Automotive         | (02) 6362 8164 | SP  |
| Parramatta     | The Denlo Group            | (02) 9687 8200 | CSP |
| Port Macquarie | John Patrick Prestige Cars | (02) 6584 1800 | CSP |
| Surry Hills    | Trivett Classic Volvo      | (02) 9383 9300 | CSP |
| Tamworth       | Woodleys Motors            | (02) 6766 1077 | CSP |
| Wagga Wagga    | Jason Wagga                | (02) 6925 3211 | CSP |
| Wollongong     | Southern Classic Cars      | (02) 4254 2070 | CSP |

## NORTHERN TERRITORY

|             |                    |                |     |
|-------------|--------------------|----------------|-----|
| Stuart Park | Darwin City Moteur | (08) 8946 4444 | CSP |
|-------------|--------------------|----------------|-----|

## QUEENSLAND

|                  |                        |                |     |
|------------------|------------------------|----------------|-----|
| Cairns           | Adams Motors           | (07) 4081 5000 | CSP |
| Daisy Hill       | Motorline SouthSide    | (07) 3290 7600 | CSP |
| Fortitude Valley | Austral Motors         | (07) 3248 9488 | CSP |
| Mackay           | Honeycombes            | (07) 4942 2633 | CSP |
| Southport        | Gold Coast Volvo       | (07) 5509 7100 | CSP |
| Toowoomba        | Southern Cross Volvo   | (07) 4690 2333 | CSP |
| Townsville       | Auto Centre Townsville | (07) 4724 2424 | CSP |

## SOUTH AUSTRALIA

|           |                      |                |     |
|-----------|----------------------|----------------|-----|
| Fullarton | Cheney Dutton Motors | (08) 8338 4344 | CSP |
|-----------|----------------------|----------------|-----|

## TASMANIA

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

## VICTORIA

|           |                      |                |     |
|-----------|----------------------|----------------|-----|
| Ballarat  | Gardon Motors        | (03) 5338 1335 | CSP |
| Doncaster | Silverstone Volvo    | (03) 9840 8868 | CSP |
| Docklands | Melbourne City Volvo | (03) 9684 1070 | CSP |
| Geelong   | Peck & Stokes        | (03) 5221 2111 | CSP |
| Hawthorn  | Bilia Hawthorn       | (03) 9882 3600 | CSP |

# VOLVO

## VICTORIA, Continued

|         |                 |                |     |
|---------|-----------------|----------------|-----|
| Morwell | Valley Prestige | (03) 5133 6655 | CSP |
| Seaford | Masons Prestige | (03) 9786 3555 | SP  |

## WESTERN AUSTRALIA

|              |                      |                |     |
|--------------|----------------------|----------------|-----|
| Bunbury      | Bunbury City Motors  | (08) 9721 4477 | CSP |
| Cannington   | Brian Gardner Motors | (08) 9356 9000 | CSP |
| Como         | Norse Motors         | (08) 9450 8000 | CSP |
| Geraldton    | Lundby Motor Co      | (08) 9921 7448 | SP  |
| Osborne Park | Premier Motors       | (08) 9443 1133 | CSP |
| Subiaco      | Lloyd Motors         | (08) 9381 5111 | SP  |

## BODY SHOPS

| Area                                | Name                    | Ph.            |
|-------------------------------------|-------------------------|----------------|
| <b>AUSTRALIAN CAPITAL TERRITORY</b> |                         |                |
| Fyshwick                            | Tony Farrugia Bodyworks | (02) 6280 4144 |

## NEW SOUTH WALES

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

## QUEENSLAND

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

## SOUTH AUSTRALIA

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

## VICTORIA

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

## WESTERN AUSTRALIA

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

\*C = Sales SP = Service and Parts

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