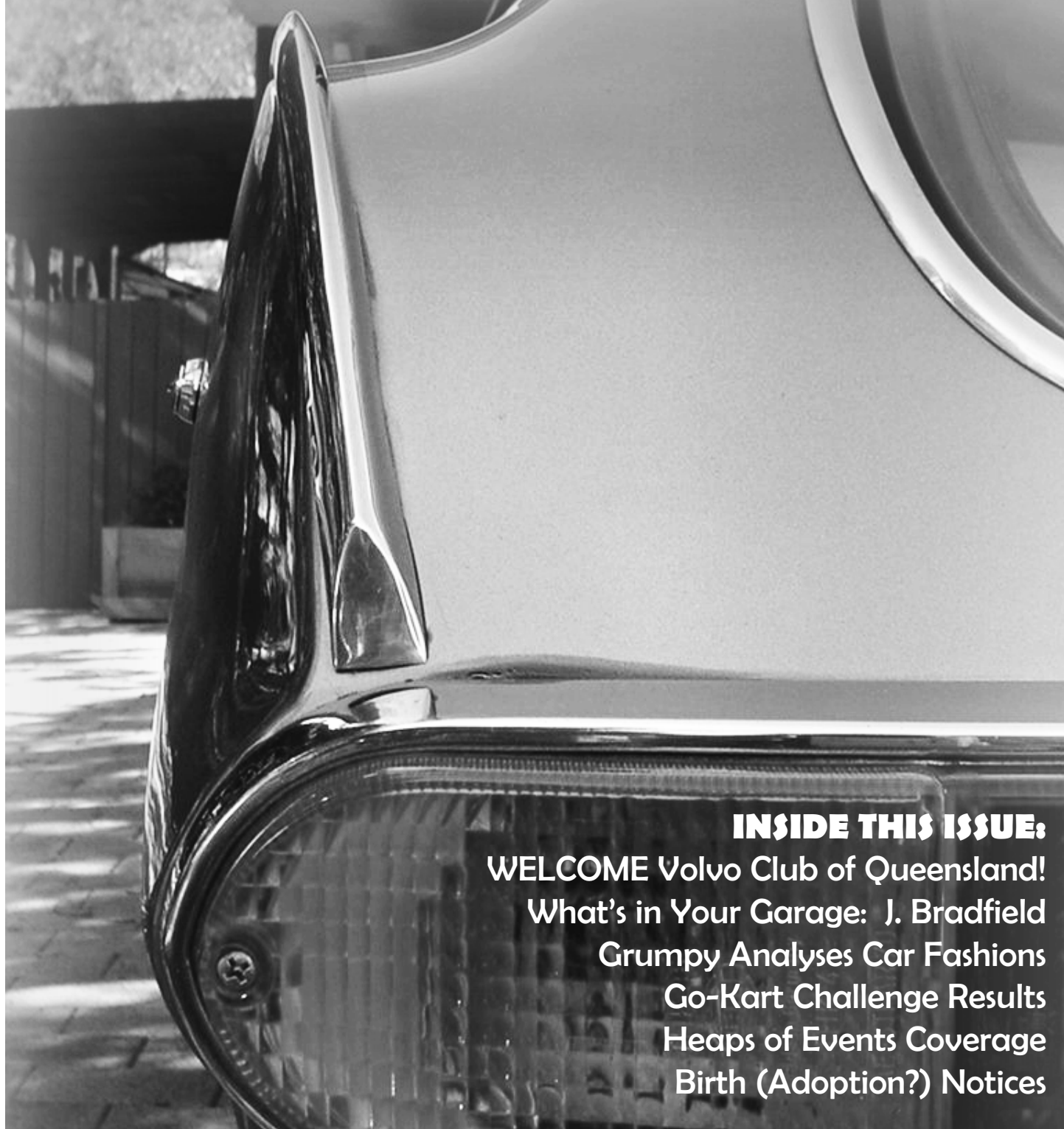


ROLLING

AUSTRALIA
No. 159

March/April 2005



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WELCOME Volvo Club of Queensland!

What's in Your Garage: J. Bradfield

Grumpy Analyses Car Fashions

Go-Kart Challenge Results

Heaps of Events Coverage

Birth (Adoption?) Notices



MEMBER MAGAZINE for: Volvo Club of Victoria,
Volvo Car Club of South Australia (incorporating
Western Australia), Volvo 1800/120 Club of Australia
and Volvo Club of Queensland



HOT! HOT! Events Not to be Missed:

THE BIG EVENT: VIC DISPLAY DAY

in conjunction with the AOMC British & European Motoring Show,

SUNDAY 20th MARCH 2005

DATE: Sunday, March 20th, 2005

LOCATION: Dandenong Showgrounds (Melway 90 A7)

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

COST: Display cars \$12 including all occupants

DETAILS: This is it - the big event for the Victorian club. Give that classic or new Volvo a clean and shine and bring it to this fantastic event. 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! In addition to the Volvos, there are of course many other classic British and European cars to look at on the day, plus vendors of new and used car parts, accessories and car cleaning supplies. Call Heino on 0425-705-045 for further information or if you get lost or are late arriving on the day.

Economy Run 2005 - Join in the FUN!

DATE/TIME: Sunday, 17 April, 9:45 AM - arrive with full tank of petrol!

LOCATION: City of Whitehorse Municipal Offices, Maroondah Hwy at corner of McCulloch St (approx. 500 metres east of Springvale Rd., Melways 48 F9)

COST: \$10 per car

DETAILS: See flyer insert (VIC members) and full details on Page 4!!

Event Organiser: Graeme Wakeling, (03) 5982-1236, Email valharris@dodo.com.au

Note: **You must advise Graeme by 14 April** if you plan to attend the event...TBA

Cover Photo Contest

Open to members of ALL affiliated Volvo Club; (Pg. 1)

DETAILS: We're trying a new idea for the cover. What do you think? The first submission is a great one! If you want to enter the contest, please email digital photo or post "real" photo to the Editor. All submissions for the next magazine cover must be received by the magazine deadline (on Page 1). Photos will be judged by the Victorian Committee members and the winner will have his/her photo published on the next cover. Any questions, please contact the Editor.



On the Cover this issue: 1800 ES, Norm Westermann

Congratulations Norm! Thanks for giving us the idea and for submitting a stunning photo of your 1800ES. In the next issue, we'll publish a story and more photos of Norm's ES - don't miss it!



WWW.VOLVOVIC.ORG.AU

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REGISTER CAPTAINS

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

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- New Tech Tips
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- Are You an E-Bay Addict? (I am!)
- A Tale of 3 Yellow 1800's
- More *Imageneering*

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ROLLING AUSTRALIA

MARCH/APRIL 2005 ISSUE NO. 159

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

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DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th April 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
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

March 2005

Wed 2nd Night Meeting

Guest speaker information see website www.volvovic.org.au

12th-18th 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 or Brian Kelly 03-9790-2847 brian_kelly@racv.com.au See Heino or Greg for entry form with full details.

Sun 20th Volvo Club of Victoria Display Day! AOMC British & European Motor Show

This is the club's major display day. Give your car a wash and shine, and join the fun. Free BBQ lunch 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 6th Night Meeting

Guest speaker information see website www.volvovic.org.au

Sun 17th 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! Arrive by 9:45AM with a full tank of petrol, City of Whitehorse municipal offices (Maroondah Highway at corner of McCulloch St, approx. 500 metres east of Springvale Rd.) Contact event organiser NOW to register! See full details on **Page 4** of this edition of the magazine. Entry is \$10 per car. **Organiser:** You must contact Graeme Wakeling by 14 April on (03) 5982-1236 (or email valharris@dodo.com.au) to register, or feel free to call if you have any questions.

May 2005

Wed 4th Night Meeting

Guest speaker information see website www.volvovic.org.au

TBA Tune-up Day

Event location, date and time to be confirmed - see web site or contact Heino Nowatzky.

June 2005

Wed 1st Night Meeting

Guest speaker information see website www.volvovic.org.au

July 2005

Wed 6th Night Meeting

Guest speaker information see website www.volvovic.org.au

August 2005

Wed 3rd Volvo Club of Victoria AGM

Free dinner to all paid-up members who attend. **7:00 PM** dinner, **8:00 PM** meeting start. **Location:** Camberwell Tennis Club

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!

Note: We're searching for potential **GUEST SPEAKERS** for the night meetings. If you know anyone who might be appropriate, please advise Heino!

BIRTH NOTICES:

If you "adopt" another Volvo, please send (post or email) a photo and comments to the Editor. We'll publish information as space permits!



Reminder: VIC members please check your address label for expiry date and typos. Advise the Member Secretary of any changes or updates.

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Cover Photo Contest & Volvo Club of Queensland

Hi All - I hope everyone is back into the swing of things now that the holidays are behind us. The weather hasn't been too kind, especially with the recent severe storms in Melbourne (and also Sydney). Here's hoping nobody's Volvo collection got flooded out or crushed by a falling tree! We only suffered minor water incursion into the garage and front entry way of the house. Luckily nothing permanent.

Thanks again to everyone for getting the magazine articles to me on time. This month seems to be a record as I have almost everything and today is 10th February deadline. If we can keep up the momentum, the magazine will be out in record time. Did everyone notice the new cover concept? Thanks to 1800/120 Club member Norm Westermann's suggestion, we're trying something different for the rest of the 2005 issues. There may be some teething problems as we'll be getting the feel of the printing quality etc., but it should provide for a refreshing change. The plan is this: we're soliciting photos from members of ALL clubs (yes you!) which will then be judged by the Victorian Committee members. We'll

select a winner for each of the magazine covers, and if space permits, we'll publish the runners-up elsewhere in the magazine (or automatically enter them in the following issue's cover contest). Norm suggested we offer some sort of prize, but I think for now the prestige of having your photo on the cover and credit given should be enough to entice you to enter the contest.

All photos must be received by the Editor no later than the normal magazine deadline (10th of the month prior to the magazine issue, so for the next magazine - the May/June issue - you must get your submissions to me by 10th April, 2005). I will accept computer images via email, or regular photos via post (I have a scanner - please advise if you want the original returned). Please note that due to the cover layout, vertically-oriented photos are more appropriate (or the image will at least need to be suitable for cropping to fit a vertical format). Please only submit original photos, not something you saw on the internet or somebody else's photo (unless you have permission and give them credit for the photo).

The first photo is one Norm took of the family's 1800ES (related article to be published in next issue in the NSW 1800/120 Club section). Thanks Norm -

it looks great! For the shutterbugs out there, Norm's photo gives you an idea of what perspective and close-up can look like, and the type of things you might want to experiment with. For those of you who have digital cameras, you can snap to your heart's content without wasting any film, so go for it! Depending on the number of submissions we get, and the acceptability of the photos, we will reserve the right to revert to the previous cover format if need be. Also, we don't want to have any one person "winning" every time, so we reserve the right to allow newcomers to have a go, even if we get heaps of fabulous photos from one person. It's just for fun, and it will be good to see something different on each cover. If anyone has comments or suggestions, please let me know. And remember, if you think you can do better, then put your picture where your mouth is and enter it in the contest!

The other big news this issue is the inclusion of the Volvo Club of Queensland section. It's early days yet, but you will be seeing more content and coverage of VCQ Club events from now on. Club members received their first issue of Rolling Australia in January, so hopefully we'll see some interesting stories and pictures from them in the



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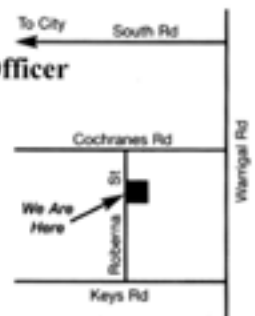
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future. Thanks to Grahame and Helen Hunt and the rest of the VCQ committee for bringing the club onboard, and helping to grow our Volvo community network in Australia. I hear the Queensland club doesn't have an official logo, so maybe that's something one of the creative VCQ members could come up with? Welcome aboard!

On a personal front, I've been muddling around with the 740 Turbo project (see weight reduction article in this issue) and also making some refinements to the supercharged 240 (continuation of the saga will be reported out in an upcoming issue). After the go-kart day, I have the bug to get out on the race track and do some laps in the 740 at one of the "fun days" or track events. I hope I can get the nerve up to do it. I may have to go as an observer and passenger first to see what it's like, and I need to get off my duff and go buy a helmet.

That's all for now!

Regards,



THE 2005 ECONOMY RUN IS COMING! Sunday, 17 April, 2005

Yes, once again a wide variety of cars will hit the road to see what the fuel economy of the vehicle is, and meet other enthusiasts. The 2003 run covered West Gippsland and the Mornington Peninsula, the 2004 run saw vehicles in the Bacchus Marsh and Anakie areas, and the 2005 run is in the Northeast Hill country.

This year, with a run of about 150 km, we are combining with the Sprite Club and Austin Healy Club which should ensure a wide variety of cars enjoy the day. Why April? Well, the footy season is not yet in full swing, there are no school holidays, and it is between Easter and Anzac Day, so there is no reason why we shouldn't get an excellent roll up. Why the morning? Well, it leaves the afternoon free to do all those jobs, like cutting the lawn and cleaning out the spouting.



Where does it start? The start will be in the service road at the front of the City of Whitehorse municipal offices. This is located on Maroondah Highway at the corner of McCulloch St, approximately 500 metres east of Springvale Road. If you are coming early, there is a McDonalds on the corner of Springvale Road and the Maroondah Highway. Fuel is also available on the southwestern corner of this intersection. Map reference Melways 48 F-9.

What time? The start time is 10.00 a.m., and we ask that you be at the start by 9.45 a.m. so that we can issue you with instructions. These will be given to you when you have paid your entry fee [\$10 per car]. What sort of roads? A combination of city and country running, all bitumen with the exception of approximately three kilometres of excellent gravel [sorry, but "them's the breaks"].

What do you need to bring? All you will need is a pencil and a clipboard. By all means take a Melways, G.P.S., SatNav or the like, and a sense of humour will make it a fun day. Please ensure that your car is full of fuel when you arrive at the start, and

please report to the start officials on arrival. Cars will depart at approximately one-minute intervals [dependent on traffic]. At the finish we have arranged a location for sandwiches, scones and cream, unlimited tea and coffee for approximately \$10 per head whilst we calculate the results. Yes, once again we will be making a video of the event, so wash the car and put on clean things, you may well be captured in all your glory!

This fun run is a great opportunity to meet members, not only from the

NOTE: You MUST contact the Event Coordinator, Graeme Wakeling, by 14 APRIL to advise your attendance!!

Volvo Club, but also from other clubs, look at a variety of cars, compare economy, but most of all have a great fun day. Have you decided to enter?

All we need to know is if you are entering. Sounds simple, but we have to organise route instructions as well as catering. **Please contact us either by phone [03.5982.1236] or send an e-mail to: valharris@dodo.com.au**

All we need is your name, club and type of car that you will be running - we need this to prepare the result sheets. Need further information on the details? If you have any queries contact Graeme Wakeling, Event Coordinator on 03.5982.1236



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President's Report

Heino Nowatzky

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NOW HEAR THIS: Club Membership and Old Cars

We seem to have a new resurgence within the Victorian Club in both Volvo ownership and increased participation in club events. I do not know if this is Australia wide but most definitely here in Victoria. Is the 'Bloody Volvo Driver' campaign working or has it made you more prominent (visible) to others in your circle of friends, work associates and family? On the other hand has it made you more resolute in defending your choice (a most sensible choice I might add)? I would be most interested in your views of this campaign and how you think it has affected you directly. I guess as Volvo drivers and owners you should all be very proud of yourselves, because you have demonstrated that you do not blindly follow trends or fashions (although in many cases Volvo actually lead the way) and that you choose to make informed decisions that directly affect your lifestyle. I would consider myself to be a sane and logical person and would have to say that each one of you that I have met and spent time with would fit the same description (don't laugh). [Ed: ROFLMAO]

So what is it that we can offer all you sane and logical people that share a love for all things Volvo? If there is something that you think would interest other like-minded people or something that you think Volvo owners should try

(please not bungee jumping or skydiving), by all means please let someone on the committee know. We sometimes have terribly boring committee meetings trying to come up with new ideas on our own.

I have been bemused for many years by the misinformation distributed by the media and politicians about older cars and the pollution produced by these cars. I have read a number of articles that have directly attacked the so-called 'green cars' and the advocates of getting older cars off the roads. Let me firstly say that when I mention older cars I do refer to those in good mechanical condition not neglected examples. So then why is an electric or hybrid car (electric and petrol powered) better for the environment than say a thirty-year-old Volvo? Well maybe it really is not. What many people fail to take into consideration is that energy is required to build the car from new from the raw materials and then to sustain that car throughout its lifecycle. This includes the final disposal costs as well (another area that Volvo is leading the way in recyclable materials). The energy expended in producing the newer car would have been sufficient to keeping the older car running for a few more years. Before all our new car owners and salespeople get upset by these statements, let me qualify that by saying that of course we need new cars and that modern cars are more efficient in many ways, much safer again and even more practical. The question is

however why should we build obsolescence into cars (Volvo most definitely do not) and why do they build modern cars out of exotic and energy hungry materials like aluminium, platinum, lithium etc? An electric powered car does not produce direct emissions instead it quite conveniently ensures that the emissions in producing the electricity required to charge it are distributed and concentrated (note the word concentrated) away from the source into someone else's neighbourhood. By being the sane logical people I know that you are, I think this just opens up another perspective, another way of looking at the problems associated with car ownership. Enjoy your well maintained older Volvos with the knowledge that you are saving some of the world's precious, non-renewable resources and that when the end does come (sorry even Volvos don't last for ever) it will be able to contribute to the resurrection of a shiny new Volvo or toaster or television to much higher degree than most other cars on the road today.

Let us ensure there are balanced and informed arguments rather than some of the scare tactics and misinformation being advocated and propagated within the media and government. There is a middle ground. Enjoy your Volvos old and new.

Until next time
Heino Nowatzky

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BIRTH NOTICES:

CONGRATULATIONS: It's a *VOLVO!*?

1985 240 GLE

In November 2004, I was blessed with the arrival of another Volvo in the driveway.



Jae giving her new arrival 'Greta' a bath

'Greta' is a silver, with blue interior, 1985 240 GLE with B230E engine and Auto+OD transmission.

She arrived with 207,000kms and after some routine maintenance work and a few weekends of cleaning up she is now healthy, happy and looking forward to meeting the club.

She features normal GLE amenities, such as electric windows, mag wheels, black mouldings, etc as well as a sunroof. Since her arrival she has been fitted with a Pioneer CD player, a DVS sump guard and DVS lower chassis braces.

Jae Fraser

1995 850 T5 Wagon

In October 2004 I purchased a burgundy 850 T5 wagon from club member Ben Winkler.

I bought the car unregistered, and after a holiday over New Year, other



Ash's T5 Wagon, recently "adopted" from fellow member Ben

priorities and general slackness, I registered the car in late January.

It features all the usual T5 bits and pieces, climate control, cruise control, traction control, sports mode auto, 16"

wheels, grey leather interior, electric sunroof, etc.

Since its purchase, we've fitted an IPD urethane top engine mount, MSD coil upgrade, DVS strut brace, DVS sump guard, and custom-made grille (thanks Dad), roof

spoiler, removed the rear mud flaps, fitted a plastic cargo liner, replaced all four discs and front and rear pads, replaced the thermostat (thanks Mark) and given it a service and general tidy up.



Once I've had a decent exhaust system fitted I'll leave it alone - It won't become another eternal project, I promise!

Ash Davies

Barry the Beige Brick

Well my new baby is a 1989 240 DL, with 175,000 km on the clock, 5 speed manual transmission, air con, power steering, a "sporty" bus steering wheel and is a light beige with brown pin striping.

The car was my Aunt's; she had the car from almost new, serviced it regularly and advertised the car in her Christmas letter when a dealer wouldn't take it as a trade-in. I plan to duplicate Ash's suspension (with his help), do some bodywork on it (take the huge dent out



Barry the Beige Brick has found a new home with Ben

and get rid of the pinstripes), put new wheels on it and play with the intake/exhaust to get some more power.

This car is for daily driving and track days, to learn some racing skills in and to take full advantage of rear wheel drive in the wet! I also plan to write articles in the magazine about its progress. I wish it had the power of the T5 but I'm loving the beige brick!

Cheers,
Ben Winkler

Treasurer's Report

\$\$

Christina Nowatzky

0425-740-858 (AH)

nowatzkyt@mpx.com.au

MONEY BUSINESS

Firstly, Welcome to the Volvo Club of Queensland, who are now contributing to and receiving "Rolling Australia." I hope you enjoy being a part of our great magazine!

The Victorian Club is currently in a good financial position; the bank balance has been looking healthy with plenty of membership renewals and several new memberships coming in. Thank you to everyone for keeping your financial memberships up to date!

Account balance on 04th February 2005 is: \$2,988.77

The last magazine Treasurer's report was on the 8th December 2004. At that time, we had a bank balance of \$3,056.14.

The following is a summary of the clubs major expenses and income:

INCOME:

Membership Subscriptions: \$860.00
Magazine Contributions - 1800/120 Club & Volvo Club of QLD (Nov/Dec & Jan/Feb): \$851.07
Meetings: \$67.00

GROSS INCOME: \$1612.10

EXPENSES:

Reimbursed Expenses (Go-Karting BBQ): \$113.65
Suppers: \$52.32
Magazine Printing (Jan/Feb): \$855.15
Magazine Postage (Jan/Feb): \$243.73

TOTAL EXPENSE: \$1,098.88

NET INCOME: \$513.22

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.

Best Regards,
Christina Nowatzky

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- You know more about Volvos than your dealer.
- You always think about all the things that are better in your Volvo, when you drive another car.
- You spend a holiday cleaning your battery terminals.
- You know the official names and sizes of all the Volvo alloy wheels.
- You just painted your house in original Volvo colours.
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MEMBERSHIP REPORT

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



Hello everyone! It is great to report that we have had a lot of interest in new memberships to the Volvo club over the past few months. This has resulted in our average monthly membership numbers increasing from 130 to 140 financial members.

We have had very good turn-out to recent club events. This is fantastic - thank you to all those members who have taken the time out of their schedule to attend. Let's see if we can get 49 cars to the Display Day at the British & European car show this year!

New Member List

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

Ray & Anne Clarke
Adrian Beavis & Imelda Carthy
Lyle & Shirley Stow
Gordon MacRae (Jr)
George Ramon

New CH Plates and Film databases

A quick reminder that all club members with CH plates, please make sure that your details are up to date with the club by contacting me either via email or phone.



Ray & Anne Clarke's Volvo Collection - welcome from "across the pond" to our new members from New Zealand!

Also, as stated in the last magazine, the club has had some recent requests for vehicles to appear in ads and other film 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) and we'll add you to the database.

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



Colin Bermingham's 145. Colin recently joined the club (Victoria)



Another shot of Colin's immaculate yellow 145

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Brickbats & Bouquets

with "Grumpy"

CAR FASHIONS

Thinking about the development of the motor car over the last sixty years it has occurred to me that designers are more inclined to follow the latest fashions and copy one another.



1958 Chevy with chrome tail fins and awesome conical tail lamps (at '05 Hanging Rock)

Immediately after World War II there was a great pent up demand for cars. The manufacturers just dusted off their pre-war designs and rushed into production. After all they could sell anything they built.

Then by the mid 1950's with the start of competition they started thinking of more streamlined body styles based on aircraft. Then came the



Morris Mini cut-away (Courtesy of web site www.heritagearchaeology.com.au)

great success of the VW "Beetle". With the exception of the UK there was a rash of rear-engined cars. Renault, Skoda and Fiat to name a few. Even the mighty General Motors in the USA produced the rear-engined air-cooled six-cylinder "Corvair" which had

handling characteristics even more diabolical than the VW Beetle.

Each year body styles got lower, wider and longer and more bechromed. Chrysler brought out tail fins and most designers followed suit. Even Volvo - take a careful look at the rear of the P1800 and the 122s! Tiny tail fins, but they are there. [Ed: See magazine cover photo!]

Finally the American public got tired of the huge Detroit monsters and started buying the small European cars. More economical on petrol [which was still cheap] and easy to park. Just the car for students, housewives and people on a budget.

Suddenly Detroit invented the "compact" car.

There was the Nash Rambler,

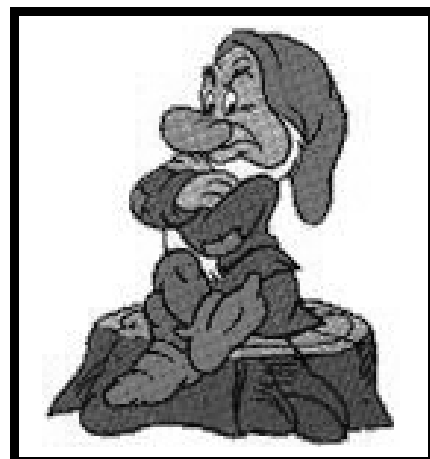
the Chrysler Valiant, and Studebaker lopped half a metre off the front and rear of their big car to produce the "Lark" - a strange flat nosed

vehicle which did not save Studebaker.

Except for Citroën which introduced front-wheel drive in 1934, cars had the engine in the front with the gearbox under the dashboard and drove the back wheels through a shaft in the centre of the car.

Then came the

very successful Morris Mini [or Morris 850] and car makers started changing to front-wheel drive, except for big cars in the USA. Today in Australia with the exception of Ford Falcon, Holden Commodore,



Mercedes-Benz and BMW, most small and medium cars are front-wheel drive.

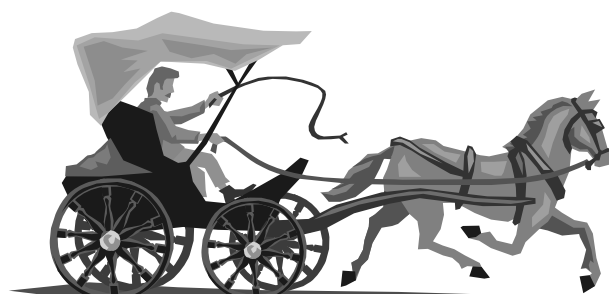
Where does this leave us? Not with much choice I am afraid. I agree that having all the mechanical components in the front-end of the car makes sense from a production and



space saving point of view. But it has its problems - the car is nose-heavy, has a tendency to understeer, requires power-steering, and it is very difficult for mechanics to make repairs.

May I joke by saying I like cars the way God intended - motor in front, gearbox in the middle and driving the back-wheels! An original "horseless carriage".

Grumpy





The SA Pages

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

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(INCORPORATING WESTERN AUSTRALIA)**
P.O. Box 218, Torrensville Plaza, SA 5031

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

Adelaide Christmas Pageant

Saturday 13 November 2004

Many members volunteer their time to participate in the Adelaide Christmas Pageant as Drivers or helpers throughout the day. It is a fun and exhausting day and all our members turn into big kids.



Group of club drivers and helpers



Keeping the club's kids under control



Members have a well deserved rest

Christmas Function

Aldinga Aerodrome Fly/Drive/Ride, Sunday 28 November 2004

A Christmas function with a difference. Most members drove to Aldinga but some flew in for the day. We had a wonderful BBQ lunch supplied by the Aldinga Aero Club and of course the jolly man in Red dropped in with gifts (although he chose a vehicle and not a parachute to arrive).

Special thanks to Craig for organising the day and to Helen for helping Santa.

Apart from being a very hot day a good time was had by all.



Ralph making use of his gift from Santa (a collapsible bucket)



Alex & Santa



Ann & Santa



Craig & Santa

Mount Gambier Veteran and Vintage Car Club

January 29th Weekend 2005

On the last weekend in January thirteen intrepid members of the Volvo Car Club of South Australia travelled in five cars to Mount Gambier.

John and I travelled on Thursday and spent a pleasant afternoon looking around the town. Our first tour was on Friday afternoon when we were given a very interesting tour of a limestone quarry, we had an informative talk from a local geologist who explained the formation of the Limestone Coast and the quarrying of the limestone.



First stop Taillem Bend for morning tea

Friday evening the rest of the group had arrived and we were all made very welcome at the clubrooms, where we had a pleasant meal, made new friends and enjoyed the cabaret, although I do not think that many of the members of the cast will be auditioning for Australian Idol!!

Saturday we had lunch at the Cave Gardens in the town centre. What a lovely sight the roses were and the cave itself was well worth a visit. We also had the opportunity to admire some of the cars on the tour. After lunch it was off to Hells Hole, a pleasant drive past pine plantations and open

VOLVO CLUB of SOUTH AUSTRALIA 2005 Events Calendar (through end June)

MARCH

11TH

Club Meeting

7.30pm – Glandore Community Centre

13TH

St Kilda Mangrove Trail & Interpretive Centre

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

Bring a picnic lunch

Entry fee for Mangrove Trail & Interpretive Centre

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

APRIL

17TH

Mystery Tour

Depart Victoria Hotel **9.30am** sharp

Bring a picnic lunch

Be prepared for a magical day!!



MAY

8TH

Birdwood Motor Museum

BYO your own BBQ lunch at the Motor Museum

Cooking facilities supplied

There will be an entry fee into the Museum

Marble Hill Ruin, Ashton

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

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

Bring along your mum for a fun filled get together on “Mother’s Day”

13TH

Club Meeting

7.30pm – Glandore Community Centre

JUNE

25TH

Penguin Discovery Tour – Granite Island

Depart Blacks Road **1.00pm** sharp

Bring warm clothes, beanie, scarf and walking shoes

Will need to be able to walk across to Granite Island

Dinner at a local eatery – decided on the night

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

pasture. I found Hells Hole rather eerie and I think that divers who dive there are much braver than I.

Then off to see Mount Shank, where some people climbed the Mount for a fantastic view and an interesting look at the volcano, but John and I joined many others enjoying the tea, scones and cream provided once again by the lovely volunteers.

Saturday evening off to Vansittart Park Gardens, more lovely roses, the Mount Gambier gardens are a credit to Mount Gambier Council and its gardeners. There was a group playing songs that most of us remembered from our youth, and once again lovely food. Later in the evening we were off to Umpherston sinkhole, another fascinating place, the young members of the party enjoyed feeding the possums whilst the rest of us marvelled at the wonders of nature and the ingenuity of the people who envisaged the gardens which have been planted in what could well have become a rubbish dumping ground.



Ken feeding a local possum

An early start on Sunday to drive the cars to the oval for display. The multi-hued Cadillacs and the MGs were a sight to see along with some rare and unusual entrants and of course the popular Volvos.

Then off to Tantanoola, Ken offered us a lift in his 120 and off we went giving the royal wave to the passers by. John was given the role of navigator as Ken is well known for his mystery tours in which we inevitably get lost!! We were driving through some lovely countryside when I glanced back



Tantanoola

to note that we were leading a convoy of about 20 cars, Shock Horror!! Imagine getting lost and ending up in a farm paddock with everyone following, imagine the "BLOODY VOLVO DRIVER" comments!!! Fortunately with the excellent instructions and John's expertise we arrived safely at Tantanoola oval for another tasty lunch provided by the local hotel. Then off to Tantanoola cave, another wonder of nature well worth a visit. We then drove to see a modern wonder - a wind farm - and we were amazed at how quickly the blades moved when seen close up and how majestic the towers were.

Sunday evening was dinner at the RSL Bowling Club again a very enjoyable meal, the young members of the group danced the night away whilst the rest of us chatted, took sneaky looks at the tennis and complained because the cricket was not on. The raffle was



Joan enjoying the entertainment on the dance floor



Lunch at Tantanoola, check out the Flag

drawn, no winners for Volvo, speeches were made and a good time was had by all.

Another early start on Monday for breakfast at the Umpherston sinkhole, then it was time to farewell new friends and old and to thank our hosts for a very well-organized, informative and enjoyable weekend.

Joan Peace



Breakfast at the Umpherston Sink Hole

CLUB CAPTAIN GETS LOST - OR DOES HE?

Just a quick note to let those who were not aware that our Club Captain DID get lost (or did he?) whilst heading home from our wonderful weekend.

After the Monday breakfast, those heading back to Adelaide left in convoy towards the service station on the Highway towards Adelaide. After filling the vehicles it was noted that the Club Captain was nowhere to be seen. Constantly calling on the CB, but no answer from our Captain.

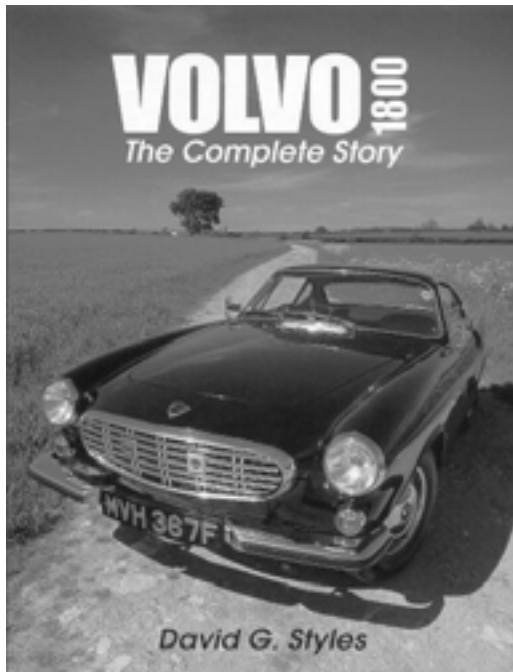
One vehicle decided to head back through the town calling and looking. After ½ hour of looking and unable to locate or contact our Captain it was decided we should be on our way. Little did we know that our Captain was ahead of us (doing 70 miles per hour to catch up to us).

The rest of the convoy continued to look and call his name, stopping at all the towns on the way through Beachport and Robe in the hope that we would find him. At this stage we decided to give up and thought he must have decided to go a different way or was held up somewhere in Mount Gambier.

Arriving at Kingston we couldn't believe our eyes. There was our Club Captain parked on the side of the road enjoying a nice cold drink. We all had a good laugh and continued on our way back to Adelaide in one convoy.

Tricia Judd-Ireland

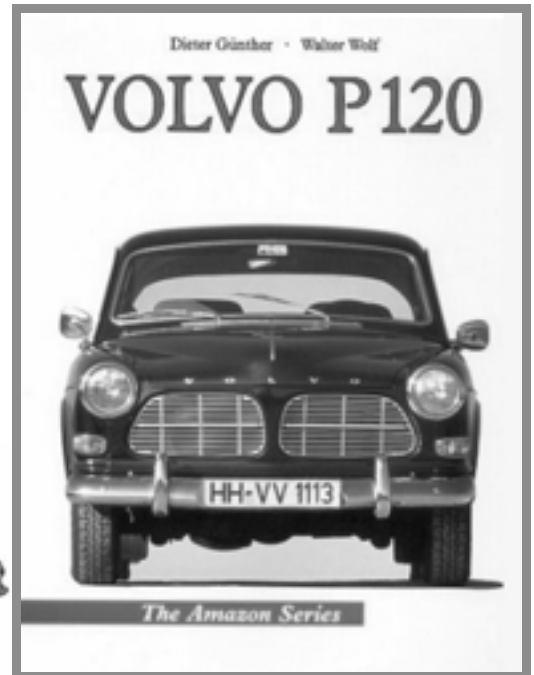
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Most of you know of the great success we had in offering our members unique publications on both the 1800 and 120 series cars. First it was Swedish Iron by Bill Webb which sadly we have no more copies of, and as far as we can tell it is out of print. 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**



The 1800/120 Pages

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

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NOTE: All Magazine Submissions

to the Editor, Greg Sievert.

See Page 1 for details.

Inverell Easter 2006 National Rally Update!

Things are moving along nicely as we have been able to "recruit" Lance Phillips to act as Assistant Rally Director (Vic) to work with his Queensland counterpart Graham Jones and Rally Director Rex Sneyd on this event.

As virtually everyone knows, Lance is a Volvo man through and through and has been involved with the 1800 Club since its inception in 1986, prior even to the merging of the 1800 and 120 Clubs back in the early 1990s.

He has extensive experience in judging, event coordination and sponsorship-raising and will be an excellent ambassador to all our Volvo friends in Victoria.

We are still short a NSW Assistant Rally Director and I ask anyone that would like to be involved to call me on 0408 001 787 to discuss the role if they are interested. If someone is thinking it would be fun but concerned that they will get lumped with a lot of work, please call me so I can assure you that it won't be an onerous job and I can go through the role with them.

Though we hoped to have the documentation ready for this issue, in the next issue of Rolling we will have the registration forms and itinerary of the event included.

Richard Zammit - President

Editorial Contributions Appreciated!

Rather than just seeing the usual suspects signing off at the bottom of articles, I know that Greg our esteemed editor would like to see some new contributors (I know I would!)

So please pop any piece you can think of into Greg's inbox (email gsievert@bigpond.net.au) for inclusion in upcoming issues. It could be technical, an event report, a road trip you did, a funny incident, whatever - you'd be surprised what we Volvo folk find interesting - so give it a try.

Richard Zammit - President

QLD CHAPTER EVENT\$

GLT Car Centre To Host BBQ For VP Tuning's Visit Saturday 16 April, 2005

We have received an email from Mark Richardson of VP Tuning saying he will be holidaying with his better half Karin in South East Queensland during the month of April and he is also interested in drumming up some business - it's a good write-off Mark!

Peer Skaarup our Queensland Technical Director and principal of GLT Car Centre has generously agreed to put on a sausage sizzle BBQ on the morning between 10 am and noon on April 16 to coincide with Mark's visit and presentation.

For those that don't know, Mark's business is located in Victoria and specialises in the supply of performance parts and related merchandise for Volvos - especially the later models though he also acts as local contact point for overseas suppliers that market parts for the earlier vehicles as well.

As many of us that own the classic Volvos also own more recent models, this event may be of interest on a couple of fronts.

As this will be catered, can we get a response to Janet Thomson at janet.thomson@acgs.qld.edu.au or Pat Beiers at itpmbeiers@tpg.com.au so Peer and his wife Mida can know how many snags to buy!

Richard Zammit - President

QLD CHAPTER NEW\$

Our Visit to "Bob and Loretta Taylor's Volvo Literature Museum"

A museum-sized effort - that's what it felt like as Bob lead us into the garage of his current abode to reveal his 40 years of collecting all manner of Volvo literature, service manuals, technical bulletins, sales pieces, owners handbooks, advertisements, etc - it's a mighty collection.

All expertly catalogued and presented, Bob had multiple copies of things that he still might trade for pieces he doesn't have (though I can't image what's missing!) in order to further



Graham Jones and Pat Beiers enjoying a beverage - though I think Pat's happier with her selection!

broaden the collection. Apart from the materials on display in the compactors - yes Bob has the core of the collection stored in neat compactors - Bob mentioned that there was heaps of materials still stored in boxes up the back of the garage!

Apart from our viewing the collection, Bob and Loretta were gracious hosts in opening their home to about 25 of us that trekked down to Pottsville on Sunday 30th January. Most came in convoy from Brisbane on



Volvo Wiz Peer Shaarup and lovely wife Mida - what do you see in him Mida?

what turned out to be a glorious day - sun shining, close to the beach (which some took advantage of later in the day), good food, good company - a super outing.

We had new members join us as well as plenty of old faces - and the turn out of cars was excellent. We must extend out thanks to Bob and Loretta for their hospitality and if anyone is



The evergreen George Minassian next to his very pretty 1800s

interested in acquiring what must be close to the most original (and immaculate) 144 auto in the country, Bob may be tempted to part with his car for the right person and price. (Hope Bob doesn't mind me mentioning that!)

Richard Zammit - President



The real power behind the Presidency - Vera Zammit smiling for her husband, the amateur photographer!

NSW CHAPTER EVENTS

COFFEE MORNING AT PICTON

WHERE: Come by Chance Café. Middle of the Main Street in Picton.

DATE: Sunday 3 April 2005. 9AM.

MEETING: Car Park behind Bringelly Shops, Bringelly (Off Greendale Rd) UBD Ref. Map 264 H13. The Northern Rd & Greendale Rd.

TIME: 9AM at the parking area. Leaving 9.20am driving to Picton for morning tea and browse the heritage of the township.

Contact: Guy Smith (02)47398127 if you need further info.

NOTICE OF ELECTION OF OFFICE BEARERS

NSW CHAPTER OF 1800/120 CLUB

WHERE/WHEN: Come by Chance Café, in Picton, Sunday 3 April 2005.

Please be advised that following our morning tea we will be holding a short meeting to elect the positions of 1. NSW Co-Ordinator. 2. Assist NSW Co-Ordinator. 3. Delegate to NSW Council of Motor Clubs Inc. If you are interested in filling one of these positions or would like to nominate someone, but can't make the morning **please contact Guy Smith on (02) 47398127 prior to 3 April 2005.**

NSW CHAPTER NEWS

NRMA MotorFest 2005

Australia Day 2005 brought the 20th Anniversary of Sydney NRMA MotorFest where over 1000 veteran, vintage & classic vehicles were displayed. While gloomy weathermen promised showers and rain, Sydney put on another Australia Day pearler. Those silly enough to listen to the soothsayers (myself included) were found skipping the free breakfast for furious last minute polishing. This year marshals worked hard to group like makes together; so for the first time all of the Volvos were together. The downside was a very slow trip from the Domain car-park to Macquarie Street - 45mins to 1 hr for most - leaving many luminous green trails down Macquarie & College Streets.

Grouping the Volvos together was not actually a hard task given that of the three clubs - Volvo 1800/120, Volvo Sporting Car & Volvo Clubs - there were only five cars and one of those was an Allard! Cecil Masefield brought two 120's with the help of his son Shane, Ted & Jan Warner brought their 120 & I brought our 1800S. The Volvos created their usual interest and I was encouraged when hailed to discuss the current restorations of an early Jensen P1800 recently purchased & a later 1800E that will be recognised by its striking yellow attire when complete.

As previously the Holden, MG, Morris Minor & Mini clubs were there in force, and Renaults had a great showing this year. My choice for the day is torn between a pair of absolutely immaculate Triumph TR5's (with engine bays from which you really could eat a meal) and the collection of about eight 1950's Ansair Flexible Clipper coaches - I'll need to get a much bigger garage for one of them!

Aside from the cars, there is also the food & wine festival & music festival in Hyde Park and free tours around the CBD in the NSW Bus & Truck Museums fleet of vintage buses which gave easy access to the other Australia Day goings on at Circular Quay and The Rocks. So book January 26th, 2006 in your diaries for a great day out.

Western Sydney Volvo Dealer Annlyn Motors has changed

address and phone No. from Kingswood to new premises 93 - 99 York Road, Penrith NSW 2754. Telephone (02) 47229900 Fax (02) 47229901 for Sales, Service & Parts.

WHAT'S IN YOUR GARAGE?

What's in my garage?

Evolution of a Volvophile

by John Bradfield

Not everyone is a Volvo fan - such a statement should not surprise even the most one-eyed Volvophile. The fact that until seven years ago I identified more with the Volvo-basher crowd is now somewhat embarrassing.

It's a particularly shameful fact given the first cars I got to spanner around with were a 142 & a 144 back in the early eighties. These belonged to two school mates whose parents wanted to give them something safe & reliable to drive. The thrashing we gave those cars on through my early twenties should have garnered more respect for the Volvo name.

The 142 did not deserve the reputation earned from our mistreatment such as the weekend we stripped the engine to see how it worked - result being a cracked head and two destroyed pistons courtesy of the two exhaust manifold nuts we gave up looking for. Below is the only photo I have of the mustard marauder - following another weekend of abuse. It



mustardmarauder

was eventually sold off for a trick HX panel van that regularly broke down without our assistance.

The 144 lasted much longer as it was an immaculate one owner vehicle when presented to my mate for his seventeenth birthday. He thrashed it through the Colo Valley and Shoal Haven forests with as much zeal as the rest of us but to our derision pampered it as soon as he got home. That all changed when he gave up Town Planning and went to Armidale Uni to become a Park Ranger. The next time we saw the 144 it had just suffered a college party metamorphosis. The full body artwork (see photo) remained for five years before a weekend of steel wool and coarse emery paper left an even less appealing mix of enamel & primer. The car finally "died" while on loan to another friend somewhere in St.Ives from where it disappeared never to be seen again.



supervolve

Personally my vehicle choices have had a sacrilegious lack of loyalty toward any particular marque compared to those who have previously shared their histories. Apart from her first car being a Lloyd Hartnett, my mother has only ever owned Holden's. Although our family second car was always a Mini, the first car bought for my sister & I was TE Holden Gemini. While it was the first car I got to drive (around the lawn) my sister wrote it off before I got my license. I then got to learn on Mum's VH Commodore (which I wrote off a couple of years later).

Out of school I scored a Daihatsu F10 jeep as a company vehicle (recently encountered restored & tricked up in grey and pink). It was followed by a Mazda E1500 well recognised around the Hill's District for its "Vertical Drape Factory" from which the "D's" had been removed by some humorist.



Daihatsu F10

My own first car was a Chrysler Galant which was much more enjoyable to rally with the aforementioned Volvo's. It was replaced by a Mk1 Ford Escort which carried on the shenanigans having been quickly upgraded with motor, gearbox & suspension courtesy of a friends written-off Mk1 GT. At the same time my Volvo friends & I came into possession of a Leyland Marina for \$50 with no brakes and a blown head gasket - memorable

for two reasons - its enormous back seat and selling it after six months for \$1200.

The rusty demise of the Escort and the banishing of weekend escapades by University study led to a more modern & practical KB Laser. It was given the boy-racer-go-faster treatment with dual carbs, 15" alloys, window tints, stereo & CB but remained an unexciting but reliable car. Apart from weekly transits between work in Wollongong, uni in Sydney and girlfriend in Springwood it regularly travelled to Melbourne & Brisbane for the weekends without a hiccup and was faultless on a five week sojourn across the Nullarbor and exploring WA. Around this time I also did my first solo rebuild project on a forgettable but free KE Toyota Corolla. The biggest rush was successfully putting it over the pits for Rego; the downside was my girlfriend pranging it three weeks after I gave it to her.



Laser

Finally bored with the Laser, an impulse found me in possession of a Honda SX16 Integra. Truly a fun car to drive, it also led to my introduction to the car club scene via the Honda Car Club. The only blot on its copybook was a blown engine at Wakefield Park - an expensive way to learn that oils ain't oils!

This was also when the motorcycling itch from my childhood returned but my economics of the time limited me to a totally underwhelming Yamaha SR185. Amusingly when the last of the baffles fell out of its muffler, its single pot gave a remarkable impersonation of a Harley. Also convenient was its size allowing me to get it into the house where it lived each night in the dining room. As soon as the "P" plates were gone, it was traded on the best all round bike I have ridden - a Honda VFR 750.



Integra



SR185

After the aforementioned girlfriend managed to put the Integra through a brick wall into two trees & a parked BMW, then bend her mothers car too, her time was numbered. The car lasted longer but finally moved on when a Novated Lease gave the opportunity of a new car - Hello to a VTIR Prelude! Now this was a truly pleasurable car to drive. Unfortunately others thought so too and on a couple of occasions it was immobilised by would-be thieves.



Prelude

Coming back to Volvos, it was somewhere around the departure of the Laser that I recall the first inkling of a change of my perceptions towards Volvos. It was when the S40/V40 was unveiled at Sydney Motor Show and it was the first time I looked past the "boxy" image. No doubt some years later this softened the blow of my fiancé's choice of what turned out to be a Volvo for me to find and restore instead of her previous choices of a VeeDub or Morris Minor. Her selection was further assisted by school boy memories of Josh Laws' mum's "spaceship" car (I had not registered the 1800E's Volvo lineage at the time).

Some ten months after her choice we finally found a '63 1800S seriously in need of TLC, and after fifteen years of driving, a Volvo entered my garage for the first time. This promptly led to the curtailing of the stagnated HQ Project with two worse-for-wear HQ Kingswoods disappearing from the back yard.

The two year 1800S project was late by two birthdays & one wedding anniversary and seriously over budget but once complete there was no doubt the Volvo was here to stay. Apart from that, I was allowed another addition to the garage following the agreement



HQ & 1800

that in return for restoring the Volvo I could buy my long lusted for Ducati. It took another year for our financial recovery to allow the 916S to join the crowded garage. In the meantime an Austin Healey Sprite started its regular maintenance visits when a mate was also bitten by the classic car bug.



Sprite

Not long after this, the news of an impending child sent me off in search of yet another garage filler. An Audi A4

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Email: oldswede@iinet.net.au



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wagon joined the crowded garage for a short time til a move to a larger house, with a smaller garage, relegated both it and the Prelude to the outdoors and sadly the VFR moved on to a new owner.

Most recently, a temporary bout of pragmatism decided that we should have a second car capable of carrying a baby capsule. While perusing the adverts for Commodores & other such family friendlies, a detour to the Classic section relit another long forgotten fire. After a couple unsuccessful negotiations & auction bids a Jaguar XJ-S HE joined the 'outside-the-garage' collection. While it doesn't actually carry a baby capsule, the baby seat is easily fitted and far more accessible than either of the other two coupes (really). Clearly with the 1800S now part of the family - the Prelude has now also moved on.

The project of finding and then restoring the Volvo that now takes pride of place in our garage has played further on my brain than wanting another classic. Six years on I now consider myself not only a fully fledged 1800 fan, but having a more than passing interest in the 120 & later 140 series, and a basic acceptance of the later series (although John Johnstone's superb 262 at the National Rally has definitely pushed the 2 series' cause).

I can only ponder what another 20 years of Volvo association will do to the contents both inside and outside my garage. After last weekend's NSW Volvo Club Show'n'Shine, my wife Jen just does not want to know - a 120 wagon would have been sooooo cool!

John Bradfield

WANTED: MORE MEMBERS TO PARTICIPATE IN WHAT'S IN MY GARAGE.
Contact Guy Smith.



John & Jen's Garage Now

NSW Council of Motoring Clubs 2005 Events Calendar

12-13 TH MARCH 05	ANNUAL VETERAN CC BLUE MOUNTAINS RALLY	FIVE DOCK to KATOOMBA
13 TH MARCH 05	WHEELS - ACT	OLD PARLIAMENT HOUSE LAWNS
13 TH MARCH 05	MORRISSET CENTRAL COAST SWAP	MORRISSET SHOWGROUND
20-28 TH MARCH 05	VINTAGE MOTORCYCLE CLUB EASTER RALLY	BATHURST
24-27 TH MARCH 05	LOTUS 2005	CRAIGIEBURN - BOWRAL
25-27 TH MARCH 05	NISSAN DATSUN Z CAR NATIONALS	GOULBURN & WAKEFIELD PARK
25-28 TH MARCH 05	CHMC (BUSH COUNCIL) EASTER RALLY	INVERELL
25-28 TH MARCH 05	FE - FC HOLDEN NATIONALS	JINDABYNE
25-28 TH MARCH 05	SINGER CENNTENARY	BATHURST
27 TH MARCH 05	VW NATIONALS	FAIRFIELD CITY SHOWGROUNDS
2 ND - 3 RD APRIL 05	HSRCA HISTORIC RACING	WAKEFIELD PARK - GOULBURN
6 TH APRIL 05	GOLDEN ERA AUTO RACING	WAKEFIELD PARK - GOULBURN
10 TH APRIL 05	BURWOOD CLASSIC CAR & LEISURE FAIR	BURWOOD PARK
14-17 TH APRIL 05	CENTRAL TABLELANDS AUTUMN TOUR	ORANGE
23-25 TH APRIL 05	IRONFEST - CENNTENARY OF TRANSPORT	LITHGOW
5 TH JUNE 05	PORT MACQUARIE SWAP	PORT MACQUARIE RACECOURSE
11-12 TH JUNE 05	HD-HR HOLDEN NATIONALS	BRINGELLY
11-13 TH JUNE 05	FB-EK HOLDEN NATIONALS	TENTERFIELD
24-26 TH JUNE 05	HSRCA HISTORIC RACING	EASTERN CREEK RACEWAY
2-3 RD JULY 05	MOTOREX 05	SYDNEY SHOWGROUNG - HOMEBUSH
24 TH JULY 05	LIVERPOOL SUPER SWAP MEET	FAIRFIELD CITY SHOWGROUND
6 TH AUGUST 05	MORGAN OWNERS CLUB -CSCA SUPERSPRINT	EASTERN CREEK RACEWAY
6-7 TH AUGUST 05	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK RACEWAY
10 TH AUGUST 05	GOLDEN ERA AUTO RACING	WAKEFIELD PARK - GOULBURN
20-21 ST AUGUST 05	COOTAMUNDRA WATTLE FESTIVAL RALLY	COOTAMUNDRA
21 ST AUGUST 05	ALL BRITISH DAY	KINGS SCHOOL - NORTH PARRAMATTA
9-11 SEPTEMBER 05	HSRCA HISTORIC RACING	EASTERN CREEK RACEWAY
25 TH SEPTEMBER 05	HD-HR HOLDEN SHOW & SHINE + SWAP MEET	BRINGELLY
12 TH OCTOBER 05	GOLDEN ERA AUTO RACING - AIR COOLED DAY	WAKEFIELD PARK - GOULBURN
26-27 TH NOVEMBER	HSRCA HISTORIC RACING	WAKEFIELD PARK - GOULBURN
7 TH DECEMBER 05	GOLDEN ERA AUTO RACING	WAKEFIELD PARK - GOULBURN

VCQ Needs a LOGO!
Any VCQ members out there
with suggestions?



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The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

WELCOME!!

Welcome to the first newsletter from the Volvo Club of Queensland. Having produced our own newsletter for a few years (thanks definitely go to Helen and Grahame for their work in this regard) it's great to join a bigger magazine and feel part of a larger group of enthusiasts.

Brisbane International Motor Show 2005

I took a trip into the Motor Show on Sunday 6th February. Whilst it pains me slightly to say this... Volvo's effort was very half-hearted. Three cars in total. They were sharing their space with Jaguar and they both had less space between them than Saab or Peugeot on their own. Volvo have not been at the Motor Show for the past 2 or 3 years so I had hoped for a bit more effort. The cars on display were S40 T5, XC90 T6 and XC70. No V50, S60 or S80 in sight. Very disappointing.

ANNUAL TECH DAY

Sunday 30th January 05 saw a group of 8 Volvos gather at Vic Austin's place at Rosewood for our annual tech day. In the past, 240's have dominated the scene but this particular day was for the 940's (4 in total). Other models represented were 242GT, 740 Turbo, 760GLE turbo wagon and 850 T-5. Most of the day was spent inside as it was so hot outside. We'd go out briefly, check something out then run back to the respite of air conditioning. Grahame's 760GLE wagon scored a lot of attention for its B230FT conversion.



Grahame's 760 GLE with B230FT



VCQ Tech Day: 850 surrounded by 940's!

VCQ EVENTS:

13 March 2005:

Run to Toowoomba. Lunch at picnic point. Meet at Haigslea at 10 am

16 April 2005, 10AM:

Mark Richardson, from *VP Tuning* in Melbourne, will be having an informal get-together for all members interested in performance parts and also just to foster interstate club relations. Location is GLT Car Centre, 7 Merritt Street Capalaba QLD 4157. BBQ provided. Contact Mark on 0403 814 545 or 03 9775 5302 a/h for more details.

[Note: See 1800/120 Club Queensland Events Section in this issue of *Rolling* - RSVP info there for catering purposes!]

22 May 2005:

Show 'n Shine
Kangaroo Point Park

Introduction to VP Tuning

Hi there members in Queensland! Or should I say more in the area from Brisbane or Gold/Sunshine coast but hey won't say no to anybody who is willing to travel.

Mark Richardson here from *VP Tuning*. As I will be in Queensland for a short break I thought I would take the opportunity to promote my business in Volvo performance and styling parts. I am trying to organise a meeting of some kind on Saturday the 16th of April somewhere in Brisbane (**SEE EVENTS LISTING ABOVE**). There will be more to talk about than just this, so let's say a little get-together between clubs.

Everybody will be welcome to come along. I hope to put some ads in the Brisbane paper, and contact the dealers to attract other Volvo drivers who could be interested. So, members up there feel free to spread the word and let's get as many people together as possible.

I am open to any suggestions or ideas on where to hold it.

By the end of March I hope to have all arranged but call me if no details are known. Number to call 0403 814 545 or 03 9775 5302 a/h.

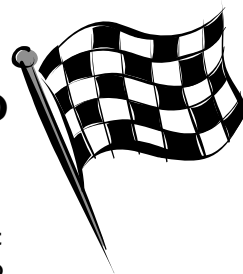
Hope to see you then!!

Regards,

Mark Richardson.

MOTORSPORTS REGISTER

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



FAREWELL NOEL & LYN!

You can't escape us Victorians that easy! For those who don't already know, Noel and Lyn are moving to Canberra. We hope to see Noel at the British & European Motor Show in March, and then maybe at some track days. Guys, we'll miss you but hope we can keep in touch and meet up halfway for some club events (weekend in Beechworth??) See if you can rally the troops in Canberra and form an ACT chapter! Ed.

MOTORSPORTS NEWS

In 2005 the Motorsports register will be attending several events and also competing in some. Below are just a few of the events over the coming months. Should you be interested in attending any of the events listed 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

Noel Bruin - email:

volvocrazy@bigpond.com

ph: 0437 982 504

More Information

Check out these web sites for more info about track days and other events:

Wakefield Park website:

www.wakefieldpark.com.au

Winton Motor Raceway website:

http://www.wintonraceway.com.au

Calder Park motorsport:

http://www.motorsport.com.au/

OPEN PRACTISE AT CALDER PARK

Calder Park run 'open practice sessions' on most Wednesdays on the circuit track. Drivers must have a helmet and current driver's license. Safety officers are onsite during the day. Cost is \$165 per vehicle.

If club members would like attend as a group, please contact Ash Davies and with enough notice to arrange leave (some of us have jobs to go to!), we could look at this as an option for the club.

PROJECT 240 - Barry the Beige Brick - 1

I'm not a Volvo virgin, my first Volvo was a fantastic 850 T5 wagon. I had the dreams of 17" Titan wheels, V70 lights, spoilers and the inevitable engine upgrades. You could say that I was



Project 240 - Barry - Front View

shocked when finding out what these dreams would cost but it was the costs of just keeping the damn thing on the road that got to me in the end. New tyres (the pre-purchase new tyres lasted

19,000km), replaced wheel bearing and strut mounts proved to me that my meagre wage couldn't keep up with the actual bills and any foreseeable future bills as well. I loved that car, 168kw, oodles of torque, great sound, leather and the realisation of truly fast speeds.

CHRISTMAS 2004 - THE START, THE PICK-UP

And then I went back to my parent's Pulsar. Woo woo. It was whilst I was driving the Pulsar that my aunt advertised her 240 in her annual Christmas letter. With a few phone calls under my belt we made them an offer they didn't want to refuse and I had first refusal on a 1989 240GL. From the start I was worried about a large dent in the door and the fact that the car was beige. This was a serious reversal of beliefs for me, not only had I always detested Volvos as bricks on wheels, there would have been no chance in hell that I would've bought a beige one. No way, uh uh. In fact, no way would've I bought any car that was beige, not even a Mustang.

A couple of weeks after Christmas and I was flying up to Canberra to pick the car up. I found my cousin, picked up the paperwork and all four keys and set out for the beast. I found it parked in my cousins' driveway looking dirty, dented and dishevelled. Where was the immaculate car that I had in my head? My Aunt has money, why wasn't the thing gleaming quietly with awestruck passers-by gasping as they passed by? Easy, my cousin had just driven it from Tamworth. Wrappers, dust, tissues and all sorts of crap were on the floor of my second Volvo. What had I got myself into? I walked around it a few times, talking to my father as he intently listened to my analysis of the car. Time to get in and start the engine.

Crikes! The car rocks from side to side as the starter motor starts what sounds like a truck engine in this shell of a sedan. A quick blip on the throttle confirms my suspicion; it must be a truck engine or at least a mid-eighties Falcon in front of the dash. I open up the bonnet and there's a large but fairly normal engine sitting there, quietly (or

MOTORSPORTS REGISTER EVENTS CALENDAR

UPCOMING EVENTS:

- 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 Hillclimb. Rob Roy
- Sunday March 20 2005 - XR-XY ZA-AZ Falcon Fairlane Car club of Victoria Hillclimb. Morwell (NB: This is the same day as the British and European Display Day)
- Saturday April 30 2005 - XR-XY ZA-AZ Falcon Fairlane Car club of Victoria Track day. Calder Park Raceway. Entries close April 22.
- Saturday May 7 2005 - VSCC Hillclimb. Goulburn or Wakefield Park (venue TBA) NSW
- Saturday May 7 2005 - Charger Club of Victoria Track day. Winton.
- Sunday July 17 2005 - Winton Motor Raceway Fun day. Winton.
- Sunday August 28 2005 - XR-XY ZA-AZ Falcon Fairlane Car club of Victoria Hillclimb. Morwell.



Project 240 - Barry - Rear View

not) ticking over. Scratching my head in bemusement, I retreat back to the cabin, spend half an hour adjusting the seat so I don't get a metal rod stuck in my back and put the car into reverse.

I said I put the car into reverse... C'mon, what's going on here?... What the?...

Who created this system then? Who on earth would develop the reverse gear to not only be where first should be, but also make it child/idiot/non-Volvo driver proof? Crunch, ahh there we go. The car lurches into reverse and slides down the driveway to the road. After a few bunny hops and comedic stops, I get the car onto the street, get out of reverse and get first gear into place. OK I tell myself, give it a bit of gas to get it off the line and take it easy down the road. Right foot down a bit, left foot up and... Jeeeeeeezus, I rocket off down the road. I will admit at this stage that first gear is an absolute corker, not easy to bag the tyres but plenty to get off the line plenty fast.

After making the stupid choice of going through the weak excuse of a city centre, I start the arduous journey back to Melbourne. A weak air conditioning system, a speedo that I thought was 10kph slow but never really sure and constant coppers and radar sites all combined to make a helluva long trip, around 7 to 8 hours in total. I found myself stopping every half hour to straighten out the back and get some fresh air. It was at this point that I was

really starting to miss the T5. I did the whole ocean road in three quarters of a day in that baby with only photo and fuel stops. So much for "old school cool" my back was telling me, no wonder sports cars were traded in on Fairlanes later on in life.

Back in Melbourne and it became clear to me that after a good wash the car had quite a few dents but overall was in pretty good condition. The front suspension is very tired with lots of lovely creaks and groans just driving out of the driveway. Very embarrassing to say the least. The dent in the door is one of those things



OUCH! Dented rear door

that you just can't take your eyes away from (or at least I can't) and the bloody radio aerial makes a very sad grinding noise as it tries to retract. Couple this with various dents around the vehicle and I'll need to take it to a body shop sooner than later in my eyes. Each day as I get into the 240 all I see is the standard car, I can't imagine it at the moment tricked out with all the goodies I have planned but as the car groans its way out of the driveway I

just have to believe. Oh jeez that sounds bad...

SO WHAT'S THE PLAN?

So what do I have planned for the car? Well it's going to be set up as a car that I can learn to race in. That includes lowered and modified suspension, bracing and all sorts of things that I have no idea what they do. I have five 15-inch Virgo alloys sitting in the lounge waiting for tyres and a track to use them on. I have a black grill painted and ready to go onto the car, new Jensen front speakers and a Kenwood CD head unit to be installed. The ultimate dream is to slam the car and get 17-inch Polaris wheels but at \$480 a wheel, everything else will be coming first. What else? Black trim, brown pinstripes removed, clear lights front, side and back and tinted windows. Performance-wise I'll be following in the footsteps of Ash Davies who will seriously be helping me on this journey (and his dad Neil) with extractors, exhaust, mild/aggressive camshaft and intake mods and perhaps a little bonnet scoop?

Probably next month: roadworthy analysis, bodywork mods, suspension plans.

Cheers,
Ben



Hmm, what if Barry and Ash's 850 T5 mutated together? Might look something like this chopped 240 (?) wagon with an 850 front clip. Presumably a Swedish creation!!

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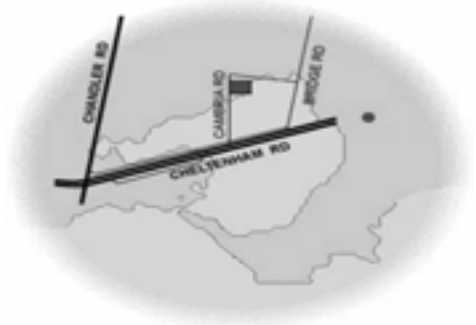
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Victorian Events Coverage



GO-KART CHALLENGE

Saturday, 22 January 2005

First, a big thanks to Ash Davies for organising the first (but hopefully not the last) Victorian Go Kart Challenge day. Also thanks to his folks for hosting a great BBQ at their house afterwards for club members and friends! Well done!

The event was held at Ace Karts in Sunshine, in Melbourne's western suburbs. It was a fantastic sunny day, and not too hot either. We rocked up at Ace at around 5PM for the race briefing. The facility itself has had major upgrades since I was last there some 5 years ago, and it is a huge transformation from what I remember as being a pretty average place. The new building is bright and clean, and the parking area has been sealed along with a total resurfacing of the 700 metre race track.

We had 18 drivers for the event, made up mostly of Volvo Club members, with a few friends and relatives joining the fun. The racing was split into two parts: a 10-minute qualifying session, and a 15-minute all-out "final" race. In the qualifying session, the goal was to get the fastest lap time. The driver with the fastest lap time was assigned Pole Position for the actual race, and the remaining drivers lined up sequentially, ranked by fastest lap time. In the final race, person in front in the end and with the most laps



Nice action shot of Ash rounding the corner, trying to catch Neil (hidden) and Greg

was race winner. Here's where it was more important to have consistently fast laps, and to not let those other karts past you if you wanted to stay in front! The karts have electronic tracking devices on them, so all the



Greg, Ash, Neil & Dennis looking for the finish line

timing is done via computer and neatly presented at the end of the racing.

After the safety briefing and donning our helmets, we all went out to the karts where we were assigned a kart/number by the staff. There was some trepidation amongst the troops, particularly with the smaller and taller drivers. The tall folks had to make do with a little extra bending of the knees, while the smaller

folks were given added backrest padding to enable reaching the pedals. Padding also came in handy for those of us whose bums didn't quite fill the plastic seats, helping

protect the ribs and keeping us from sliding from side to side. Another concern that was soon to be alleviated was that of the high steering effort. A few were nervous that they wouldn't be able to steer around the track, but once

everyone got going and realised that you only turn the wheel about 1/20th of a turn around the bends, everyone did fine. It's not quite like the power-assisted, three turns lock-to-lock steering in the average car!

With everyone buckled in and the engines started, we were off! It quickly became apparent that there was a huge range of skill level and comfort factor out on the track. For those of us who had done this before (some even grew up with it!) it

was old hat. For those who hadn't, it took a while to become familiar with the steering, pedals, and "rules of engagement" on the track. It was a little hard to predict what the kart in front of you would do next, as you weren't sure if the person was a veteran and would take the "racing line" or if they were an unpredictable "newbie" to karting. It was best to expect the



Jae, Christine, Noel & Caz

unexpected, and if necessary take the wide line or (worst case) hit the "rumble strips" along the side of the track (more on that later!)

Having raced the karts a couple times before, I thought I would go flat out right from the start. This proved to be a double-edged sword, as I was also the first to spin and go off the track into the grass (I think it was on my 2nd lap!) After a firm talking-to by staff ("Why did you do that?" "What did you do



Heino gives a "Thumbs Up"



Ben (aka "Tripod") with ballast entering the pits

positions as there was only a 2-second spread between the top 7 qualifying lap times. When we got the green flag, we were off and racing. I managed to stay ahead of Neil and Ash for the first 4 laps and thought I had it made. Wrong! In lap number 5, we had a pile-up of sorts (too many slowpokes blocking the road!) and I had to lock up the brakes to avoid a collision with somebody (was it Heino?) At

the same time Neil and Ash flew by me on the right side in a gap that opened up before I had time to get through. I spent the next 11 laps trying to get back in front with no luck! I got by one or the other, but not both Neil and Ash.

We had a couple yellow flags, where we had to slow to a walking pace (and no passing) due to some problem on the track. I think Caz got a talking-to by staff for an off-track detour! They also had an eye on Ben, who didn't seem to mind passing people on the rumble strips if need be (honest, he was pushed!) Chris, Tina and Heino ambled along, savouring the moment and pretty much enjoying a leisurely Sunday, er, Saturday, drive. The rest of the pack battled it out for the placings and there were no major dramas. In lap 13, I moved into 2nd place, passing either Neil or Ash (can't remember it

now!) In lap 16

I was able to squeeze my way into 1st place, and I was able to hold Neil and Ash at bay until the race ended abruptly at the yellow flag due to an unfortunate incident. Ben maintains he was bumped, causing the left front wheel of his kart to snap off while he was driving on the rumble strips. As he emerged from the rumble strips, he realised



Ash, Greg & Noel with awards

something wasn't right because the kart was still rumbling, and that's when he was overtaken by a speeding wheel and the yellow flag came out. Because there was only a fraction of a minute remaining, we were flagged into the pits and the race was ended. Ben (Tripod) limped into the pits with one of the staff members riding shotgun to



Ben, Thorben & Ash in the workshop

keep the axle stub from grinding on the pavement. (He was bumped. Honest.)

In the end, the 1st, 2nd & 3rd place winners (Greg, Ash & Neil) were announced and given token prizes by the staff. The surprise of the day was Thorben's 4th place. The moral of the story is, if Thorben's in a hurry to get somewhere on the roads, watch out! Great job to everyone else - there were no quitters in the bunch - everyone



Lyn, Noel, Mark and Tina relaxing at Davies' home BBQ

GO-KART CHALLENGE RESULTS

Race Classification after 20 LAPS

PN	KT	DRIVER	LAP	DURATION
01	3	GREG	20	00:14:19.15
02	24	ASH	20	+0:24.89
03	9	NEIL	19	+1 L*
04	7	THORBEN	19	+1 L*
05	27	MARK R	19	+1 L*
06	30	MARK W	19	+1 L
07	8	DENNIS	19	+1 L
08	11	NOEL	18	+2 L*
09	12	BEN	17	+3 L*
10	19	MARTYN	17	+3 L*
11	18	DION	16	+4 L*
12	17	JAE	16	+4 L*
13	22	CAZ	16	+4 L*
14	13	BRIAN	15	+5 L*
15	14	LYN	15	+5 L*
16	21	HEINO	15	+5 L*
17	5	CHRISTINA	9	+11 L*
18	10	CHRISTINE	6	+14 L*
19	1	Kart 22	0	+14 L*
Final Event No. 1				

went the distance. Next time, with more confidence under our belts, we should be able to improve on our lap times and push the limits of our abilities. A big thanks to Wayne, who decided to sit out and do the official photography. He can't vouch for Ben being bumped though, because he didn't see it - there was nobody around at the time the wheel fell off. But we're sure he was bumped!

Regards,
Greg Sievert

GREAT AUSTRALIAN RALLY

Sunday, 23 January 2005

On Sunday 23 January, the Great Australian Rally was held with cars departing from various locations and heading to Hastings for Morning Tea and onto Mornington Racecourse for the display.

My first one of these events was in 1990 when we left from the city and headed for Cape Schank Golf Club where the cars parked all over their lovely greens. There was a bit of a lull for a couple of years when the Rally was

not held but then new organisers and Sponsors [RACV] came on board to make it what it is today.

Approximately 1000 cars were entered this year ranging from early 1900's to the 25 year cut off, although my 242GT has been allowed to enter for a few years without being 25 years old. There are also other cars that are classic but not quite mature at 25 years.

Three cars from the Volvo Club were entered - Phillip Perkins 122S, John Johnson 262 Bertone and myself in the 242GT. John & I elected to leave from the City of Casey, as it is convenient as we live in that City. Phillip left from Eastland [I think!!]

At Casey, Fountain Gate a sausage sizzle breakfast with tea/coffee is provided as part of entry.

Around 9 am cars started to depart for Hastings marina where tea/coffee is provided for morning tea. After a 20-minute break where Phillip caught up with John & I we headed via Red Hill & Dromana for Mornington and onto the racecourse. There is



Flashback to 1991: Lance & Pam in the red 122S (unfortunately no longer owned by Lance)

plenty to see and do by way of displays/ food stalls/ bands to keep people occupied when not looking at the display of classics. Trophies are awarded in a variety of categories judged by the organising committee.

It is a good day out and should be considered by owners of Classics. A part of the atmosphere is the people who line the route with their deck chairs watching and waving to the entrants as they pass. although some don't seem to consider the 242GT as an entrant but attitudes are changing.

Lance Phillips

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AUSTRALIA DAY RALLY

Wednesday, 26 January 2005

The RACV is also a major sponsor of this event held annually on Australia Day. The entries are usually limited to 500 and the 25-year cut off is policed although the odd younger car can be seen at times. The reason is that parking in the Domain Park is restricted. Cars are parked from the entrance to the Governor's residence down towards the Arts Centre. Cars must remain on the paths. Once again there is a lot happening with all manner of displays/singing etc. In other words another Great Day out for car buffs.

As it is open free to the public there is a lot of through traffic looking at the cars as opposed to the Mornington event where the public pay to enter. Therefore in this event there is a wider cross section of people looking.

Unfortunately my car is not quite eligible since I sold the 122 wagon, but I went in to give our only Volvo entrant, John Johnson with his 1800S some support. Eric Johnson entered the Chevrolet. A German tourist came up to us to ask some questions as he has an 1800ES and coupe in Germany. He left happy with a copy of the Club magazine to read on the plane that he was catching in a few hours. A photographer took some photos of John sitting in the car to use for next year's publicity although I don't think the 1800 will be recognized as such except by Volvo aficionados.

Lance Phillips

VOLVSAAB GALA DAY

Sunday, 30 January 2005

We had a great turn-out for the VolvSaab Open House this year. The street out front was lined with Volvos as far as the eye could see! Special thanks to Ian and the team for opening the place up for us on a Sunday and giving



All smiles: Val, Ian & Jackie



us great deals on parts and car cleaning. (Quite a few members took advantage of a special VIP Car Care deal on a full car clean and polish, with the proceeds donated to charity. A nice touch, subsidised by VolvSaab!)

I went with a list of "must have" items, and intended to do a little browsing to see what else I might find for the various Volvo projects. Well, it was rather like going to the supermarket on an empty stomach, and going on an impulse buying binge! I have a spare-parts addiction (more in future magazines about E-baying and Pick-a-Parting!) so browsing amongst the impeccably-organised VolvSaab parts racks could be akin to an alcoholic in a liquor store. Probably a bad example, but you get the picture!



VIP Car Care display

There were huge discounts on new parts, so many of us picked up the usual preventive maintenance items like air and oil filters, belts and hoses. In addition, it was a great time to buy new parts to fix some of those nagging problems like clunking suspension bushes and creaking tie rods as well. Having said that, the used parts are a lot more fun to look through. Here's where we found upgrades such as that pristine set of leather seats (Thorben) and dress-up items such as headlight covers, lenses, badges and trim panels.



Noel meets fellow V70R-AWD owner

For those of us who have mechanical inclinations, the Open Day provides a venue to explore options for those projects requiring creativity and imagination. For example, "Will this Saab intercooler pipe make me a nice cold air inlet for my 240?" or "Gee, that 850 electric cooling fan looks like it might fit my 240 radiator!" Often you don't know what you need until you see it staring at you from its perch on a shelf, and there's great satisfaction in knowing another piece of the puzzle has been solved.



Club members enjoying the day

As for the "impulse buying" side of things, I can't believe I ended up with another set of alloy wheels, and several \$5 tyre specials. Guess they will come in handy when I finally get the 740 Turbo on the race track!

In addition to the shopping, the folks at VolvSaab put on some good displays. First, there was a demonstration on how to change the timing belt in your B21/23/230.

Amazing how simple it is, really! Then

a Saab.

It was great to catch up with everyone and check out some new members' cars. There was plenty of free sausage sizzle to go around, and the staff bent over backwards to assist us and give some great deals. Thanks again to the team at VolvSaab for a most memorable event. I'm biased, but it has to be one of my favourites!

Regards,
Greg Sievert



Sparks fly as Volvo is diced



Watching timing belt demo

there was "Dr. Jekyll" sawing through the back end of a 240 sedan with what looked like some prop from a James Bond movie (the one that nearly turns Bond from a rooster to a hen - but of course he escapes at the last minute!) The fate of the Volvo wasn't so lucky - the back end fell off in a shower of sparks, with the Saab folks in the crowd cheering its demise. Maybe next time we can convince the guys to decapitate



Volvos galore in front of VolvSaab

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WEIGHT REDUCTION

TAKING THE POUNDS (or is that KILOGRAMS?) OFF

740 Turbo Weight Reduction Campaign

Hi all. I thought I'd give you a brief update on my progress on the 740 Turbo weight reduction campaign. As background, I purchased a 1988 740 HP Turbo (manual trans) some months ago with the intention of using the engine & trans as a donor for my 122 wagon project car. In the interim, I thought "why not have some fun with the 740 before I pull out the engine?" and also prove out the mechanical condition of the engine and trans at the same time.

So, what I decided to do is strip the car of any excess weight, fix any obvious mechanical defects, and run it in an upcoming "fun day" at Winton Raceway (see info in Motorsports section). First I had to get the car up to Wayne's parents' place in Wangaratta where I have space available in their new shed extension (thanks Bill!) This proved to be somewhat troublesome. First, there was confusion about the legalities of driving the car on a Victorian "Unregistered Vehicle" permit. I called VicRoads several times after getting the permit to make sure I was within the law to drive it from Melbourne to Wangaratta. Well, on the way up, I got stopped by the local copper in Benalla (known for their tough speeding enforcement). I wasn't speeding, but he had pulled me over due to the lack of a number plate. When I explained that I had the permit and it was legit, he gave me some flack saying "you can only drive it to a licensed vehicle tester" etc. In any case, he let me off, but he noted my name and driver's license number in his little

black book - next time I'll end up in the slammer!

Back to the journey - shortly out of Melbourne I noticed an overabundance of steam building up on the windscreen. We stopped at the first rest area and checked things out. Low coolant, and it appeared to be a leaky heater core. Quick thinking had us block off the hoses to the core with locking pliers, and off we were. After that incident, I was hesitant to push the car to the limit because I didn't want to blow any hoses or other coolant-related items. Because the previous owner had been driving the car with a leaky radiator end tank, he was running with no coolant (water only, topped up every day!) This is BAD! Never run without antifreeze/



Boot full of discarded trim

coolant because you don't have any anti-corrosion benefits. That's probably why the heater core went, and also probably why one of the turbo coolant pipes corroded so badly that it literally split open.

With the car now safely in its new home, I've begun the task of parts removal. First out was the air conditioning compressor, hoses, condenser, receiver/dryer, auxiliary electric fan, and associated brackets. That probably reduced the weight by 25 kg (gee, I should have been weighing everything!) Then I pulled out the climate control unit - that gigantic encumbrance that takes up 95% of the space under the dashboard (the other 5% being wiring looms!) Along with the climate control unit, I removed the associated ducting, switches, relays,



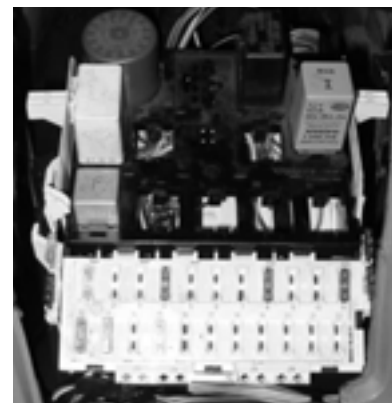
Under-dash wiring nightmare

vacuum pump and tank, and heater valve. I reckon that saved me over 50 kg. Continuing in the front seat area, I removed the radio, graphic equaliser and amplifier, carpet, sound deadening mats, front door speakers, front door trim pockets, electric door lock actuators, front seat headrest pads and under-dash sound/trim panels. I left the headlining and roof trim (A & B pillars and roof cant rail trims) in place to reduce the likelihood of injury due to protrusion of sharp clips and/or sheet metal flanges.

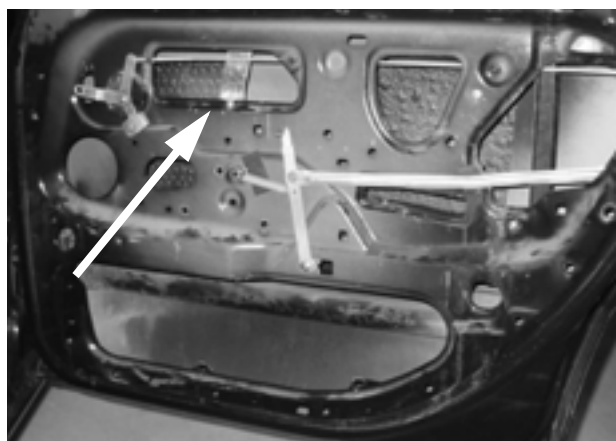
In the rear, I pulled out the rear seats, parcel shelf and quarter window trims, rear speakers, rear headrests, rear door trims, electric door lock actuators and power window regulators. Removal of the window regulators meant fabricating a couple small brackets to support the rear door glass in a fixed (closed) position. The rear seats alone probably weigh in at 20 kg, and the parcel shelf speakers are about 1 kg each!



Stacks of removed parts



Minimised fuses & relays



Rear door window lift replaced by simple bracket

In the boot area, I removed the boot carpet and fibre board floor panel, electric boot lock, auxiliary petrol tank shield (no need for it since I never plan to drive with anything in the boot!) and power antenna. Outside I removed the boot lid spoiler, rear reflector panel, the rear bumper bar (alloy, but still heavy) and the front bumper cover, headlights, headlight wipers, fog lights, emblems, mud flaps and rear underside valance panel. I plan to keep the front bumper bar (the alloy one) so as not to reduce the crashworthiness of the car.

Also, I removed the 2 cast iron "tuned mass absorbers" located inside the front chassis rails. To get at these, you have to remove the front bumper bar and bumper shock tubes, then undo the 4 M10 nuts on the inboard side of each frame rail, about 200 mm rearward of the radiator. To get the mass absorbers out, you have to fish inside the rail with a piece of stiff wire and slide them out through the front. I'm guessing these suckers weigh over 1 kg each - a rubber block bonded between the cast iron mass and a steel mounting plate. Tuned absorbers are a "fix" used by auto makers to counter some unwanted vibration problem, often found late in the vehicle development cycle when it's too late to re-engineer the offending component(s) to eliminate the problem. They are designed to function at a specific frequency, absorbing some of the

vibration (basically cancelling it out) so the occupants can't feel it. These were common in some convertibles (usually huge masses in the corners of the car - think of a cast iron 5 litre petrol can on a spring, and you get the picture!) and are still common on exhaust systems (in this case, usually a cast iron mass the size of a small tuna can, again, mounted on a rubber puck and attached to the muffler hanger bracket. The

most novel tuned absorber I saw was in a small Oldsmobile sedan. This one was mounted inside the steering wheel centre, hidden behind the central horn button/crash pad, and about the size of a TicTac mints box. These things are the bane of the automobile manufacturer because they add parasitic mass and they cost big bucks. Having said that, there are some vibrations that just have to be fixed late in a program, and the most effective solution is a tuned absorber strategically placed. Lexus and Mercedes use them, and I have to admit I've seen them under a Commodore somewhere if I recall correctly! Come to think of it, there's one on the centre tunnel of the Volvo 850's, just below the centre console. I'm not sure what model years, but I saw one there when we did a tear-down of the car at GM in the US.

Sorry for that digression, but the topic of the article was mass reduction, so I guess it wasn't wasted. The last and most tedious job I undertook was to remove any unnecessary wiring. The only things electrical items I want functioning are the engine (computer & ignition modules and fuel pumps), transmission overdrive, wipers & washers, horn, front power windows, instruments and brake lights. With that in mind, I started by tracing all wires that led to already-removed components, and I made the snip.



Under dash wiring tidy-up

When all those wires were removed, I had to get deeper into the wiring loom, which meant unwrapping metres of sticky electrical tape, and carefully cutting into the engine compartment wiring sheaths where necessary. I used the fuse panel labelling as a guide, and started pulling and cutting wires. At the end of a long Saturday, I had gone from having about 24 fuses and 10 relays down to about 4 fuses and 4 relays. Everything didn't go perfectly - I



Headlights & bumper cover removed (blanking panels to be added)

need to diagnose the speedometer and the temperature gauge - but not bad considering I didn't have the wiring diagrams with me at the time! I spent some time tidying up the wiring, particularly the bundle under the dash and back to the taillights. The result is I have enough left over wiring to complete the next 10 years worth of accessory installations on any upcoming project cars. I'm guessing 15-20 kg of wiring is now sitting on the shed floor!

I'm not finished yet, as I plan to use some aluminium sheet to make up filler panels to cover the headlight voids and

fabricate a duct to channel air from the front spoiler to the radiator and intercooler. I might also remove the auxiliary petrol tank as this would probably save another 5-10 kg. Maybe I'll drill some 50 mm holes in the bonnet to lighten it up a bit and provide somewhere for the engine heat to escape! More to follow, and maybe I'll try to weigh the car when I finish to see how



2 large mass dampers and how they are removed from inside the front chassis rails

much I mass I really took out in the finish. Of course I didn't weigh it in the beginning, so I'll have to use the factory weight as a starting assumption. I look forward to having a first drive - looks like I may have to cut 1 coil out of each spring to lower the car now that it's sitting up so high!

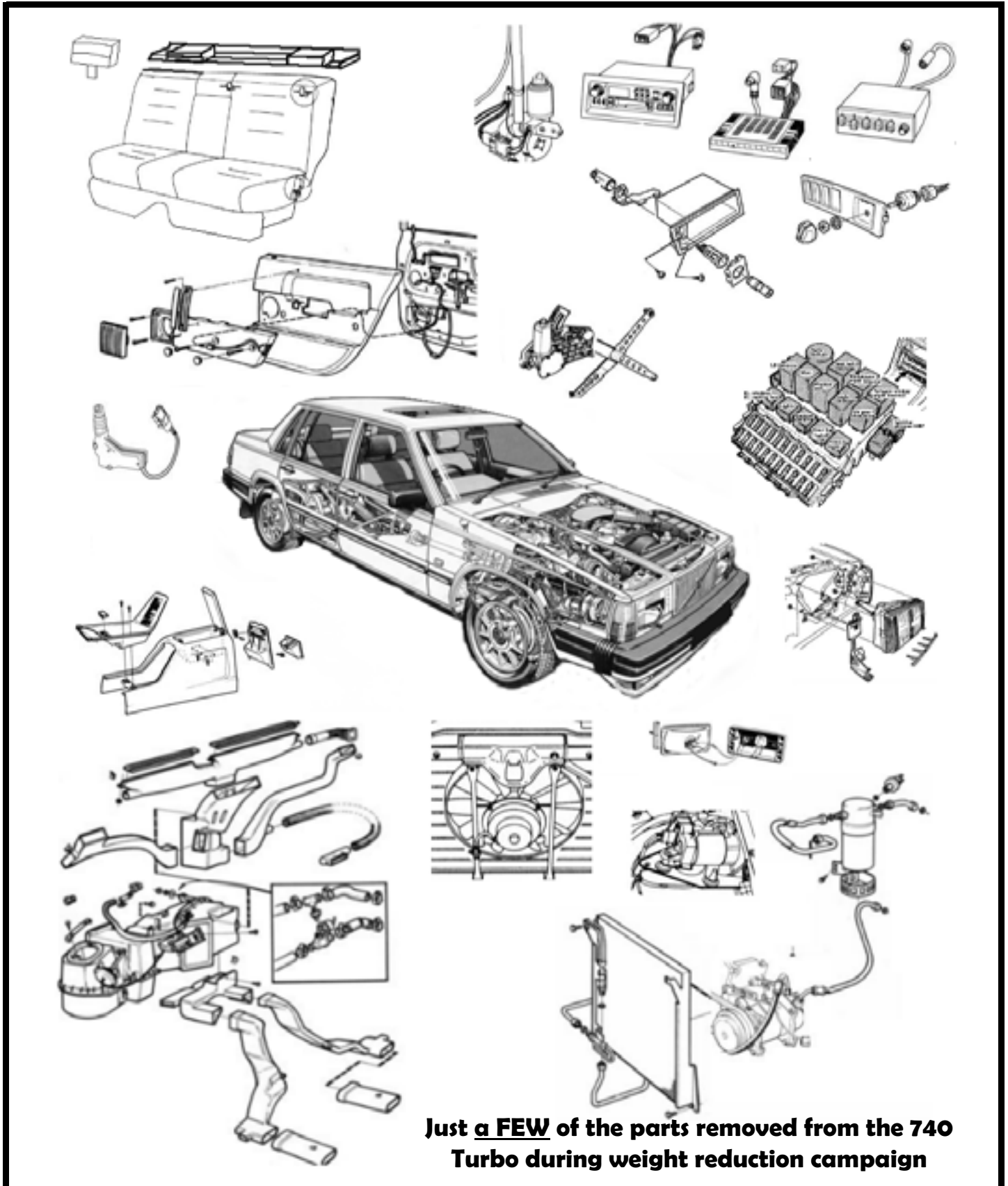
Any questions or suggestions, give me call or email.

Regards,
Greg

PS: One final safety message - be extremely careful if you try to move a car using a trolley jack. The cheap ones aren't very stable, and if you accidentally push the car at right angles to the trolley jack wheels, it WILL fall

over! Don't ask me how I know, but I can say that my cheap trolley jack is now twisted. Lucky I don't have a hole in my oil pan, but I do have one smashed tail lamp from where the car slammed into the shed beam. Lucky nobody was standing behind the car when it fell!

GS



Letters to the Editor

and other miscellaneous ramblings . . .

GORDON'S STORY

Dear Volvo fans:

Let me tell you about my Volvo story which started five years ago when I just got my licence. I was 19 at the time and I had an old Sigma sedan, and it was a bomb of a car. I only had it four months and then sold it as that car was not the one for me. I did not get much money for the sale of the car. So there I was looking for another car. I looked and looked but nothing was around in my price range so months passed - still no car, until one day my dad rang up and said "son I have a car for you but what I need is for you to bring me over a car battery and thirty dollars". So I went over and saw him. I took the money and car battery and as I got there and saw the car I said to myself "I will not be seen driving that car." It was a 1973 Volvo 164. I did not

So now I think I am a very lucky person to pick up such a cheap car and for it to be a "VOLVO" out of all the cars in Australia. So I did not have to do much to get a roadworthy as the car was in good shape for its age. So I got it on the road and passed the roadworthy with flying colours. The inside of the car was like brand new - not a scratch in the interior, not a crack in the dash, the leather seats were like new, but the paint job was faded. The Volvo is now 32 years old and still drives as good as ever, so I am the second owner and I have had it for five years and I keep it in top condition. It has done over 100,000 miles now and getting old, so I might have to put it in the shed and keep it as a collector's item. I have not spent a large amount of money on my Volvo so I am not out of pocket; my Volvo is well maintained, always

Gordon: Thanks for the story. Do you have any photos? It's great to hear that more young drivers are starting to see the benefits of Volvo ownership. If anyone else has a story about how they got into Volvos, please send or email it to the Editor!

THANKS from VolvSaab

The following letter of thanks was received from Ian, owner of VolvSaab:

Hello, Hello!

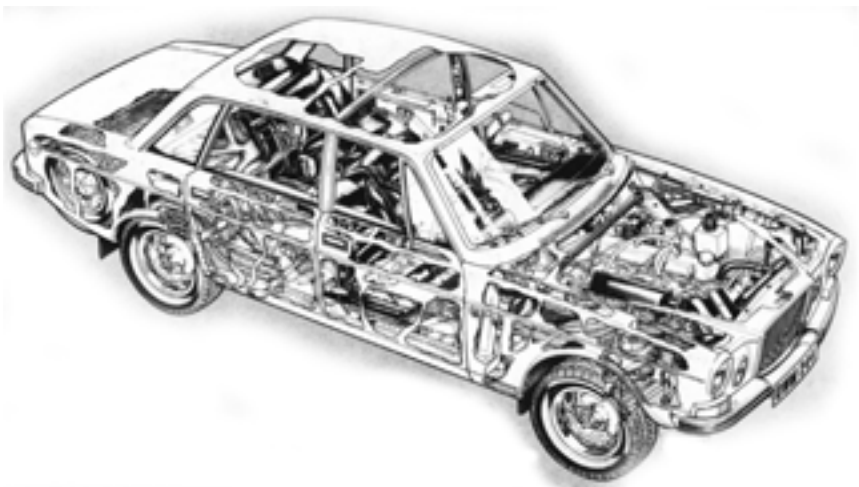
Well, all the team made it back to work on Monday some with sore feet and some with sun burnt heads but all of us with great feelings of achievement!

What a great day it was. I hope you enjoyed your time at VolvSaab's Gala Day and that you picked up the odd bargain. The VIP Car Care / VolvSaab SPARKLE was a great success and although some had to wait a little while I think everyone was thrilled with the value for money that it offered. There were certainly a lot of Sparkles driving off after they had finished. We have forwarded the \$200 raised to the Variety Club and I am sure that we will see it going to good use.

As usual it is always good to see our loyal customers in a relaxed atmosphere but the many new faces that made themselves known to us was fantastic. I received great feedback from everyone I spoke to and it made me very proud of my Team. Thank you for that and I have passed on your comments.

Lots of bargains were found and some hard to find parts found new homes. I feel we did our bit towards keeping great old Volvos' & Saabs' on the road that little longer. I was surprised, however that more visitors didn't take advantage of the Wheel and Tyre deals on offer or the Cooling kit packages. These 2 packages represented huge savings on the day. If you are still interested I have instructed the Sales Team to extend the offers for another 2 weeks. Give them a call.

For those of you who know or met our long-standing Volvo specialist mechanic Romek, you may be



like the look at first anyway, so dad bought the car and we only paid \$100 dollars for it. We got it home, parked it on the lawn and I was looking at it for ages and ages and after about 2 weeks I started to come round, it just grew on me. So there I was with a Volvo 164; I did not know much about Volvos apart from the name "VOLVO". Anyway, the man we bought the Volvo off was going to give it to a monster truck show that was held in town. At the time I bought the Volvo off him, the Volvo was too good of a car to be jumped on and crushed. So as it panned out dad was at a mate's place at the right time when he saw the Volvo in the paddock.

served. It needs a re-spray but that's not on the top of my list right now.

My Volvo has done so much for me - it has never let me down and never broke down so I will never buy another model car but a Volvo. I can only update to Volvos. So after five years I am a big Volvo fan - I love Volvos so much that every time I see one in the street I wish I had it in a collection.

So there is my story - hope you enjoy. Just before I go I'd like to say "I love being a Volvo driver"

If anyone has any books or articles on 164 Volvos, please I would only be too happy to buy them off you so please ring Gordon MacRae on (0439-351-711) VIC

interested to know he went into hospital Monday morning for a hernia operation (he put it off so he wouldn't miss the Gala Day). This has left our workshop a little tight in February, however Shannon assures me that he and Michael will work harder to fill the gap until Romek is back on his feet in a few weeks! Don't forget we have the state of the art air conditioning equipment and all our staff is trained in diagnosis and repair of your system.

Enough from me, thanks again for joining us on Sunday and I trust we lived up to your expectations. Please feel free to contact me any time we can help.

Regards,
Ian

RANTS FROM IRV

In the Jan/Feb 05 issue of Rolling Australia, we published a photo and news release about a P1800 purported to have over 2 million miles on it (and it was NOT Irv Gordon's award-winning, documented car!) Irv has done some research into the subject, and had this to say about it. Thanks for setting the record straight Irv!

Thanks for the article you scanned on Mr. Ruffolo's car.

There is so much wrong with the article and the car it is hard to explain it all. I don't wish to sound like I am sour grapes or trying to put the man down but most of what he says is either an out-and-out lie or at best, a stretch of the truth.

First: The man works for the media and writes his own press releases. You will notice there are no other magazines, newspapers, TV or radio stations that have covered his story as they would all have to check with Volvo Cars of North America for certification of the details. At best, he has embellished the details of his car and has almost taken my press releases and just changed the names, dates and history to fit his car.

Second: He has tried for a year, while the car was in the restoration shop, to get Volvo to authenticate his claim but he has absolutely nothing to back up his story. The car has been passed down in the family from his father and the claim is, "That with all the driving his father did that the car MUST HAVE 2.5 MILLION MILES ON IT BY NOW! His father used the car for business, yet no service bills, oil change

receipts; no documentation at all exists for the car. As his father was using the car for business, he would have deducted a certain amount of money per mile from his federal income tax, plus repairs, etc. Mr. Ruffolo can not produce one income tax form to back his story as well.

Third: As no documentation exists or can be produced, Mr. Ruffolo decided to be most devious in making his claim regarding his mileage. He went to his local Volvo dealer and filled out a "High Mileage Club" form which is a program we have in the USA. It is basically on the honor system as no one is going to check your service records. If you say you have a million miles, then they will send you a grille medallion that has 1,000,000 on it. Mr. Ruffolo claimed to have his "assumed" 2.5 million miles and the outside company that provides this service (nothing to do with Volvo or any authorizing company) sent him the proper number of medallions which he now has on a plate in front of his car. From this, he now claims that Volvo Cars of North America has recognized his claim. If you call the Public Relations Department about the subject, they will have some very unkind words to say about this gentleman and his actions. Thus, no public outlet (radio, TV, newspaper or magazine) will touch this story.



Ruffolo's car in San Diego

Fourth: His claims regarding the mileage he has/will drive do not add up as the car is never seen anywhere and he works out of the country more than half a year. Hard to drive when you are not even in the country. He will be more than happy to tell you about all the places he goes and how long he is out of the country as he did when he showed up (after a personal invitation by the club) with his car.

Fifth: Again, he wrote his own press release so all the superlatives he used to describe his car were written by

him. No one wanted to hurt his feelings and were happy to see the car based on the claim he put out to the media. He spent most of his budget having everything chrome plated in the engine compartment, etc. However, he does not seem to be driving the car anyplace as very little money went into the drive train of the car. The car has been painted several times and several different colors...this time a candy apple red. The interior is far from original and although mostly new carpets, etc. are in the car, it is far from the original



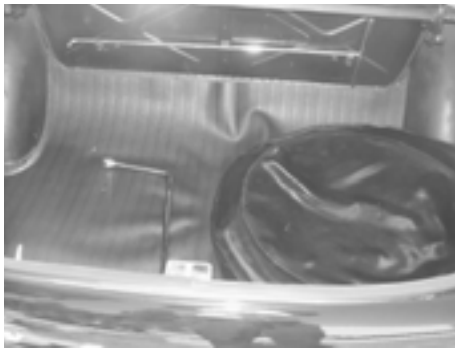
High-mileage badges on front of Ruffolo Volvo

material. I would assume after the chrome and paint work, the budget was mostly used up. I will send you the pictures I took.

Sixth: Regarding prizes, I don't remember seeing his name anywhere for a prize. There were other modified cars at the show that were spectacular. However, to be kind and encourage Mr. Ruffolo to attend other meets, he was invited to join myself, and three other prize winning cars to bring his car into the dining room where we had the awards, prizes and speeches after dinner. (Yes, we drove them into the building and parked on the carpet (with drip pans under all 5 cars). He, in turn, capitalized on this invitation in his second press release regarding the ooh's and awww's he claims to have earned.

Seventh: The man is a manipulator and by devious means tries to gain glory by being unethical rather than honesty. No one at Volvo will even talk to the man any longer as he has lost all respect. I was chatting with the folks who did the restoration on the car with Mr. Ruffolo listening and explaining what had to be done to get into the Guinness Book of Records and what kinds of documentation one has to provide in order to be accepted. It appeared that Mr. Ruffolo did not want to hear about that as he walked away in the middle of our conversation.

Eighth: It took a year and two cartons of documentation for the



Boot of Mr. Ruffolo's Volvo

Guinness Book of Records people to accept my car as the highest mileage car in the world and the first one to break the two million mile mark. When I passed the highest mileage car (which was a VW Beetle) in the world which was also from California in 1998, where was Mr. Ruffolo then? When I passed the 2 million mile mark, again, where was Mr. Ruffolo? Certainly it was not for lack of publicity that these events were about to happen.

Ninth: If the editors are interested perhaps they might want to check with Volvo of Australia to see what their feelings are on the matter. My car has been noted in all media outlets all over the USA and Europe for years now. You can calculate the number of miles I have driven for years based on all the places I show up, the number of times I show up and the dates. There can be no hanky-panky with my mileage or my odometer. I have driven my car more than 100,000 miles per year since I retired in 1996 which has allowed me to be in all these places. Volvo North America always knows where I will be and when. There is just too much documentation on my car each year. Mr. Ruffolo up to now has not been able to produce any documentation of any kind except for his own press release (if you read the bottom, he puts a disclaimer that he/his family wrote the article).

Tenth: 'Nuff said....this will begin to sound like I have to defend myself and nothing could be further from the truth. I still invited to dealer openings, re openings, charity events, special sales and promotions, etc. I have not seen Mr. Ruffolo's car since the meet in San Diego last summer...nor read about it showing up anyplace.

I hope some of this is clear and understandable. One tends to get a bit emotional over unsubstantiated claims. I would bet that Volvo Cars would LOVE to have another 2 million mile car out there. Can you imagine the

advertising possibility? It would certainly be to their advantage. However...it will not be Mr. Ruffolo's car.

If you look carefully at the pictures...you can see what is correct and what isn't. Having the engine compartment painted black covers a multitude of problems: Vacuum booster for the brakes is missing, generator paint seems to have blistered, wrong jack handle for this year/model, no jack, temperature gauge seems stuck at 160. Non Volvo equipment (including the battery, improper leather seats), etc. etc. This is by no means a prize winning car in any category.

Although in one of his early press releases he claims that he will hit the three million mile mark just before I would if I can keep up the pace I have been going at. That would mean he will also be driving 100,000 miles per year of close to it. I have already stated that he is never in the country so that is difficult. Secondly, you will notice that his license plate (rear) is a HISTORIC plate...which in most every state including California, the car is limited to 3500 miles per year so as the car can be driven to and from shows, parades and occasional family outings. The same rules apply if one carries HISTORIC insurance on the car. There certainly are a few things here that do not add up.

*All the best,
Irv Gordon (from NY, USA)*

MORE FROM IRV

Below is a message from Irv Gordon to George Minassian. We all hope to see Irv at the 1800/120 Club Rally in 2006!

George,

Just took a peek at the pics you sent and that Mike Dudek from California responded to. Great web site and very nicely done. Looks like all had a good time and you

continue to have beautiful (including yours) cars for display. It was nice to see the faces and cars of some of the folks I remember meeting and sorry that my schedule here keeps me on the road so much. Basically I have been on the road for Volvo since April and I have just returned from Las Vegas (for Volvo). This is my third crossing of the USA (3000 miles each way) this year and I have/continue to put over 100,000 miles on my 1800 per year since I retired from teaching. I just turned 2.3 million miles on this trip, returning home yesterday. The car seems to be holding up just fine even after crossing the Sierra Mountains at 12,000 feet in ice and snow (skiing already in Vail, Colorado). I am including a picture of my car taken last



The Real Deal: Irv's P1800 in the American desert, en route to Las Vegas.

week at the show in Las Vegas. Las Vegas is 2500 miles each way from my house. I believe I am done for this year except for maybe a trip to Miami if it gets real cold here on Long Island.

It has been a long time and I am glad your e-mail address was included in the web site. I see you continue to work hard for the club as always. Give everyone my regards. I will get back there to one of your meets one of these days in the not too distant future I hope....with my 1800!!!

*All the best,
Irv Gordon*



Irv's car on display at a show in Las Vegas

Classifieds: Cars & Parts

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

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

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

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

1962 P1800 (reg TBA) Rare Jensen model with cow horn bumpers. LHD (recently imported from Arizona USA). Red with cream leather interior. 4 speed with OD. Totally restored, near



concourse condition. 65,347 km. Any inspection welcome. \$20,500. Ph. Dominic anytime on 0409 421 252 or (03) 9390 0039 (24Feb05)

1997 850R (WOOF - number plates not included) 2.4ltr 5cyl Turbo. 184kw 350Nm. 5 speed Manual. Cruise Control, Dual Climate Control, Heated Electric Front Seats, CD player, 17inch wheels, Red with charcoal Alcantara/Suede & Leather Interior. All



Factory standard. In very good condition. Get your own part of Volvo history with this superb model. 90,000

km. \$29,999. Ph. Daniel, Mob: 0403 315 025. Alphington, VIC (20Feb05)

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 (10Feb05)

1988 240 GL (QRM 063) regd until 07/05; 195k; Cream with beige cloth; auto/aircon/steer/; Excellent condition; \$4000; Ph. Pamela (03) 9598 5235 after 6pm (8Feb05)

1972 164E Auto, reasonable condition, mechanically excellent & **1973 145** manual, twin carbs, new tyres, recon brakes. Both for sale, reasonable offer. Ph. Peter (08) 8367-5587, SA (6Feb05)

1968 122\$ PRICE REDUCED!! (HGS 392) 2-door. Beige in colour with red interior, has all the 123GT options fitted (Overdrive, Tacho, Driving Lights etc.) This car is in excellent condition, reliable



and nice to drive. 12 months Rego. *Price reduced to \$8500 for quick sale!* Ring John Wells (02) 4721-8451 or email spyder@tsn.cc (Revised 10Feb05)

1974 144DL (LZT 596) This is a ONE Owner car with only 136,000 kms; twin carbie; auto; beige with brown trim in excellent condition & always garaged; For more details on this exceptional car phone Michael on (03) 9850 6906 (8Feb05)

1979 242GT (AIC 18F - NSW) 189000 km. Rego to 07/05. Excellent car for every day driving, or with a little work, a weekend club rally or sprint car.



Bilsteins on front, Konis on rear. Tyres

(plenty of tread) Bridgestone GRIDS fitted on Volvo Mags. 2.3litre EFI, new clutch, reconditioned slave & master cylinder. Reconditioned power steering rack & pump. Reconditioned starter motor. New mid muffler & relatively new rear. Bodywork in great condition - shines up really nice. Because of other acquisitions we have no room. A BARGAIN at \$3500. Chris Bennett 040 392 0274 Sydney. (4Feb05)

PARTS FOR SALE: Wheels: 1993 Volvo 850 "Argo" 6.5 x 15 alloy wheels x 4, very good condition, price \$240. Phone Tim on 07 3890 2089 or 0407 590 598 or email owlink@bigpond.com (1Feb05)

PARTS FOR SALE: GEAR BOX & OVERDRIVE from 164. Complete from the bell housing to the tailshaft including support bracket. Hydraulic slave cylinder and fittings. Will fit straight on 18E & 140 series



modifications needed to fit 120 series such as a 140 tunnel & adapter plate for the drive shaft. Do not have the history but it came to me in very clean condition with obvious new sealing on all the OD box joints. I would fit it to my 120 but I am just finishing interior restoration and not keen to start cutting into the body. \$800.00 Chris Bennett 040 392 0274 Sydney. Can pack for interstate transport (4Feb05)

1993 940 SE (776 GVO - QLD) 100% original condition. 193K. Leather, electric everything, seat warmers,



Keyless entry, Air conditioning, power steering, ABS, Drivers air bag. Price \$12000ono (I am open to discussion)

Pierre Collet Motors

Web: www.pierrecolletmotors.com.au

VOLVO SPECIALISTS

LMCT 5717



SERVICE: 9836 9961
SALES: 9836 2065

Fax: 9888 5075

400-408 Canterbury Road, Surrey Hills 3127

Ph. 0402 868 204, (07) 5476 3611 QLD
(24Jan05)

1973 144 DL (GA 144 - NSW) Auto, AC, Yellow/tan interior. B20A engine modified for ULP. Fully restored.



Concours prize winner in open competition and class winner at 2004 National Rally in Canberra. No expense spare in maintaining car in concours condition. Probably best of this model in Australia. Original handbook, tools, etc. Many spares including car bra. Full NSW reg to Nov 2005. \$8750. Phone Stuart Allsopp on (02) 4358-8157 Lake Munmorah, NSW (15Jan05)

1980 262C PRICE REDUCED! (QNB-208). Gold Special Edition model. 175,000 km, RWC, good rego, Auto, Excellent Condition (one of the best around). No rust. Current owner for 9 years+. Always garaged.

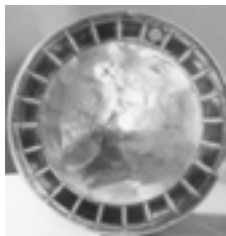


Regretful sale due to loss of car space. \$8,000 ono. Ph. Harold: (03) 9866-1919

(Revised 15Jan05) Note: Picture is representative only, not actual car!

1988-89 740 Turbo (rego TBA) Silver with black leather /cloth combo. Sunroof, auto, 124,000 km. Very good condition. Has had turbo replaced and head gasket, plus **1974 164E TE (rego TBA)** Light met blue - needs paint; mechanically good auto /air /p/s - normal stuff, 264 starburst alloys & range of spares including later model rubbing strips- circa 79 and water pump/ tail light lenses. Interior is brown 244- circa mid 70's [seats/ door trims etc] Price??? Phone Rolf on (03) 9700 5337 to discuss. (9Jan05)

WANTED: Full wheel stainless steel hub cap for 1964 Volvo P1800S. Measures 385 mm diameter. Painted



matt black between "spokes". Phone Richard on (08) 8564-1166 (5Feb05)

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)

1966 122\$ (405-05H) 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 (10Dec05)

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)

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 (10Dec04)

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)

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.

1970 Volvo P1800S (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)

1973 144 (unreg) 2-litre single carbide 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)

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 Robbedie, 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]*

Volvo models: Minichamps 1:18-scale



1:18 P1800ES Gold - Order Now!

1800ES in light blue metallic is now sold 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 \$50 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)

Please advise Editor when item sells! All ads will run for a maximum of 2 issues unless you inform the editor that you want the ad to re-run!!

CLEAR INDICATOR LENSES: As



240 Front Clear Lenses

seen at the VIC night meeting, I have some stock of the clear indicator lenses for Volvos. These lenses are very popular overseas because it makes their "older" Volvo look more up-to-date like some current models that are driving around today. The range of models isn't too bad - they are available for pre-80's front, 81- front + 83- rear, 81- wagon & 700/900 series. To see if your model is listed please



240 Sedan Rear Clear Lenses

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

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

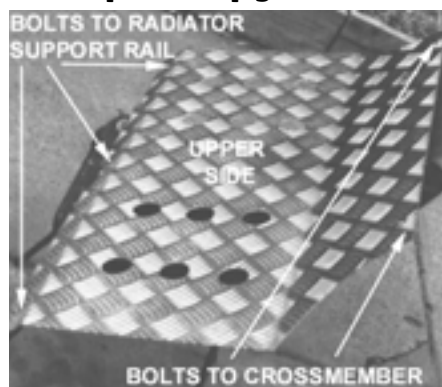
promote your club at outings and functions by wearing the logo. Contact Lance Phillips on email at: lancephi@cyberspace.net.au or Tel: (03) 9707-2724 AH.

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: \$95. 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 Volvesport. Ph. Ash Davies 0412-709-695 or Email ashdavies@optusnet.com.au. WEB site: <http://members.optusnet.com.au/ashdavies/dvs> (Revised 10Feb05)

Thanks for the photo! Toilet goes online, from Kevin Greenaway



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-piling, in blue with silver-grey contrasting colour. Cut seams.

Volvo Car Club Of Victoria

Membership Application/Renewal

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



☐ New Application (1 year membership from date of payment.) ☐ Renewal (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)	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.																																																
First Name: (Mr/Mrs/.....)..... Surname: ..... Partner's Name: (Mr/Mrs/.....)..... Membership number if known (8 digits - example 20040612)																																																	
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Your Car(s) Detail: (Engine number can be found on Registration Certificate) <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 16.6%;">Model</th> <th style="width: 16.6%;">Year</th> <th style="width: 16.6%;">Colour</th> <th style="width: 16.6%;">Reg. No.</th> <th style="width: 16.6%;">Engine No.</th> <th style="width: 16.6%;">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	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc. Signature ..... Date.....																																																	
For information about the club please contact the President Heino Nowatzky on (03) 9423-5045 or 0425-705-045. For information about your membership please contact the Membership Secretary Wayne Bowers on (03) 9397 5976 or email waynebowers@unite.com.au																																																	
Please send this form with payment to Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189 Thanks for joining or renewing membership with the Volvo Car Club of Victoria.																																																	

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Paint Protection System - normally \$95.00

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AT YOUR SERVICE

VOLVO PRIDES ITSELF ON ITS FIRST-CLASS CUSTOMER SERVICE.
HERE'S WHERE TO FIND YOUR NEAREST DEALER.

Area	Name	Ph.	Type
AUSTRALIAN CAPITAL TERRITORY			
Phillip	Rolfe	(02) 6282 4888	CSP*

NEW SOUTH WALES

Arncliffe	Purnell Volvo	(02) 9567 0000	CSP
Brookvale	Northside Volvo	(02) 9938 3355	CSP
Chatswood	Northside Volvo	(02) 9412 7555	CSP
Coffs Harbour	Bellbowrie Motors	(02) 6656 8700	CSP
Dubbo	Dubbo Heyer Automotive	(02) 6884 9577	CSP
Gordon	Northside Volvo	(02) 9418 5522	SP
Gosford	Advanx Motors	(02) 4324 5744	CSP
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
Penrith	Annlyn Motors	(02) 4722 9900	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.
AUSTRALIAN CAPITAL TERRITORY		
Fyshwick	Tony Farrugia Bodyworks	(02) 6280 4144

NEW SOUTH WALES

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

QUEENSLAND

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

SOUTH AUSTRALIA

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

VICTORIA

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

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