

ROLLING

AUSTRALIA
No. 160

May/June 2005



INSIDE THIS ISSUE:
Picton NSW Lunch
Believe it (or not?)
Volvo *Imagineering*
Norm's; E\$ Story Part 1
Dandenong Display Day
2006 Easter Rally Registration



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! Events Not to be Missed (see Pg 2 for full Calendar):

Tune-up and Safety Check Day

DATE: 21st May, 2005

LOCATION: Frisk's Garage, 4 Wigan Rd, Bayswater, VIC (03-9762-9353)

TIME: 9:00 AM-1:00 PM

COST: Free!

DETAILS: Arrive early as it is first come, first served. Have your car checked by the professionals at Frisk's. All financial members welcome!

Historic Car Racing and Car Display at Winton

DATE: 28th & 29th of May, 2005

LOCATION: Winton Raceway

COST: \$15 Saturday, \$25 Sunday

DETAILS: Possible small display of classic Volvos being considered on the Saturday. Contact Ash Davies on 0412-709-695 for further information if interested.

Web site: www.historicwinton.org

Volvo Club of Victoria AGM

DATE/TIME: Wed 3rd August, 2005

TIME: 7:00 PM dinner, 8:00 PM meeting commences.

LOCATION: Camberwell Tennis Club

COST: Free to financial members; all members welcome

DETAILS: Enjoy a free meal on the club and have your say in how the club is run in 2005/2006. Offer a helping hand - nominate for a committee position or officer's role! As usual, all positions are up for election. If you're interested in becoming an officer or committee member, please advise Heino (0425-705-045) and we will nominate you for the desired position. Nominations will be open on the night as well.

Cover Photo Contest

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

DETAILS: 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. The photo must be taken by you or you must have permission from the photographer to publish the photo (that means NO photos that you just found somewhere on some web site!) Any questions, please contact the Editor. Note: If you post a photo and want it returned, please advise us and we will post your original photo back to you.



On the Cover this issue: Adeline playing in the autumn leaves in Picton, with 122's in the background. Submitted by Noel Bruin & Lyn Foster.

Congratulations Noel & Lyn! Noel & Lyn submitted this great photo of daughter Adeline, taken at the Picton lunch in NSW. Keep those cameras ready to capture fantastic shots, and forward them on to the Editor! Thanks to everyone else who submitted photos for the contest. We'll keep all photos on file and they will remain eligible for use on future editions of the magazine as the contest continues.



WWW.VOLVOVIC.ORG.AU

VOLVO CLUB OF VICTORIA INC.

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

OFFICERS

PRESIDENT

Heino Nowatzky

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

hnowatzky@ozemail.com.au

VICE PRESIDENT

James Maddison

Ph. 0425-784-860

lotsofmagnets@yahoo.com.au

TREASURER

Christina Nowatzky

Ph. 0425-740-858 (AH)

nowatzkyt@mpx.com.au

SECRETARY

Stuart Boydell

Ph. 0411-150-246

p1800@sbscs.com.au

MEMBERSHIP SECRETARY

Wayne Bowers

Ph. 03-9397-5976 (AH)

waynebowers@unite.com.au

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

WEB MASTER

Ben Winkler

Ph. 0417-391-321

bwinkler@netspace.net.au

GENERAL COMMITTEE MEMBERS

Ash Davies

Ph. 0412-709-695

ashdavies@optusnet.com.au

Jesse Devine

Ph. 03-9722-9582 (AH)

0417-143-694

random_task43@hotmail.com

Noel Bruin

Ph. 0438-253-262

volvocrazy@bigpond.com

Mark James

Ph. 03-9529-2592 (AH)

feisty1@inet.net.au

PUBLIC OFFICER/AOMC DELEGATE

John Johnson

Ph. 0414-470-048

SAFETY OFFICERS

John Johnson, Ph. 0414-470-048

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

LIFE MEMBERS

Lance Phillips, Peter Spencer,
Gordon Scrambler, John Johnson

HONORARY MEMBERS

Robert & Shirley Kaub

REGISTER CAPTAINS

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

1800-SERIES

John Johnson

Ph. 0414-470-048 (AH)

SaintJohn@c031.aone.net.au

PV444/544 & 120-SERIES

Philip Perkins

Ph. 03-9874-7543 (AH)

philip@wilkinsinternational.com.au

142/144/145/164

James Maddison

Ph. 0425-784-860

lotsofmagnets@yahoo.com.au

244/245/264/265

Mark Hoffmann

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

vol244@hotmail.com

242GT/262C/242/262

Lance Phillips

Ph. 03-9707-2724 (AH)

lancephi@cyberspace.net.au

700/900 & 990/V90 RWD

Rod Patton

Ph. 03-5952-5927 (AH)

360/440 & 340/V40/V50

Mark Richardson

Ph. 03-9775-5302 (AH) 0403-814-545

mkr@alphalink.com.au

850/370/V70/360/380/XC70/XC90

Heino Nowatzky

Ph. 0425-705-045

hnowatzky@ozemail.com.au

CONTENTS

- 2-Calendar of Events
- 3-The Editor's Desk
- 6-President's Report
- 7-Birth Notices
- 8-Treasurer's Report
- 10-Membership Report
- 11-Brickbats & Bouquets
- 12-SA Club Pages
- 13-SA Events Calendar
- 14-1800/120 Club Pages
- 17-Norm's ES Story, Part 1
- 18-NSW CMC Calendar
- 19-Easter 2006 Rally Forms
- 22-VCQ Club Pages
- 24-Motorsports Register
- 27-Picnic at Hanging Rock
- 27-Victorian Display Day
- 29-1st Qtr 2005 Volvo Sales
- 31-Believe it (or not?)
- 32-Volvo *Imagineering*
- 33-Letters to the Editor
- 36-Classifieds: Cars & Parts
- 40-Membership Application

In Upcoming Issues:

- What's in Your Garage, George M?
- Volvo Utes from Around the World
- 2005 Economy Run Wrap-up
- New Tech Tips
- Volvos in Miniature
- Are You an E-Bay Addict? (I am!)
- A Tale of 3 Yellow 1800's
- Supercharged: Chapter 7

I LOVE MY VOLVO!

COPY CAT
COPY CAT
COPY CAT
PRINTING

Tim Cooke
MANAGER
Website: www.copycat.com.au
Email: mitcham@copycat.com.au



574 Whitehorse Road
Mitcham Victoria 3132
Phone: 9874 8881
Fax: 9874 7884

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

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

ROLLING AUSTRALIA

MAY/JUNE 2005 ISSUE NO. 160

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

EDITOR

Greg Sievert

Ph. 03-9397-5976 (AH)

gsievert@bigpond.net.au

17 Lakeside Place

Williamstown, VIC 3016

MARKETING AND ADVERTISING

Contact the Editor

03-9397-5976 (AH)

gsievert@bigpond.net.au

DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th June 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

May 2005

- Wed 4th Night Meeting**
 Guest speaker: Neil Roshier, Publisher of Race Magazine
- Sat 21st Tune-up Day: Frisk's Garage**
 Time: 9:00AM-1:00PM
 Location: Frisk's, 4 Wigan Rd, Bayswater (03-9762-9353)
 All members welcome! Come by and have your car checked over by the professional Volvo team at Frisk's Garage. Arrive early to avoid disappointment as inspections are done on a first come, first served basis. Any questions, contact Heino on 0425-705-045. See map on this page (Frisk's Ad)
- Sat 28th - Sun 29th Historic racing & car display at Winton Raceway**
 We're considering having a small display of classic Volvos at the event (probably on Saturday). If you're interested in going up, contact Ash Davies for details on 0412-709-695. See also the web site www.historicwinton.com.

June 2005

- Wed 1st Night Meeting**
 Guest speaker information see website www.volvovic.org.au
- Sun 5th Winterfest Warburton**
 Historical Vehicle Display in Warburton, from 9AM to 2:30PM. Registration at the old bus depot in Warburton on Warburton Hwy. For info call 03-5966-5649

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

September 2005

- Wed 7th Night Meeting**
 Guest speaker information see website www.volvovic.org.au
- Sun 25th Sprite Club Economy Run**
 The Austin Healey Sprite Club of Vic has invited the Volvo Club to join in their economy run this year. Start time is 9:30 AM on the Maroondah Hwy in Nunawading. If you would like to attend, contact John Roberts on 03-9720-2144 or 03-9801-1519 or email elaine_roberts7@hotmail.com. The club is trying to arrange a part of the run to include a drive up a famous motorsport track, so plan to attend!

October 2005

- Sat 1st - Sun 2nd Australian Historic Motor Festival - Winton**
 More info to follow. Car club displays, historic tractors, trucks, steam engines; Food & wine tasting, art displays, etc.
- Sun 2nd Euroa Show 'n' Shine**
 10AM-3:30PM in Euroa. Ph Rob Asquith 03-5795-1347 or 0439-398-195 for more information.
- Wed 5th Night Meeting**
 Guest speaker information see website www.volvovic.org.au

Have Your Say!

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

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!



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

PERFORMANCE IGNITION SERVICES
MANUFACTURERS OF SCORCHER DISTRIBUTORS AND IGNITION COMPONENTS

Telephone: (03) **9872 3644**

FOR ALL YOUR IGNITION NEEDS!

Unit 47, 41- 49 NORCAL ROAD
 NUNAWADING VICTORIA, 3131
 PO Box 464, BRENTFORD SQUARE 3131
 or Facsimile: (03) 9873 2646
 Email: perign@axis.jeack.com.au

Frisk's Garage

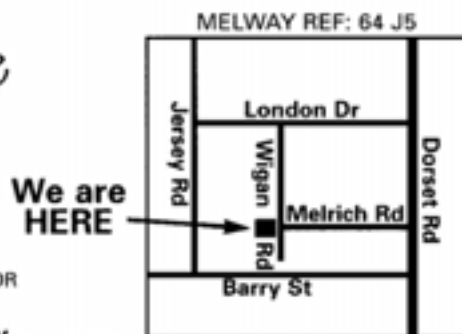
VOLVO SERVICE & REPAIRS
 4 Wigan Road,
 Bayswater 3153

PH: 9762 9353
 FAX: 9761 1593

Frisk's Garage

Paul Frisk
 MANAGING DIRECTOR

Marshall Hornby
 SERVICE MANAGER



THE EDITOR'S DESK

Greg Sievert

03-9397-5976 (AH)

gsievert@bigpond.net.au



"V-PARS" affliction

Hi All. Summer has come and gone, and now the temperate Melbourne autumn days are providing for some great driving experiences. It's one of the best times to enjoy that modern or classic car, especially if you don't have A/C and you don't want to risk running into heavy rain downpours that you might find in winter. Enjoy it while it lasts, because I'm sure it will change soon!

Now that the evenings are getting dark almost right after work, I find it easier to spend time inside the garage tinkering on my endless list of projects. I recently learned why you need to add more hardener to body filler rather than less. If you don't add enough hardener, it never hardens! (Duh!) Oh, it does sort of become a sticky, gooey mess that's almost impossible to remove from the area to be repaired, making for a very frustrating clean-up. I was chatting with Michael Tomkins (who you might have met at the VolvSaab day) at the Economy Run today, and he suggested I buy the Gregory's body repair manual. Of course I already have it (it had a 240 on the front cover, so I had to buy it when I saw it at the bookstore, didn't I?) but I hadn't thought to dig it out before I began the minor repairs on the 122. Thanks for the

tip Michael - I'll read the book before I make some more mistakes!

On the subject of the Economy Run, it was a great day! Depending on the magazine layout, the results & accompanying story with pictures will either be in this issue or the next. Once again, there was a surprising result from a 700-series turbo with the auxiliary fuel tank in the boot. I'm beginning to think these cars should be put into their own special category in Economy Runs because they seem to be very finicky on whether or not they accept fuel. The 740T's I've had both were very slow to accept fuel into the auxiliary tank depending on the angle of the car when refuelling. I suspect this may be why the results were so unbelievable in both this year's and especially last year's Eco run (with James "leadfoot" Maddison driving Heino's 760T). It is just for fun, and this year John made an honest attempt to refuel his 740T, but I still think it all comes down to the angle of the car at the petrol pump and the fact that the auxiliary tank is almost level with the fill nozzle, requiring fuel to basically fill into the bottom of the tank and force vapour back up through the top.

Thanks to everyone who submitted a cover photo for this edition. At our committee meeting Wednesday

we'll be making the final selection from this month's submissions, and those who miss out this time will go back into the contest for the next edition. Keep the photos coming and it would be great to get some photos from people who haven't sent any in yet. On a related topic, I know there are some folks out there who would like to see a colour cover again. I get the US Volvo Club magazines and the Volvo Club of America magazine is almost ALL colour now. But you have to remember that they have a subscriber base that's probably 50 times our numbers, and in general printing costs in the US are likely to be cheaper than in Australia. Unless we get some additional funding from Volvo or something, I think we'll have to stick to the black & white format.

Well, I really ought to get around to writing that "Addicted to Ebay" article. I think it might also turn into a story about "Volvo Parts Acquisition and Retention Syndrome" or "V-PARS" as I will refer to it from now on. I do think I might be getting my V-PARS under control because I was able to refrain from going to Pick-a-Part on the day after we had popped in there to check out what cars were in stock. (Hmmm, sounds sorta like an alcoholic dropping into the liquor store



VOLDAT AUTOMOTIVE
VOLVO SERVICING & REPAIRS
9553 1091

The Victorian Automobile Chamber of Commerce

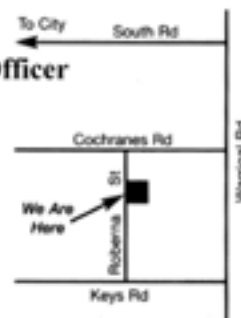
VACC
You're in good hands



Manager
John Johnson

Incorporating
THE SAINT EMPORIUM
Dedicated to the Service & Repairs of the Volvo 1800

New & Secondhand Accessories
Volvo Car Club of Victoria Safety Officer
All Mechanical Repairs & Servicing
Volvo New & Secondhand Parts
Fuel Injection & EFI Specialist
Auto Electrical & Part Repairs
46 Roberna Road Moorabbin
VIC 3180 Fax (03) 9532-2151
CALL (03) 9553-1091



to check out what whiskey they have on the shelf...) They happened to have an 88 240 wagon with 5-speed transmission and the charcoal interior like our 240. I was so tempted to go back and pillage the good parts off it (and there were many, as the car had just been put out) but I had a personal victory in my battle against the "disease" and didn't return. Four days later, my "treasure trove" of stuff that had been stored in Detroit for 5 years arrived and the 240 was relegated to the driveway while I sorted through things. Alas, V-PARS has reared its ugly head again as I was unable to throw away any of the used parts except for about 6 rusty bolts and washers. I need help! I did manage to compact most everything into some plastic storage bins and squeeze it into our small workshop space off the garage, but it will be impossible to find that elusive spare water pump or windscreen washer nozzle if I ever need it...lets see, which bin was that in? In any case, the 240 is now back at home in the garage with the 122, albeit with no room to move around either car!

There's quite a bit of action on the motorsports front. Thanks to Ash and Noel for keeping the budding race car drivers amongst us informed of local

events. I finally broke down and bought a couple helmets (on Ebay of course - see me if you need an inexpensive new helmet and I can advise you of the seller in Melbourne who we got ours from - a good guy to work with). Now there are few excuses to attend some of the track days. This Anzac Day weekend is shaping up to be an all-out push to get the 740T ready for some upcoming Winton track days. I encourage fellow members to get down to the track and watch Ash, Ben and others thrashing their cars around and having a great time of it. If you

think a day at the track is too expensive, keep in mind it's a lot cheaper than a speeding fine!

Finally, the Volvo Club of Victoria AGM is coming up in August - only a couple months off. Please consider putting your hand up for position on the committee as a club officer. It's a rewarding experience! We need fresh ideas and especially folks willing to help organise fun events and night meeting guest speakers.

Regards,



Swedish Vintage

8 Somersby Road, Welshpool. W.A. 6106

and Classic
Automobiles

Phone / Fax (08) 9350-9220

Email: oldswede@iinet.net.au



Restoration, Service, Repairs
and supplier of New and Used
Parts for Vintage and Classic Volvos. 120 / 1800 Specialist



"DUPLEX" PARKING SYSTEM

For Commercial or Home Use

We can lift your car and double your car parking space with DUPLEX... the single post car stacker!

CAR STACKERS AUSTRALIA PTY LTD
31 Macquarie Drive Thomastown VIC 3074
T: 03 9465 5188 F: 03 9465 4188



Share your adventures with us.



The ULR Group welcomes Volvo Car Club Victoria members.

Come in and experience the warm welcome where you can still expect the same great service, but now our range is more diverse than ever.

Discounts to all Volvo Car Club members for service and spare parts.



ULR GROUP

Melbourne City Volvo

351 Ingles Street (Car Turner St) Port Melbourne VIC 3207

T: (03) 9684 1070

volvo@ulr.com.au

VOLVO
for life

Malvern (Parts Only)

1303 Malvern Road, Malvern VIC 3144

T: (03) 9864 3535

VOLVO
for life

www.mcvolvo.com.au



MELWAY™ MAP 2E REF B8

President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS:

Annual Show and Shine

Our annual show and shine is conducted as a part of the AOMC British and European Motor Show in Dandenong. This is an event that while it has grown quite considerably in size it has also succumbed to organisational problems due to the size. The AOMC for those that do not know is the Association Of Motoring Clubs Inc and is the representation body for motoring and motor vehicle clubs in Victoria at both a national and state level. Their major fund raising events for the year are two motor shows, one representing British and European marques and the other American marques. These shows were originally held at Flemington Racecourse in close proximity to the wonderful rose gardens. Unfortunately they grew in popularity and I can only guess that greed set in and the Racecourse promoters requested an ever-increasing amount for the use of their facilities. All this of course eats into the profits, which are the only source of income for the AOMC. The next location selected was in Dandenong and the first shows were a great success with huge support from the local government and business as well as the local population. This year we were not so lucky, due to the large number of other sporting clubs utilising the reserve it became impossible for the AOMC to lock down a day for even one of the shows and this eventuated with a

number of date and venue changes. Luckily for us it was the British and Europeans turn for the first show (precedence changes yearly) and we still had the Dandenong location but the date did change. The American show was held in Moorabbin at a later date.

Ok you may ask why am I telling you all this. Well I can inform you that the committee was less than impressed with all the date and location changes and it made it hard for us to motivate you the members. Many members planned to attend on the original date and had made other plans for the subsequent date. It was not until much nearer the motor show that I was informed of the problems facing the AOMC in organising these events. At one stage your committee was investigating rescheduling our annual show and shine to a later date as a club run activity and only have a representation at the motor show. I am glad that this did not eventuate and that we were able to support the AOMC. I think it is imperative that organisations such as the AOMC continue to exist; they represent our interests as a combined body. The AOMC is a volunteer organisation run the same way as your club. I will endeavour to ensure better Volvo club representation within the AOMC but at the same time would like to ask you the members to support the AOMC in any way you can.

Our numbers were slightly down at this year's show but the quality and enthusiasm of our members was there as always. I must thank the committee and my family for all their assistance; from our part it all seemed to go rather smoothly (must be getting used to it now). Congratulations to all the winners and the participants, I hope you all enjoyed yourselves. I lost count of the number of people that approached me telling me they were Volvo owners and were both surprised with the quality of the cars on display but also suddenly very proud to be Volvo owners. Many joined the club on the day and many more talked to our members about buying specific models and joining the club. All said and done it really was a wonderful day with great weather, plenty of room (after a quick negotiation with officials), all the fantastic club members and their cars and the traditional BBQ. All those that attended would have seen the new club fold-out gazebos plus the new picnic tables and eskies. Dion and myself spruced up the club trailer with a new checker plate BBQ access hatch (courtesy of DVS - thanks Ash and Neil), new gas cylinder (courtesy of Caltex Mill Park) and Volvo S70 hubcaps that I found lying around (looking good).

Until next time
Heino Nowatzky

CLASSIC VOLVO SERVICE



122 AND 1800 • MAINTENANCE • RESTORATION • REPAIR
JOHN FLEMING AND JOHN KEANE - 30 YEARS EXPERIENCE

Ph: (03) 9877-7754 Unit 2, 17-21 George St. BLACKBURN Vic
ALSO: EARLY MERCEDES BENZ AND CLASSIC EUROPEAN CARS.

BIRTH NOTICES:

CONGRATULATIONS: It's a *VOLVO*!?

Suddenly taken:

White 240 GL. Will be sadly missed

Announcing:

Betty Bruin the big blue bouncy bogus bus (better known as 740Turbo wagon) acquired 2 days before the big move.

Joined together:

The 122S, V70R and new wagon now all together in Canberra.

Something you don't see everyday: a 122S with twin turbos!!!! (See me in 10 years, as I'm working on it! - Ed)

Bjorn again Volvo

Driver

One day I realised something was seriously wrong. We were driving along in the 240..... Get it??? That's right - if we're out in the 240 that means there's a clean and classic auto and a turbo sports wagon with all the mod cons sitting at home in the driveway. And we're out driving a car we bought for \$400 sight unseen off Ebay with crappy seats and headrests that look like somebody's dog chewed them!! And even worse, we weren't just out driving in it - we were fighting about who owns it!!

Since that day I sadly managed to stack the car in question. It was raining, it slipped on the road and unfortunately there was another car right there. The tow truck driver kindly gave me the grill off the 240 with the comment "that's probably all you'll get", the police kindly gave me a lift to the station and a couple of hours later I was walking home to an empty house, grill under arm, bawling from the shock, but being a bloody Volvo driver, I wasn't actually injured. (The family were away in Canberra buying a house, as I had sold the house in Melbourne the same morning - a big day.)

Being rudely deprived of the 240 somehow didn't diminish our Volvo collection any. As soon as Noel saw the car in the workshop next door to John Johnson's and realised the car was

unfixable, he promptly ran back next door to John's and bought the first Volvo he saw - a 740 Turbo wagon. (Bought with my money of course - that makes it MY car. Are you reading this, dear??? A few years ago you would have been fighting to get me IN a Volvo. Now it's an ongoing barney about who owns which ones. What is going on?)

As for what's in the garage, Noel seems to have this cunning plan going on whereby he is determined to replace every component of the V70R by stealth (with help from Ebay and a host of mates) and add some others. Sound familiar?? So far he has replaced perfectly good headlights, a perfectly good grill, perfectly good mudflaps which then had to be painted 'saffron pearl' (if he wanted wanky colour coding, he should have purchased a bimmer) perfectly good mufflers, and he's even trying to work out a way to sneak in replacements for the perfectly good wheels. Now that he's replaced the perfectly fine intercooler.

So what else is in the garage? The



car all the way to Canberra, stopping every couple of hundred clicks to refill the oil, but Noel has friends with a farm and lots of sheds so we figured, why bother doing the roadside fix-it with two whinging kids in the hot car.

In the end it was a good excuse to drop in on old friends with a built in excuse to call in again soon! In fact, we ran away from home to go and fix the car on Easter Sunday. If I recall, I fixed the car myself as a certain other party has a bad habit of dropping the bolts down the hot motor into some very challenging places! Then I came back home to Canberra to rescue Mum and Dad from the kids and Noel spent the night out shooting rabbits with friends, no wonder he didn't get anything from the Easter bunny!

As for the new 740 (aka the big blue slug), it goes well and Noel is



Lyn Bruin's 122S with "Twin Turbos"

lovely 1966 122S which, apparently, goes quite well. (In fact, it goes so well I was once accused of unfair dragging, having beaten a certain burgundy 850 T5 from the traffic lights. Like DUH - of course it was unfair - HE had a turbo charged sports wagon and I was in a granny car!!!) Mind you it didn't go so well as to make it back to Canberra from the British and European.

When we stopped for petrol, we noticed how shiny the back chrome was and realised it was spitting buckets of oil from under the rocker cover, so we decided to let it have a spell in Beechworth until such time as we could acquire the appropriate gasket. It's true that we could have still driven the

already trying to swap bits of it for newer or other bits. I'm sure it'll be having a secret makeover soon so it can play with the cars in the 'modified' class!! Noel is officially banned from swapping or adding things on the 122 so I'm sure he'll be making up for it with this one!!

I can't even believe we own a minimum of 3 Volvos at all times now and two of them are mine!! Maybe we'll have to change the family name soon.

Till next time...

Lyn "NOWATZKY" (nee Foster) :)

Treasurer's Report

\$\$

Christina Nowatzky

0425-740-858 (AH)

nowatzkyt@mpx.com.au

MONEY BUSINESS

Account balance on 08th April 2005 is: \$1,560.62. The last magazine Treasurer's report was on the 4th February 2005. At that time, we had a bank balance of \$2,988.77. This month's Net income is down slightly due to higher Magazine Printing/Postage cost as we are having more and more people contributing to and receiving the magazine, as well as several large events and the purchase of new supplies for the club trailer which were desperately needed (tables and tents.) However the clubs bank balance is still looking healthy and we are in a good financial position.

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

INCOME:

Membership Subscriptions: \$820.00
Magazine Contributions - 1800/120 Club & Volvo Club of QLD (Mar/Apr): \$479.70
Meetings: \$105.80
Advertising & Sponsorship: \$20.00

Sale of Badges: \$10.00

GROSS INCOME: \$1453.50

EXPENSES:

Reimbursed Expenses (British & European BBQ): \$163.30
Suppers: \$23.95
Magazine Printing (Mar/Apr): \$1043.00
Magazine Postage (Mar/Apr): \$321.41
Office Supplies (Magazine bags): \$299.20
Bank Account Operating Costs: \$41.73
Rental of Club PO Box: \$56.00
TOTAL EXPENSE: \$1948.59

NET INCOME (loss): -\$495.05

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

Michelin "Tweel"

Michelin is working on another airless tyre concept. Called the "Tweel" (very cheesy in my opinion! Ed.) it could be the next greatest trend in tyres. For more info and pictures, check out the official press release on their web site: <http://www.michelinman.com/difference/releases/pressrelease01102005a.html> or search Google for "Michelin Tweel". [Thanks Lance! Ed.]



Michelin's Tweel Airless Tyre Concept



MASONS

VOLVO



Authorised Volvo Dealer for Service and Spare Parts

SERVICE: 19 Martha St, *Jim & Stephen* ~ 9786 3591
PARTS: 21 Martha St, *Laz & Josh* ~ 9786 3333
Seaford, 3198

10% Discount on Spare Parts
to members on presentation
of current card.

www.masonsprestige.com.au



ROLLING AUSTRALIA

Masons Prestige

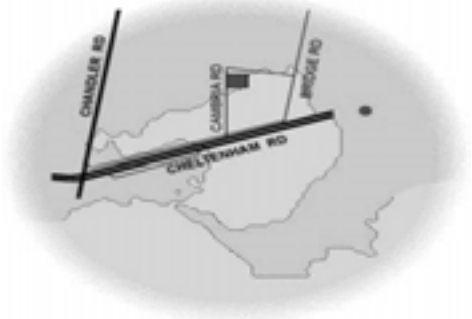
VOLVO
for life

53 Wells Road
Seaford VIC 3198 Australia
Telephone (03) 9786 3555
Facsimile (03) 9786 2512
Mobile 0403 000 0063

VOLV SAAB

AUTOMOTIVE PARTS

**31-33 Cambria Road
Keysborough
Victoria 2173**



Tel: (03) 9798-7200 Check out our Web site at www.volvsaab.com.au for many special features available to Volvo Club members.

DEDICATED SERVICE

Australia's only dedicated Volvo & Saab parts warehouse. Our commitment to you, as a member of a Volvo car club, is that we will always provide premier service for all your Volvo automotive needs. When you deal with VolvSaab you will receive the benefits of the fastest service, best quality products and at the lowest possible price every time.

HUGE RANGE

As Australia's largest importer, dismantler & rebuilder of parts for Volvo vehicles we can offer an extensive range of quality new parts alongside an enormous range of recycled and warranted genuine used parts for all models.



EXPERIENCE

Established in 1985 VolvSaab has a huge depth of experience and knowledge to help you find the right part.

HOURS

We are open for your convenience at the following Eastern Standard Times:

Monday-Friday	8.30am to 5.30pm
Saturday	8.30am to 12.30pm

MEMBERSHIP REPORT

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



Hello everyone! Our membership base continues to grow steadily. To handle memberships more efficiently I have been writing a new membership database for the club. This will allow all member details to be recorded, as previously we only had an Excel spreadsheet for tracking members. The database will also allow pictures of members' cars to be stored along with the vehicle details. It will also allow personalised renewal forms to be sent to members making it very easy to renew your membership in the Volvo Club of Victoria. I would ask that members please be patient while all these details are updated and put in place. Please let me know of any errors in your membership details.

Please send in (or email) any spare photos you may have at home of your Volvo(s) so that we can record them in the club database. We would also like to use them in the club magazine. The photos will be scanned and recorded on the computer so your photos can be returned to you upon your request.

Membership Status

Number of members: 157

Number of expired members: 19

Number of current financial members:

138

New Member List

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

Brennan Weir	V70R AWD
Hamish Routley	850 R
David & Margaret Spratt	850 T5 & 960
Ralph Price	242 GT, 142 GT, 144 GT, 122, P1800S
Hunter & Anne Gill	144 DL, 740 GL
Leigh Holland	262 C Bertone, 244 GLE
Peter Joseph	142 S
Geoff & Carol Cole	850
Robert Susanj	740 Wagon and Sedan

CH Plates

All club members with CH plates should make sure that your vehicle details are up to date with the club by signing and returning your renewal form with complete vehicle details.

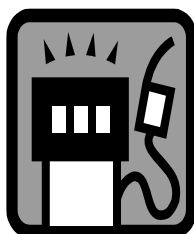
If you have any queries about your membership please feel free to contact me via email waynebowers@unite.com.au or phone (03) 9397 5976.

ECONOMY RUN, 2005

This year's Economy Run was held on 17th April (thanks to organiser Graeme Wakeling!) In the next issue, we'll have full details of the Leadfoots and Lightfoots. In the mean time, here's a couple photos to whet your appetite. See the Victorian Events Calendar for another Economy Run being organised by the Sprite Club in September. We also have a DVD of the event that we'll show at an upcoming night meeting.



If we stare at it long enough, maybe it won't use as much petrol!



Was this P220 the year's Leadfoot (again)? Details in July/August issue!

CARSON & MURPHY

AUTOMOTIVE

VOLVO SPECIALISTS

24 FIRTH STREET, DONCASTER, VICTORIA, 3108

**SERVICE & REPAIRS ON
ALL MAKES & MODELS**

Contact: Austin Carson or Len Murphy

Phone: (03) 9848 9655, 9848 9346 Fax (03) 9848 9783

Brickbats & Bouquets

with "Grumpy"

THE PERFECT CAR

Thought that would get your attention. Sorry, but there is no such thing. All car designs are a compromise - size, cost, efficiency. Even the mega-cost cars such as the Rolls Royce and the Maybach, although built without regard for cost, are not without their problems. Consider the size when it comes to parking, and the weight when accelerating and cornering at speed.

When I think of the "Perfect Car" I consider what would be perfect for me. Now if I were single and twenty-something I would want a red, sexy, open sports car ... probably a Porsche Boxster! Then if I were a grey nomad endlessly driving cross-country on the



Homer Simpson's "Perfect Car"

top of Australia I would want a big tough four-wheel drive like a Toyota Land Cruiser, fitted out with CB radio, power winch, air-conditioning and a global positioning system.

But I am, sadly, none of these things. What I want is a comfortable, easy-to-drive and maintain car to suit my needs. Most of my driving is around Melbourne with the occasional trip to Sydney or Adelaide [and places in between]

I prefer rear wheel drive - do you notice that expensive cars like BMW and Benz, and basic cars like the Commodore and Falcon stick with rear wheel drive? I like the set-up with an in-line motor in front, transmission in the middle and a differential at the

back delivering power to the rear wheels.

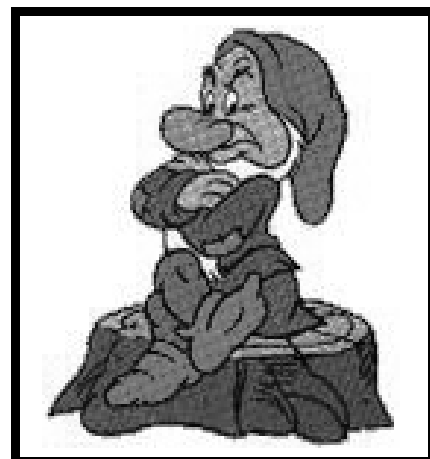
The problems of having everything up front is that the car is nose-heavy and all mechanicals are so stuffed in to save space so that the home mechanic is defeated before he starts and the fully-trained expert mechanic has to spend twice as long trying to remove failed parts for replacement. Note: nobody repairs components today - pull it out, chuck it away, bolt in a new part. Constant velocity joints driving the front wheels have improved over recent years but they still limit the turning circle.

So MY ideal car would be a four cylinder motor of about 2 to 2.5 litres, fully balanced, very quiet, very smooth.

I still favour manual gear boxes, so I'd go with a 5 speed. That said, I am tempted to go automatic as the 5 and 6 speed automatic transmissions are reported to be very smooth and efficient. I just hope that they do not need as much maintenance as earlier autos. With rack and pinion steering and a well-balanced car I could probably live without power assist, but then my wife would probably refuse to drive the car! Headlight would be simple circular 7 inch [180 mm] Bosch, Cibie or Marchal units with quartz-halogen globes.

Tail-lights and turn-indicators would be clear globes behind red or amber lenses [none of these red and yellow globes]. Each lens to be separate to make replacement

cheap and easy, I hate the idea of paying \$200 to \$300 to replace a complete unit of stop-light, turn indicator and backing light because ONE lens has a small hole. I could live with out independent rear suspension on the basis that a well designed rigid axle



would cope with all the driving that I am likely to do in the next twenty years.

If this sounds like the 1950's design for the Volvo 122s Amazon you're not far wrong! What I'd like is a 21st Century version. I suppose I'd have to have a fuel injected motor, though I still love those twin SU carburettors! I do not want a huge front windscreen from my knees to over my head, and I certainly do not want a glass roof that is available on a current French car. In the Australian summer the more glass the quicker you fry! I would like air-conditioning provided it were compact and efficient. But I would also like plenty of fresh air scoops to blast air through the car before the heat gets so unbearable that I just have to turn on the air-con. A new body design would stop the neighbours sniggering as I fly by and hopefully would be more slippery through the air and let me keep using the car when petrol exceeds \$5 a litre!!!

Grumpy



Grumpy's Perfect Car? (Photo: K. Menzel)



The SA Pages

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

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

PRESIDENT

DAVID BENNETT
Ph. 0418-894-380 or 08-8346-1104 (Day)
Fax. 08-8346-9754

VICE PRESIDENT

CRAIG RASMUSSEN
Ph. 0428-529-372

TREASURER

COLIN IRELAND
Ph. 08-8248-5081

SECRETARY

HELEN JUDD
Ph. 0429-092-870 or 08-8341-8908 (Day)

MINUTE SECRETARY

GRAHAM CADD
Ph. 08-8387-5065

CLUB CAPTAIN

KEN BAYLY
Ph. 08-8293-2784

AUDITOR

DUDLEY HOCKING

PUBLIC OFFICER:

LANCE DEBRENNELL-CADD

EVENTS COMMITTEE:

Ralph Wildenauer (08) 8298 4941
Tricia Judd-Ireland (08) 8248 5081
Joan & John Peace (08) 8294 3183
Zaree Sullivan (08) 8555 0585
Graham Cadd (08) 8387 5065

CORRESPONDENCE

ALL CORRESPONDENCE TO:

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

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

SA Historic Registration Reminders

It must be remembered that it is a PRIVILEGE (not a RITE? or RIGHT?) that the Volvo Car Club of SA is able to offer Historic Registration to its members. Failure to follow a few simple guidelines can remove this privilege, not just for one member - but for all! This has happened already to a few car clubs in Adelaide. So a few gentle reminders:

1. If you sell your car the log book DOES NOT go with the car to the new owner. The Log book is to be returned to the Club for cancellation.

2. If your log book is misplaced or stolen, notify the club officials as soon as practicable.

3. DO NOT use your vehicle for any form of monetary gain.

4. The log book is a legal document, it must be kept up to date, must be filled out and with you any time you are using the vehicle.

Log books and registration papers must be revalidated at the Annual General Meeting. Members unable to attend the AGM should make alternative arrangements with one of the Club Registrars within one month of the AGM. Failure to do so will result in your Historic registration being revoked, and full registration fees being applied.

When attending this year's AGM, please bring the following items:

1. Your Car (it has to be inspected regularly by a club Registrar),
2. Current Registration Papers (these need to be endorsed by the Club),
3. Your Log Book,
4. Your current Membership Receipt.

The **Club Registrars** are currently:
Ken Bayly
David Bennett
Craig Rasmussen

EVENT DATE CHANGE:

Penguin Discovery Tour - Granite Island
NOW 18 June 2005
Depart Blacks Road - 1.00pm Sharp
Entry Fee:

Adults - \$12.50

Children - 5-15 years \$7.50

**DONT FORGET YOUR WARM
CLOTHES AND WALKING SHOES**

THE BIRDWOOD CLASSIC - 2005

Those who attended the 2003 National Rally in Clare will remember that as part of the weekend we participated in the Birdwood Classic - an event for classic cars built between 1945 and 1973. This event is a biannual and is on again the last weekend in September. The cut-off for build date this year will be 1975.

For those that have not seen the event, up to 2000 classic cars converge on an oval west of Adelaide on Sunday morning for breakfast. We then depart to travel a set route through the streets of Adelaide lined with 1000's upon 1000's of spectators. The final destination is the National Motor Museum at Birdwood, where the cars are displayed while you enjoy lunch, view the museum, concourse judging and other entertainment. Several other car clubs are once again holding their Nationals in conjunction with the Birdwood Classic (as we did in 2003).

The Volvo Car Club of SA invites all members, local and interstate, to prepare their Classic Cars for this major event on the Australian motoring calendar. Members who participated in previous years will automatically receive an application from the event organisers



Some of the Volvos on display at Birdwood in 2003

expected to be mid May. If any new members would like to enter, please contact the SA Club and we will send out an application. With car numbers to be capped once again to under 2000, you will need to get applications

in early. If there are a significant number of interstate members attending the event, the SA Club will organise an outing on the Saturday evening.

Please feel free to contact any of the SA Club committee if you have any further questions, or would like to register your interest.

Ken Bayly

VOLVO CLUB of SOUTH AUSTRALIA

2005 Events Calendar - June to October

JUNE

Revised Date: 18TH

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



JULY

8TH

Annual General Meeting

7.30pm – Glandore Community Centre
Club members are encouraged to show support for the club, nominate for committee, and put forward suggestions to help the Club grow. NOTE: Historic registration car inspections from 6:00 pm.

17TH

ETSA Museum

9:30 am at 31 - 33 Broughton Av, Kurralt Park.
The ETSA Museum is being opened exclusively for us by our very own Peter Cotton. View historic electrical generating and distribution equipment, and household electrical appliances.
Admission Free. Tea and Coffee available.
Followed by sausage sizzle at the Museum - \$2.00 per person.

AUGUST

13TH & 14TH

Alligator Gorge National Park – Willmington

Further details include accommodation closer to the event

SEPTEMBER

9TH

Club Meeting

7.30pm – Glandore Community Centre

16TH

STRATHALBYN SWAP MEET

from **7:00 am** Strathalbyn Racecourse, Milnes Road
More than just car parts (although there are a lot of them), but all sorts of memorabilia and old wares.
Admission \$5, Children Free, Catering Available.
More details closer to event for those wishing to go as a group.

18TH

City to Bay Fun Run

Non walkers support the club walkers by joining them for brunch at Glenelg after the event. Further details closer to the event

24TH

Bay to Birdwood Pre-Run get together

Join the participants for dinner for the pre-run get together
Come and meet the interstate **Volvo** participants

25TH

Bay to Birdwood Run

See info in magazine text May/June Issue – more to follow

OCTOBER

30TH

Annual Crabbing Event – Pine Point

Depart Globe Derby, Port Wakefield Road **8.30am** sharp
Bring shoes to wear in the water, racks, buckets and eskies
Catch your own lunch or if not in luck BBQ lunch supplied
BYO chairs & drinks



The 1800/120 Pages

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

VOLVO 1800/120 CLUB AUSTRALIA INC.

P.O. Box 6522

Tweed Heads South, NSW 2486

Ph. 07 5536 6977 BH

Email: ozamazon@tpg.com.au

1800/120 Club web site:

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

eGroup's site:

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

123GT web page:

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

PRESIDENT

Richard Zammit 07 3399 1704

zambo@optusnet.com.au

VICE PRESIDENT

Graham Jones 07 3397 0808

grahamjones356a@hotmail.com

TREASURER/MEMBERSHIP

George Minassian 07 5536 6977

ozamazon@tpg.com.au

SECRETARY

John Wenban 07 5494 3891

jwenban@iprimus.com.au

NSW OUTINGS CONTACT

Guy Smith 02 4739 8127

guysmith2@bigpond.com

QLD EVENTS CONTACTS

Janet Thomson 07 3899 1339

Janet.Thomson@acgs.qld.edu.au

Pat Beiers 07 3206 1035

itpmbeiers@tpg.com.au

COMMITTEE MEMBER

Ross Stephens 07 3399 1515

mapline1@optusnet.com.au

TECHNICAL ADVISORS

NSW Technical Advisor - Gerry Lister

Ph/Fax: 02 94033049 Mob: 0412 221 211

QLD Technical Advisor - Peer Skaarup

Ph: 07 3245 7966

VIC Technical Advisor - John Johnson

Ph: 03 9532 2151 Mob: 0414 470 048

SA Technical Advisor - David Bennet

Ph: 08 8346 1104 Mob: 0418 894 380

WA Technical Advisor - Wayne Coles

Ph/Fax: 08 9350 9220

CORRESPONDENCE

ALL CORRESPONDENCE TO:

Volvo 1800/120 Club Australia Inc.

P.O. Box 6522, Tweed Heads South,

NSW 2486

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

2006 RALLY REGISTRATIONS OPEN!

The registration details, accommodation options and agenda for the 2006 Easter weekend are released in this edition of Rolling. We highly recommend that people get in early with their accommodation bookings with the motels detailed, as it is on a first in first served basis.

We will be looking to those folks who register to indicate if they would like to be part of a specific tour of some of the various attractions listed in the attractions information. We have left room for people to work together in small groups if there is an area of interest they would like to explore within the attractions list.

Alternatively, there is ample opportunity for couples to do "their own thing" during the free times that have been allocated away from specific Rally events, get together, dinners, etc. All of these decisions can be made in the lead up to the event - no need to make an urgent decision now.

In the enclosed documentation, there is a checklist of activities, dinners, etc for those who wish to register to fill out and mail to George Minassian with the appropriate fees. Accommodation is to be handled between individuals and the motels who have been briefed to expect contact from the various Clubs - please remember to mention the "Volvo Rally" when you call, to prompt their memories!

Please contact your respective Rally coordinators in VIC/SA/WA (Lance Phillips - contact details on Page 1 - 242GT Register Captain) and in QLD (Graham Jones - email details on left panel of this page) should you have any questions.

We are still waiting for someone from NSW to nominate for that State's Assistant Rally Co-ordinator position - which frankly requires not a great commitment of time. The person would represent the event at social outings, answer questions locally (we'll fill you in on what's likely to be asked, supply info sheets, etc) and be part of a national team.

This event is being held in NSW, and we have a NSW Rally Director on

the ground BUT really need someone closer to the coast as Rex Sneyd is too far away to put in personal appearances. We need someone to represent NSW especially on the coast where a big percentage of our members are. So what do the members of NSW say?

There is a feeling with the people from all over Australia that I have spoken to since we announced the Rally that the 2006 event will be a real cracker - the motivation and anticipation is definitely there. So let all lovers of Volvos get behind it! But please get in early with your accommodation bookings.

Richard Zammit - President

QLD CHAPTER NEWS

Breakfast - Daisy Hill State Forest, Brisbane - Sunday March 6, 2005

The day dawned sunny and pleasant at a time of year when the heat of the day can come early and make a great day really uncomfortable. Fortunately Mother Nature smiled and we had one of our best turn outs for a breakfast for many years.

People we don't see nearly as often as we'd like made the trouble to get up early and make the trip and everyone had a great time.

The cooking was (again) expertly handled by Janet Thomson and Graham Jones - full marks to them both for organising the food, drinks and the BBQ area by getting there early to reserve it. Ross Stephens also arrived early to help Graham and Janet in their preparation endeavours, so many thanks to Ross also.

Janet's daughter Lucy chimed in as a ring-in cook this year, as we ran two separate BBQ stations to accommodate the demand from all the folks in attendance.

To her credit Lucy (and Janet) inhaled more smoke than a quality control inspector at the Malboro factory, but never flagged as the snags, bacon, eggs, etc came off thick and fast.

I think everyone felt pretty satisfied with this annual ritual and we



Janet and Lucy - do they look a little "high" from all that smoke?

must be doing something right because the numbers seem to grow a bit each year.

The committee took the opportunity to hold a committee meeting in honour of Rex Sneyd who drove all the way (with his lovely wife, Edith) from Inverell in New South Wales for the breakfast, in order to discuss the



Rex and Edith Sneyd who though they'd just nip over from Inverell for breakfast!

Rally and finalise details. It was great for those of us that hadn't had the pleasure of meeting Rex to finally put a face to the voice and name. The rally business was finalised efficiently, the fruits of which you can read about in another section of this edition of the magazine.

During the morning we had some interesting visitors including a very bold kookaburra and a goanna was spotted by Alex Minassian, which really made



The usual suspects in line early for a feed - they look pleased with themselves!



Our feathered interloper - he had a good laugh on us as everyone fed him!

his day. I haven't seen Alex that excited at a Club function ever!

We are all looking forward to a great turn out next year and thanks to all those who made it such a success by attending.

Richard Zammit - President

Awesome Turnout for VP Tuning Day At GLT

Awesome - that's the only word people were using on the day to describe the enthusiasm in force and the numbers that showed up for the morning's events on Saturday 16th April.

Around 80 Volvophiles turned up to see a product display put on by Melbourne-based Mark Richardson of VP Tuning, courtesy of the hospitality of 1800/120 Club Queensland Technical



Anyone want to buy a fleet of high performance 850's?

Director and GLT Car Centre proprietor, Peer Skaarup.

Peer, his lovely wife Maida and junior Skaarups Zoe and Ryan put on an excellent sausage sizzle so all us Volvo nuts could take our time having a good look at the vehicles and products on display, knowing that when we felt the munchies coming on we were only a maximum of 20 metres from our culinary rescue!

Mark's display was very professional and included a cross-section of products,

novelty items and branded clothing as well as a range of catalogues featuring IPD products which Mark brings in for Volvo enthusiasts as needed. For customers in South East Queensland, Peer is keen to help folks make sure they are selecting the best performance part for the Volvo and welcomes any calls to discuss their needs.

One of the highlights of the day - apart from the "on purpose" destruction of a Volvo motor (which revved for so long time that many thought it might never give it up!) - was where some great wines, beers and Volvo merchandise items were given to winners in an impromptu "best of"



Peer Skaarup and Mark Richardson looking like they run a caryard for classic Volvos!

awards ceremony - some brilliantly presented 1800's, 120's and 850's provided some keen competition for the goodies on offer.

Helen Hunt and her members from the Volvo Club of Queensland were also in full support of the day and it was great to see the brilliant display of 1800's and 120's complimented by a yard full of 850 T-5 and R's, as well as a couple of Bertone's, the Greenaway's legendary 164, all well



Pretty Line-up



Panoramic View of GLT Car Centre VP Tuning Day (Photo: K. Greenaway)

supported by a variety of other Volvo models as well.

It shows the power of combined events when Clubs like the 1800/120 Club and in this instance the Volvo Club of Queensland get together - so this seems like a great goal for the future when the fit is right for joint events.

Great enthusiasm, beautiful Brisbane weather, a fantastic array of cars - it doesn't get much better than that!

Richard Zammit - President

Open Day at GLT Car Centre - VP Tuning Perspective

Saturday the 16th of April finally arrived and with expectations high. I was hoping for a great day. I was keen in meeting new faces and cars especially the younger Volvo models for the obvious reasons!

Kent Beecham drove us down in his nice 850R to Peer's workshop where we found Peer and some club members already there.

The GLT team did a great job in cleaning the place for this day. (Believe me I saw the workshop on a busy Thursday!)

A few older Volvo's were already lined up as was the C70 from Ross Stewart, cleaned up for the occasion.

After setting up the merchandise it was time to meet the people and from then on I didn't stop. I was here and the next minute over there. The cars kept on coming! Great...Andrew brought his brothers and their Volvos along, I believe four cars ranging from 850T5, T-5R, S70T5.

In all of this Maida (Peer's wife) was trying to feed me but I was on the run 'cause I wanted to speak to everybody, but she managed in the end.

There must have been at least 30 cars in the end. Ranging of course from the 120's/P1800's (as they were part of the team organising the event) to the 850's and later (a result I was really pleased with).

A special thanks goes out to Peer and his team, the clubs and my customers who turned up. Thanks guys for giving me the opportunity to represent myself and VP Tuning.

Till next time, Mark Richardson

NSW CHAPTER NEWS

Coffee Morning held at the Come by Chance Café, Picton

Sunday 3 April saw members meet up at Bringelly at 9am and set off for the Come by Chance Café at Picton. Much to our surprise when driving through Camden was to sight a nice 1225 heading in the opposite direction with the occupants waving to us as they passed by, it was an area you couldn't pull up in or turn around, we could only



Club members enjoying a relaxed Sunday Morning at the Come by Chance Café

see the car disappear around a bend in our rear vision mirror.

More to our surprise was about 20 minutes later we pulled into the car park of the Café only to be followed in by the 1225 we passed in Camden, with Noel Bruin, Lyn Foster and their two girls Marian & Adeline. They had read about the coffee morning in the club magazine and had set off from Canberra at 6am in Lyn's 66, 1225, to join us.

Other members joining in the morning were Kevin, Christine & Sam Allen, Phil Ward, Hal Woodward, Stephen Hopkins, Anna & Dugald, Cheryl & Guy Smith, and member Colin Noakes who came along later to admire the cars which were parked in a line on the lawn section next to the Café.

Guy Smith

ELECTION OF OFFICE BEARERS - NSW CHAPTER

Venue: Come by Chance Café.

Date: Sunday 3 April 2005

A meeting was held to elect 1. Coordinator, 2. Assist Coordinator, 3. Delegate to CMC (Council of Motor Clubs).

Coordinator position - No nominations were received. It was decided that Guy Smith would act as Coordinator until the position was filled.

Assist Coordinator - Phil Ward accepted nomination and this position was filled.

Delegate to CMC - No nominations, position remains open.

A discussion was held on future events and it was agreed that the Coffee Mornings were to continue and to plan other outings such as a BBQ, also longer drives to perhaps Bathurst or to the South of Sydney. It was also noted that we still enjoy a good relationship with the two other Volvo Car Clubs in Sydney, being the NSW Volvo Car Club and the Swedishbrick Car Club and will continue to offer invitations to our outings.

Any member interested in filling one of the two vacant positions can contact Guy Smith on (02) 4739 8127 or email: guysmith2@bigpond.com



Volvo line up next to the Come by Chance Café, Picton



Another view of the cars at Picton - pity that darned tree grew up in front of the cars!

More Picton Memories

Contributed by Lyn Foster

Last issue of rolling we spied a note for a 'coffee morning' event in Picton on the 120/1800 pages and thought we'd go along. Good plan!

And everything that could go wrong.....

Problem one: When we decided this, the car was still in Beechworth, not having made it back from Melbourne due to some oil leak trouble. So we took off on Easter Sunday to bring the car home. That done, we were all set, right? HmMMM.

Problem two: either *someone* should have written all the details down regarding the event OR *someone else* shouldn't have taken the magazine to work and left it there!!! After a bit of debate about who should have done what, we decided that we knew where the final destination would be and (worst case scenario) we could just meet them there.



The Real Story: Noel looking for the dipstick in Lyn's 122

In the end we prodded our memories sufficiently enough to come up a rough idea of where they were meeting and when. So we reshaped the plan a little and decided to drive straight to Picton and then work our way to Bringelly from there and hopefully bump into the others coming the other way. So luckily that plan worked as there are 2 ways to get to Picton from Bringelly!

While still in Picton, we pulled into a side street for a quick bit of a fiddle around with gaskets, dipsticks and rags to make sure we weren't still oiling every bit of tar in NSW, before continuing along to join the others about halfway. In the end there were 6 cars, 3 x120's and 3 x1800's. The weather was such that you could wear a long sleeve top and jeans without frying, or a singlet and shorts without freezing. And it was a beautiful drive. We all arrived in Picton and

parked on the grass near the Café, making a pretty picture.

We probably talked more about 'all and sundry' than cars as 2 mini schnauzers arrived in an 1800 (very exciting) and I found a couple of fellow Penrith people (equally exciting). It was a very relaxing chat with new friends, and as we've found with fellow Volvo drivers, it usually feels a lot more like catching up with old friends even if you've never met them before in your life.

There was a bit of a meeting slotted in amongst the scones, jams and cream and then we all went our separate ways once again. We took the kids to a playground to have a picnic and then drove home again, Noel driving and me sitting in the passenger seat, knitting - well it is a VOLVO after all!

[Note: This month's cover photo contest was won by Lyn and Noel for their picture of Adeline at the Picton Café. Well done, and good to hear our favourite ex-Victorians are making new Volvo-type friends north of the border! Ed.]

THE E\$ STORY

Part 1: Arrival;

by Norm Westermann

It was at 4.00am on one of those cold, winter mornings that I got out of a warm bed to make the trip to Sydney to pick up my father at the airport. He had been on one of his yearly trips back to Germany, to visit old friends and relatives and he usually came back with nifty items that were "hard-to-get" in Australia. As I drove down towards the city, the Landy's gearbox whining and the cold air whistling in through the sliding windows, I wondered about what he may have unearthed on this trip...an unusual accessory for the camera collection, a few rare parts for the motorcycles, maybe another Bandoneon, or another guitar?

The sun's first feeble rays were struggling to warm the air when I got to the airport and made my way to the arrivals area. I joined the throng of other bleary eyed "lifts home" and waited to help my

father with his luggage-laden airport trolley. He looked well...better than I felt at that hour of the morning! I needed a coffee before driving back up the coast and it was then that I was handed a photograph

with the exclamation, "Look what I bought!"

It was a picture of a car, but I had no idea as to what make or model. It looked nice, elegant with its gold metallic paint and tan vinyl roof...low and sleek...stylish design and somehow familiar. "It's a Volvo"...I gave a blank look..."an 1800ES"...I still looked puzzled..."like the Saint." The penny finally dropped, that's where I'd seen one before, but that was a coupe and this had an extended rear with a large glass area. This was indeed a pretty rare "hard-to-get" item, albeit a little larger than I expected. I thought it was going to be kept over there in Germany, for his use on subsequent trips, but no...it was already on its way over to Australia and because his garage was so full of classic motorcycles and all the related bits and pieces...so full you have difficulty even finding anything...he figured he could keep it in my garage!

The trip home was full of questions and answers. The car was originally sold when new in England, where it had gone through two owners, before being taken across the channel to Germany, where my father had seen it advertised by its third owner. It was a 1972 model with a fuel injected 2 litre engine. It had an electric overdrive and disc brakes all round. The front seats would need to be re-upholstered and there were a couple of areas of paint that would need fixing. There was a spare set of wheels...etc, etc...and it would make a nice car to take on country drives with my mother on weekends.



Low and sleek...stylish design and somehow familiar



Sparkling in the sunshine

then I was accustomed to the very high and upright driving position of a Series III Land Rover, totally opposite ends of the spectrum!

I decided a good wash and clean up the interior would be a good idea, before my parents came to see their new toy that afternoon. I jacked up the car and put it on stands, so that I could give the underside

a good blast of fresh water as well and get rid of any salt residue from its long voyage. It cleaned up nicely, a few small rust bubbles in the sills and rear apron, a bit on one of the rear "wings", but didn't look like anything major. The underside was covered in a thick bituminous coating, protection from the salt they put on the roads in England in winter. The amount of mud that came out from under the guards makes a mockery out of any quarantine regulations that our country has. I gave the inside a vacuum and a bit of a wipe to clear the dust off the dash, cleaned all the windows and the

car looked great, its chrome sparkling in the sunshine. My mother was very impressed when she and my father arrived for the inspection.

It was decided that the next thing to be done, was to get it into the garage and put it on stands again, change all the fluids, have a good look underneath and give the engine a tune. This is where things started turning nasty!

[Stay tuned - Part 2 will be published in the next edition of Rolling. Ed.]



Part 2: The Good, the Bad and the Ugly (not for the weak stomach)

That was all back in 1996 and about six weeks later, after a lot of faxes and phone calls with the customs broker in Sydney and paying all the charges and fees, the car finally arrived at my address. It fired up and seemed to run OK...first and reverse gears worked getting it off the truck and into my driveway. A bit of banging underneath, probably the exhaust...the steering was heavy, but seemed fine. The driver's seat had definitely sagged...I was looking through the steering wheel and down that long bonnet! I felt as if I was lying in it, but

NSW Council of Motoring Clubs 2005 Event Calendar

5 TH JUNE 05	PORT MACQUARIE SWAP	PORT MACQUARIE RACECOURSE
11-12 TH JUNE 05	HO-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 SHOWGROUNDS - 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	HO 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

1800/120 CLUB
AUSTRALIA



REGISTRATION FORM

National Rally - Easter 2006 Inverell, New South Wales April 14th - 17th 2006

Name: Partner/Children:

Address:

..... Postcode: Email:

Vehicle Reg: Year: Model/Body:

I will be entering Concours Judging ☐ (please tick if applicable)

Registrations - Good Friday at the Inverell Tourism Centre

FUNCTION/EVENT	COST*	NO'S	AMOUNT
Friday Evening Meal Inverell Club - Greek Buffet	Adult: \$25.00 Child: \$15.00		
Saturday Lunch/Outing Copeton Dam - Packed Picnic Style	All: \$10.00		
Saturday Evening Meal Transport Museum - Gourmet BBQ/Music/Poets	Adult: \$25.00 Child: \$15.00		
Sunday Presentation Dinner Riverside Centre - Seafood Extravaganza	Adult: \$30.00 Child: \$20.00		
Monday - Farewell Breakfast Transport Museum	FREE!		
Registration: \$50.00 Includes a Rally Pack			\$50.00

* Children are those under 12 yrs as at Good Friday 2006.

* All drinks are additional to meal/entertainment costs.

TOTAL

*Please read accompanying pages for
accommodation options, a description
of other activities, and the official
programme for the Rally.*

Entries and cheques made payable to:

The Treasurer

Volvo 1800/120 Club Australia Inc

PO Box 6522

Tweed Heads South, New South Wales 2486

Email: ozamazon@tpg.com.au



PROGRAMME

National Rally - Easter 2006 - Inverell, New South Wales

Welcome to the programme for the Volvo 1800/120 Club 2006 National Rally - we welcome Volvo owners of all years and models of cars to celebrate our **20 Years as a Club** and the **Amazon's 50th Anniversary** since it was launched.

There will be updates via "Rolling" over the coming months as well as periodic emails to those that register for the event so stay tuned for future Rally news and we look forward to seeing many Volvo-philes from around Australia next Easter!

FRIDAY - 14th April

Registrations will be taking place from 10 am - 3 pm at the Tourist Information Centre, Campbell Street, Inverell. Day can be spent checking in and having a look around town or at a variety of attractions in the area - attraction details in future Rolling issues.

Dinner at the Inverell Club will be a Greek Affair with lots of finger food, fine company and a drink or three!

SATURDAY - 15th April

Copeton Dam is a multi-faceted destination with bush walks, water slides, fishing, BBQ's, etc. The Dam is about 40 kms from Inverell and a packed, picnic style lunch can be organised (see registration) - leaving Inverell around 9.30 am. Entry is \$8 per car and that covers all activities except the water park rides. Returns approx 3 pm.

Dinner at the Inverell Transport Museum will see a gourmet BBQ, music and recitals from bush poets. Included is access to the motor displays and also includes collector porcelain dolls, Depression era glass and sewing machines

SUNDAY - 16th April

Concours - setting up the cars for judging will take place at the Varley Oval from 10 am - judging will commence at 1pm.

Sunday Presentation Dinner is at the Riverside Centre - a Seafood Extravaganza is on offer at this very popular venue. Awards and all the anticipated glamour of a national rally awards night will be on show!

MONDAY - 17th April

Farewell Breakfast - we thought this was a nice idea - meet at the Transport Museum.

1800/120 CLUB
AUSTRALIA



ACCOMMODATION & ATTRACTIONS

National Rally - Easter 2006 - Inverell, New South Wales

This Rally, we have elected to allow people the flexibility to pay for their accommodation either in advance or at the time of their departure from the motel. To assist with this we have listed three motels below that are considered to be the best in Inverell and we suggest that people book early once they have decided to attend the Rally.

You should contact the motel that suits you to see what they require as a deposit - I can't emphasis enough that accommodation is in high demand in Inverell at Easter time, so please contact the accommodation even prior to sending your registration form.

Also we have allowed ample time for side trips outside the official programme - see below a short list of attractions which we bring more details/pricing on in future updates.

MOTELS (per night)

Cousins Motor Inn - 02 6722 3566 - 2 people \$98 - family \$ASK

Top Of The Town - 02 6722 4044 - 2 people \$95 - family \$ASK

Twin Swans Motel - 02 6722 2622 - 2 people \$72 - family \$ASK

ATTRACTIONS/DESTINATIONS

Olives of Beaulieu - 10 kms from Inverell - olive grove offering a variety of products

Inverell Pioneer Village - take a stroll though history & see how our grandparents lived.

Draught Horse Centre - 4 kms from Inverell - see the gently giants of the horse world.

The Gem Centre - see sapphires being cut and original jewellery settings on display.

Inverell Art Gallery - see some of the regions finest artists work on display and for sale.

Wing Hing Long Museum - step back in time to a general store as they were in 1881!

If there is demand, we can arrange specific bus tours of a number of these venues that would mark a well rounded afternoon or morning outing. Morning and afternoon teas can also be worked into these visits, so please contact us in the lead up to the Rally and we can organise small or larger groups as the demand dictates.



VOLVO CLUB OF QUEENSLAND

PO Box 216

LABRADOR, QLD 4215

Ph. 07 55 292 512

Email: hghunt@onthenet.com.au

PRESIDENT

Grahame Hunt

07 55 292 512

0414 273 663

hghunt@onthenet.com.au

SECRETARY/TREASURER

Helen Hunt

07 55 292 512

0414 273 663

hghunt@onthenet.com.au

ROLLING SUBMISSIONS OFFICER

Brad Wightman

wightnineforty@optusnet.com.au

EBAY: Isn't Ebay a wonderful thing? I've lost count of the number of old Volvo brochures I've collected through this site. I've also lost track of how much money I've spent - maybe that's a good thing. I've noticed over the past year or so that the number of items available has gradually increased. In the past you were lucky to find 1 page worth. Now it's regularly around 2-3 pages worth of items. If you haven't had a look then I can recommend it. Just don't bid on anything that I want!

QLD Club Logo:

Brad has been hard at work developing a logo for the club as suggested in the last issue. Copies of the design should be available at the May 22 event. But I've added a sneak peek here. (See upper LH corner, this page)

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

Toowoomba Run

On Sunday 13th March, a small band of Volvo lovers met at Haigslea for a trip to Toowoomba. Yours truly underestimated the time needed to get there and kept everyone waiting an extra 15 minutes and nearly had my portrait (well the car's portrait) taken by the boys in blue along the way. These guys reckon they don't hide, huh? Saw him just in time. I wasn't going too fast...honest!

We were joined by Nicolas who was here from France for a couple of months to learn English. He is a member of the Volvo Club of France (He was driving a Hyundai but we won't hold that against him - it was a rental car) and he brought along his notebook computer with lots of photos from his club meetings. I bet the snow makes things interesting over there. Nicholas gave us some interesting insights into life and Volvo's in France.

The view from the Picnic Point lookout was lovely and the day was cool and pleasantly sunny which made for a nice picnic lunch on the grounds.



Picnic Point

VCQ Coming EVENTS:

22nd May

Kangaroo point - Show n shine
Captain Burke Park. Directly under the southern end of Story Bridge.

Directions are:

Come off Ipswich Road, (No entry from Bradfield Hwy), into Main St, follow all the way down past the Story Bridge Hotel where we will go for lunch, turn right and find a parking spot.

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

17th July

Christmas in July

Lunch at Mt Tamborine in the Gold Coast Hinterland.

1 & 2 October

Weekend in Stanthorpe

VCQ Magazine Submissions:

If any club member wishes to submit articles for our pages in Rolling Australia please do so. We welcome input from ANYONE in the club. Maybe you've performed a repair on your Volvo - tell us about it, any tips or tricks you've learned; a trip you've had with your Volvo; how did you "get into" Volvos? ANYTHING you think might be relevant is welcome. So, put pen to paper or fingers to keyboards and send us something!!! Just email it to Brad at wightnineforty@optusnet.com.au

GLT Car Care Centre event:

See coverage of this great Brisbane event in the 1800/120 Club Pages! There was a huge turn-out of VCQ and 1800/120 club members present!



Members' cars at Toowoomba



MELBOURNE'S NEWEST VOLVO RETAILER. SILVERSTONE VOLVO AT YOUR SERVICE.

VOLVO
for life

SILVERSTONE VOLVO IS THE NEW ADDITION TO MELBOURNE'S EASTERN SUBURBS. LOCATED IN DONCASTER, CONVENIENCE AND SAFETY IS NOW RIGHT AT YOUR DOORSTEP. FOR THE FINEST IN SERVICE AND GENUINE PARTS, YOU CAN REST ASSURED YOUR VOLVO IS IN THE BEST HANDS. **INTRODUCING SILVERSTONE VOLVO, YOUR NEW AUTHORISED VOLVO DEALER.**

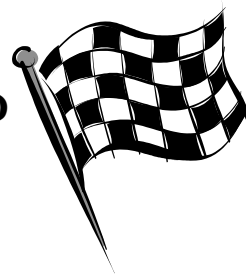
SILVERSTONE VOLVO

591 DONCASTER RD,
DONCASTER.
SALES AND SERVICE
PH: 9840 8868.
LMCT9224



MOTORSPORTS REGISTER

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



While 2005 is well underway and months are flying by, the motorsports scene is slowly waking from its slumber.

The Melbourne F1 GP has been and gone, as has the first championship race in the V8 Supercar series.

So, it's time for our Motorsports register to get out and amongst it all again, and smell the rubber and fuel in the air.

We will be at Calder Park on Saturday April 30 for the Falcon Fairlane Car club of Victoria Track day (Entries available from Ash, call or email. We can fax one to you). You may even get to see history in the making, with the first ever track day for 'Barry the beige brick' (Ben Winkler's project car).

We would also like to encourage members, particularly younger members, of the club to come along and watch or even participate in some fun days or track days.

In most cases, it's simply a matter of having fun and driving as fast as you're comfortable with. If you'd like to participate in any way, the Motorsports Register is only a phone call or email away.

Listed 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

In the News

In the last month there have been two articles worth mentioning regarding Volvo performance.

Race. Issue 01, Feb-Apr 2005

A new Australian Motorsports magazine called Race features a 5 page article on information regard the 240 Group A cars, 242GTs, the 2 series in general and lots of information about B2xx redblock performance.

This is the first issue of the Magazine, and is the Feb-April issue.

Distributed by *Gordon and Gotch*.

You should be able to get hold of a copy at most newsagents.

New York Times. March 4, 2005

A reasonable write up on the performance Volvo scene in the US. Particularly focused on the cars that perceived as safety conscious in the '80s when they were new are now becoming sought after as performance vehicles. A light read and quite amusing.

Also available online:

<http://www.nytimes.com/2005/03/04/automobiles/04swede.html>

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/>

Ford Four car club website:

<http://www.ffcc.asn.au/>

OPEN PRACTICE 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.



Larry Varley racing at Phillip Island

MOTORSPORTS REGISTER EVENTS CALENDAR

UPCOMING EVENTS:

- 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.
- Friday September 9 to Sunday September 11 - V8 Supercars. Sandown 500. Sandown Raceway.
- Friday October 28 to Sunday October 30 - ARC Super Series. NGK Rally Melbourne.

PHILLIP ISLAND CLASSIC

The sole Volvo competing in the Phillip Island Classic was Larry Varley's 1800, a car some of you recall from the British and European Motor Show in 2004.

In an email I received from Larry after the event, Larry said that the car attracted a lot of interest over the weekend. Larry wrote, "The event attracted 480 entries, and as the maximum was 440, 40 were turned

away, making the event the biggest classic race meeting in the southern hemisphere. I ran the car in the regularity event starting with practice on Friday and Saturday morning, with official timed events Saturday afternoon and Sunday. My second last lap on Sunday afternoon was 2.16 which was my fastest lap, even knocking off a 911 Porsche. The car is running a new engine that I just finished building, and didn't miss a beat all weekend."

It's great to see other enthusiasts hitting the racetracks with Volvos, particularly classic models, like the 1800. Hopefully we'll be able to see more events in the near future with multiple representatives of the club actively participating.

Many thanks to Larry for contacting me with an update of the weekend.

Ash

ROAD TEST: MELBOURNE TO CANBERRA. VOLVO NATIONAL RALLY SEPTEMBER 2004.

INTRODUCTION:

The drive from Melbourne to Canberra in September of last year provided us with the opportunity to have some first hand experience in vehicles other than our own. An opportunity to drive various vehicles for periods longer than 15 minutes or so at a time doesn't present itself very often, and provided an ideal opportunity to see how models varied and how a newer high-tech variant compares to the trusty stalwarts of the Volvo marque in various forms.

After much to-ing and fro-ing via email we Lyn (Miss Lin, to her fans) Foster, Mark James and I had a part in a review of the cars we had the opportunity to drive.

THE CARS:

1980 242GT - Mark James
1980 262C - John Johnson
1990 240GL - Ash Davies
1997 V70R - Noel Bruin

OUR REVIEWERS:

Ash Davies
Lyn Foster
Mark James

CAR HISTORY, FROM THE OWNERS:

1980 242GT

I purchased the 1980 242gt so that I could retire the 1800 after 8 years of daily driver duties (the rear seat was also a little small for the kids). Fiona's 122 was too good to use every day and I wanted an air conditioned hack. The plan was to just keep it neat and tidy and reliable (yeah - sure).



Mark's 242GT

Unfortunately one little job led to another which led to a slightly bigger job and so on till the car ended up resprayed and looking fantastic. Koni adjustables and king springs were installed to give the car the handling abilities I craved. It ended up a very clean rattle free car with an ugly engine bay, poor air conditioning and a stuffed motor that skulled 25 litres of premium per 100 km (I should never have fixed the odometer). I drove it for a year in this condition.

Obviously this is not the perfect daily driver. With the Rally fast approaching and it being the 25th anniversary of the GT in Australia I thought I better do something. The answer lay in the garage of fellow club member David McLeod. He had a very nice '83 240 sitting in the garage that wasn't needed anymore. He was too lazy to sell it (his words) so wrecking it was the easier option (???) with the view of keeping some parts as spares for the McLeod fleet of 240s. I purchased the motor, o/d gearbox, rotary compressor, 4 speed fan and the reskinned dash top. Fiona, Dyllan and I spent three months at Voldat on Saturdays under the bonnet and dashboard of the GT and 262c John was restoring (it was nice to practice on some else's car first - thanks John and Brad for your help and for putting up with us). The engine bay had been painted and everything in there painted or polished. Economy is now excellent. The Air Conditioning works superbly with the rotary compressor and 4 speed

fan. The best part of the work being I would not be embarrassed to open the bonnet at the rally.

Mark James

1990 240GL

I purchased the car with 147000kms on it in December 2001. The car was a mess, the bonnet had been poorly repaired and it was automatic. I drove the car home after buying it, approx 10kms, drove it into the workshop and began removing the auto to make way for the M47 5-speed.

The original plan was to have something I could drive to work every day and do track days in it on the weekends.

It now features Koni adjustable shocks, custom made springs, 23mm front and rear swaybars, adjustable swaybar links, adjustable panhard bar, lower chassis braces, a tower-to-tower brace, urethane bushes, 'H' grind cam, custom airbox, extractors and 2.25" exhaust system in addition to the Group A rear spoiler, 16" 850T5 wheels and



Ash's 240GL

modified front airdam.

The car has proven near bulletproof on track days, but there's always something to change, something to improve and thoughts that 'this might be worth doing'

In my opinion, it's a good fun car to drive, but is perhaps no longer an ideal car to drive every day.

Ash Davies

1997 V70R

It was supposed to be ME getting the new car but Noel spotted this one at Mason's and (thinking it wouldn't happen in a million years) I stupidly remarked that if he could get the finance, he could get the car. Apparently, someone WAS game



Lyn & Noel's V70R

enough to lend him the money (yeah, thanks for that bloody Volvo finance) so the car came home. And although I'm sure we paid enough for it and everything on it works, he is determined to replace every component by stealth.

As far as driving goes, it's just fantastic and the AWD, ABS and TRACS etc, certainly make for a pleasant drive even through unpleasant driving conditions. Noel certainly managed to throw it through a hill climb with air con and radio blasting as he cruised along, arm on the sill, one hand on the wheel!

Lyn Foster

ON THE ROAD:

Mark James:

The First car I drove other than the GT was the V70R (after I managed to get Fiona out of it). Other than an ignition problem which caused it to hesitate under full throttle it drove brilliantly. It took a little time to get used to its AWD characteristics when entering corners - but after this was conquered it proved to be an extremely comfortable and fast vehicle capable of being thrown into corners at ridiculous speed and coming out of them 30 km/h faster - all without any fuss or bother. Overtaking ice cream vans (we came across a few) was a pleasure with amount of power the V70R has. For those of you who ride bikes it almost overtook cars as well as my Honda VTR1000! I now know why the staff of Australian Motorcycle News raved about the V70R they were lent as a long term office/test car - it is nearly as much fun as a large road bike.

Next I drove Ash's late 240. I thought that it handled basically the same way the GT does with 20% more power. The shocks are the same type and brand, with springs being custom made and slightly stiffer. So what difference can a strut tower brace etc and some fanatical tweaking really achieve? A lot I can now tell you. The car felt extremely tight, not too firm and handled incredibly. It turned in well, reacted to line changes mid corner without a problem and powered out without any fuss whatsoever. All in all it felt extremely safe at high corner speeds. You could give it to your mother with a disconnected speedo and then send her around the black spur. She would more than likely sit on 90kph around corners with a 60 kph

advisory sign and think she was doing no more than 50. After comparing it to all the police cars I have driven in 20 years including turbos and the current V8s (and the Lada Niki I had for a week) I would put it up there with my all time favourite, an early 90's Nissan Skyline pursuit car (a non turbo that was on trial). That too was immensely chuckable with the perfect amount of power - after all you don't need 300 hp to have fun. It was modern day Cooper S. If only it was a turbo GT Ash - Then you have created my perfect car.

After all the fun I had helping John with the 262 I didn't get to drive it.

Lyn Foster:

First of all I was a passenger in John's 262C and then at the next fuel stop, (where the boys bailed up some poor local bloke driving his XC70!) I ended up being the driver. Woo Hoo. We went round slower vehicles with ease, and I had John helping me out with my gear changes - I am so NOT an auto driver! Although I have to say, if I



John's 262C

was cashed up and wanted a slick looking auto, this would certainly be one I'd consider. It certainly moved when you put your foot down. I reckon it'd give the V70R a run for its money. Disappointingly, I didn't realise at the time that this was the incredible 'Dictaphone' car or I would have surely had a go at that!

After lunch I hopped into Mark's 242GT with Fiona (a car I had ridiculed in a previous existence, due to the funky racing stripes). Lucky Noel and I had just acquired a 240 manual so I managed to get the 242GT into reverse without having to ask how! It was heaps of fun to drive, and was a hoot round all the bendy bits. The weird little dials threw me a bit, but being in a convoy, I guess you don't have to concentrate on the speedo so much.

I didn't get to drive Ash's mean machine (or my own) and the best part was that anyone who drove the V70R had to put up with my kids. I found out later what Adeline had been up to that

whole time when she gave me a huge lecture on how cheese is made from milk blah blah blah. And when I asked how she knew: "Ash said so!" Hallelujah. I wonder what other gems Ash told her!!!

Ash Davies:

After getting out of the 240 at one of the first fuel stops, we all played musical cars, with Jae and I jumping into Mark's 242GT.

Fundamentally the GT was very similar to my 240, the bigger standard size steering wheel took a couple of corners to get used to, there was no clunking of the adjustable panhard bar that I've learned to find comforting in my 240, suspension handled little bumps well. It's easy to see why the GT is loved by enthusiasts - it feels much nicer to drive than a standard 240, yet deals with little bumps without shaking your teeth out. For a 24 year old car, it felt really good, no annoying rattles, and responded well to steering input.

Next up we jumped into Noel's V70R, complete with kids in the back. Adeline and Marian kept us on our toes with questions including "Ash, what's a baby horse called?"

In between questions from the two youngest members of the club, I got a chance to get used to the V70R. In manual form, it truly has potential to be very frightening to drive, on a couple of occasions I looked at the speed and was going WAY quicker than I'd thought. The car is very sure-footed and quite stable at speed, but its best qualities are clear when accelerating hard out of a corner. AWD works very well, and high mid-corner speeds can be achieved comfortably and safely.

The drive was dampened a little by the electrical breakdown which occurred higher in the rev range.

The V70R would be my ideal long distance car - heaps of power, excellent handling and stability, making it a great car to drive quickly for long periods, and enough room in the back to carry bags, snowboards, Volvo parts, etc

I didn't get the chance to drive John's 262C which was a little disappointing. Perhaps next time John?



Victorian Events Coverage

PICNIC at HANGING ROCK

Sunday, 13 February 2005

On 13 February, Volvo Club members converged in Woodend for the annual Picnic at Hanging Rock picnic and car show. There must have been over 2000 cars of all types there, and the weather was the best it has

been in recent years. It wasn't too dusty thanks to recent rains (but no mud either), and the sky was perfectly clear, with temps in the very low 20's. We had a good turn-out of Volvos, with at least 12 cars present. A couple folks arrived late and were unable to park with the club group.



Another view of the Volvos

Several of us climbed up the "rock" and were surprised at how beautiful (yet eerie) the place is. It's

easy to see how you could get lost walking in amongst the rock pinnacles (not to mention how you could twist an ankle or slide down a steep embankment if you weren't careful!)



Eerie rock formations

This year they had the rocker cover races as usual. Not sure if you've heard of it, but it's basically for kids (or some of us big kids). You take a rocker cover (or camshaft cover?) from a car, slap some wheels on it, and 2x2 they have elimination

overly-sophisticated guidance bearings and low-friction disc wheels. I'll have to check the rules online, but it might be fun to build one for next year, or even have our own competition at one of the Volvo rallies. It would be a great

event to get the kids involved, including the girls (who had bright pink rocker cover racers with Barbie stickers on them!)



Rocker cover race

Club members brought picnic lunches or bought lunch from one of the many food vendors on site. We also had a good look around at all the other cars there - almost every make and model was represented. After that we all just sat around the cars and talked Volvo and enjoyed the fine day.

The Melbourne weather gods put on another spectacular day for the 2005 British & European Display Day at Dandenong Showgrounds. This was again the venue for the Victorian club's



Clever rocker cover race cars



Volvos on display at Hanging Rock



VOLVO CLUB of VICTORIA DISPLAY DAY - DANDENONG

Sunday, 20 March 2005

The 240 line-up at Dandenong annual Display Day. As in recent years, we had a good turn-out of cars. Last year we had heaps of late-model cars. This year was the year of the 240/260 models, and we also had quite a few 122's and 1800's.



The 240 line-up at Dandenong

It was good to see our intrepid South Australian member Erik Ullner with his immaculate 164E. We also gained a few new members on the day, and enjoyed the club BBQ lunch under our new picnic shade.



The impressive display of Volvos at Dandenong



1800's and 122's attracted a lot of interest



Ash's 240 sporting T5R wheels & "Group A" spoiler

People's Choice awards were given (trophies to be presented at the annual Christmas Awards Dinner) and Neil Davies was our guest judge for the Master's Class. Neil selected John Johnson's 262C, but unfortunately John wasn't in attendance (Mark Richardson drove the 262C to the event). In addition to judging, Neil found himself on the ground under Jae's 240GLE replacing the alternator. The Davies clan had the most cars at the show (tie with the Hoffmanns, with 3 cars per family). It's great to see people getting all their Volvos cleaned up and to the show - it's a big effort!

Mark Richardson (VP Tuning) and Ash Davies (DVS) had various performance parts on display, tempting the usual suspects!

This year we were again short on parking space in our original allocated spot, so we made a hasty retreat 100 metres to the east (or north?) of the original spot. We had virtually unlimited space here and hope



SA Member Erik Ullner cleaning his 164E



Philip Perkins' 122S on display



Members and show-goers checking out the Volvos

to secure the same location in future years.

Thanks again to those who helped organise, including purchasing of food &

drinks for the BBQ, setting up the tables and directing the cars. It was a great event and we all look forward to next year, when we'll again no doubt be surprised by the Volvos that turn out on the day!

SPARK
automotive
portraiture

CREATING
PERSONALISED
PORTRAITURE OF
AUTOMOBILES AND
MOTORCYCLES

www.sparkimages.com
t. 0402 908 632

Elise Clubman C3



Neil Davies having a snooze as Jae replaces her alternator!

VOLVO CAR CLUB OF VICTORIA INC RESULTS OF PEOPLE'S CHOICE VOTING ANNUAL SHOW AND SHINE

BRITISH AND EUROPEAN MOTOR SHOW SUNDAY 20TH MARCH 2005

120 Amazon & PV Class:

- 1st: CH1844 - Phillip Perkins - 1966 122S (grey)
2nd: JME122 - Fiona Robinson - 1966 122S (white)

P1800 Class:

- 1st: HTC883 - George Alex - 1966 P1800S (red)
2nd: KKS020 - Mark James - 1969 P1800S (white)

144/164 Class:

- 1st: BXR419 - Christina Nowatzky 1974 164TE (gold)
2nd: WSV308 - Erik Ullner - 1973 164E (burgundy)

240/260 Series to 1980 Class:

- 1st: MK244 - Mark Hoffmann - 1976 244DL (white)
2nd: No Second Place

240/260 Series 1981 to 1993 Class:

- 1st: MK240 - Mark & Peter Hoffmann - 1985 240GLE (blue)
2nd: ND007 - Thorben Hughes - 1984 240GLE (red)

242GT/262C & 242 Series Class:

- 1st: JJ262 - John Johnson - 1980 262C (silver)
2nd: AGT242 - Mark James - 1980 242GT (silver)

740/760 & 900 Series Class:

- 1st: FGU205 - Peter Hoffmann - 1993 940GLE (burgundy)
2nd: CBZ499 - Eric Johnson - 760 GLE (gray)

360 & 440 Class:

No cars in this class in 2005

850 & Later Class:

- 1st: LSS000 - Lyle Stow -1993 850GLE (gray)
2nd: DVS850- Ash Davies - 1995 850T-5 (burgundy)

Modified Class:

- 1st: AD182 - Ash Davies - 1990 240GL (red)
2nd: RARE02 - Peter Soko & new owner Leigh Holland - 262C Turbo (gray)

Encouragement Award: Selected by Club President

PNTHERS - Lyn Foster - 1966 122S (white)

Masters Class: Selected by Guest judge Mr. Neil Davies

JJ262 - John Johnson - 1980 262C (silver)

Sales updates by Justin Chiew

Volvo Car Australia's First Quarter, 2005

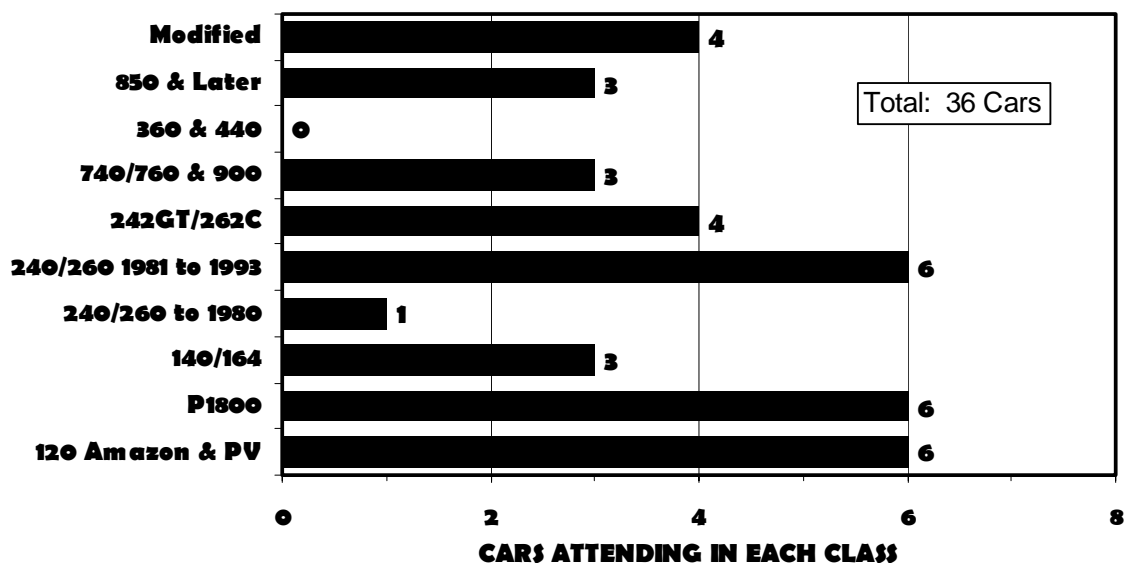
Unfortunately, it's a disappointing year for Volvo Car Australia so far, with sales in 2005 down by 18% on 2004. Apart from the S40 and V50, all Volvo models have shown sales decreases this year and the C70 has quietly disappeared from the local range. The XC90 is effectively holding stagnant and along with the XC70's performance, highlights Volvo's transformation from a seller focused on standard cars to one on SUVs. XC models now comprise over 56% of Volvo's Australian sales.

However, there have been some interesting pricing moves with the XC ranges, which have potential to improve this year's sales performance. The XC70 Limited Edition is now down to \$64,450 from \$69,950. With standard Bi-Xenon headlights, Dolby Prologic II, sunroof, leather, climate control, and the extremely driveable 2.5T engine, the car represents impressive value. Interestingly, this price drop comes in the same week as a News Limited report questioning who would want to buy an XC70 when you could get an XC90 at the same price - looks like Volvo is responding to this criticism.

However, a standard V70 AKTIV (2.5T special edition) at \$64,950 (\$500 more) or even a standard V70 2.4 SE at \$61,950 (\$2500 less) look much less attractive. With the lowest V70 sales recorded on record, it appears this trend

will only continue. Secondly, an S60 2.5T AWD at \$68,950 with less equipment, less space and a higher price starts to look somewhat awkwardly positioned. In general, many of Volvo's non SUV models have become relatively more expensive this year, as competitors such as Audi and BMW lowered pricing in line with the tariff cut from 15% to 10% effective from January 1. Volvo chose to maintain pricing across the range (albeit after

DANDENONG DISPLAY DAY 2005



	Mar-05	2005	2005 vs 2004
S40	42	108	77%
V50	20	69	41%
S60	19	58	-52%
V70	6	14	-67%
XC70	46	104	-42%
S80	0	9	-55%
XC90	82	232	-1%
C70	0	0	-100%
Total	215	594	-18%

Australian Sales figures (FCAI, VFACTS Service)

specification improvements in some models late in 2004) and ironically the models with price and specification improvements are those not affected by tariff reductions.

The XC90 2.5T has been replaced by the XC90 2.5T Limited Edition. At the same price of \$69,950, it now includes the third row of seats as standard, previously a \$5100 option. Hopefully these moves will lead towards to better results for the remainder of 2005.

Swedish Car Market Update

New car sales in Sweden shrunk by 5.0% in March compared to the previous year, although new car sales for 2005 are 1.1% higher than the previous year. The Volvo V70 remains

Sweden's number one selling car - almost one in ten cars sold in Sweden is a V70. With strong growth this year, the V50 is now Sweden's second best selling model this year, relegating the SAAB 9-5 to third position this year. However, based on sales in the month of March, the Toyota Corolla was the second best selling car, followed by the 9-5.

In general, SAAB has not had a good start to 2005, with the 9-5 and 9-3 having had sales decreases of 15% and 20% respectively, on top of bad news regarding future production at its Trollhättan plant. (A table outlining the sales performance of the top ten models by 2005 year to date sales is attached.)

As a comparison, in 2004, the top 10 selling cars in Sweden (in order) were the Volvo V70, SAAB 9-5, SAAB 9-3, Volkswagen Golf, Peugeot 307, Toyota Corolla, Volvo V50, Renault Megane, Ford Focus and Volkswagen Passat. However, the gap between the first and second position was very large - 26,112 C/V70s vs. 14,475 9-5s.

Top selling brands in Sweden for the first quarter of 2005:

- 1 Volvo (12,671)
- 2 Toyota (5,640)
- 3 Volkswagen (4,546)
- 4 Saab (4,403)
- 5 Ford (4,046)

Regards,
Justin Chiew

Sweden Car Sales, 1st Quarter 2005

2005 Rank	Model	2005	Vs 2004	March 2005	Vs March 04	Marketshare
1	Volvo C/V70	5858	-4.5%	2386	13.2%	9.8%
2	Volvo V50	2766	425.9%	920	90.9%	4.6%
3	SAAB 9-5	2654	-14.8%	1085	-23.0%	4.5%
4	Toyota Corolla	2435	18.3%	1193	44.3%	4.1%
5	Volkswagen Golf	2150	-18.0%	939	-5.6%	3.6%
6	Ford Focus	2147	22.7%	939	28.6%	3.6%
7	SAAB 9-3	1749	-19.6%	711	-22.5%	2.9%
8	Volvo S60	1478	37.0%	429	19.8%	2.5%
9	Volvo S40	1443	3.1%	516	-26.0%	2.4%
10	Toyota Avensis	1337	5.9%	633	15.1%	2.2%

Essendon Sport & Prestige

Volvo Specialists



We can find the Volvo you want.

Phone 9374 2544

Volvos wanted- all models

LMCT8579

VOLVCARE

VOLVO PARTS & SERVICE



Replacement & Performance parts

Service & Repairs to all models

Phone: (03) 9374 3527

138 Keilor Road, Essendon VIC 3040
www.essendonsportandprestige.com.au

Believe it (or not?)

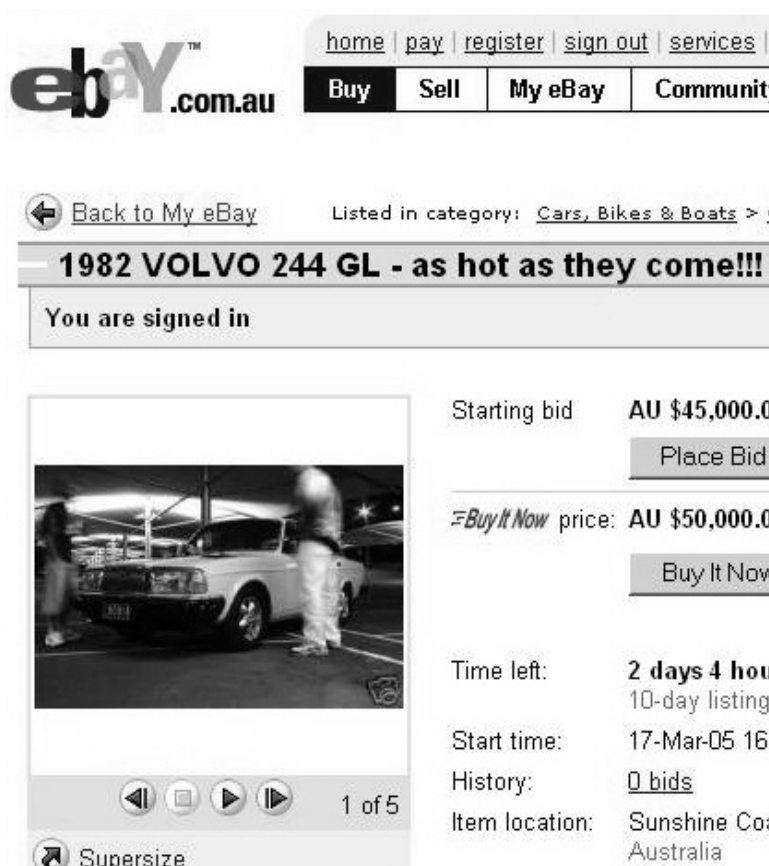
Bits & Bobs from the 'net and beyond!

Ebay Bargain

I spotted this one on Ebay. "Grandpa's" yellow 240 sedan. Slightly modified (blown V8 on gas). Bargain price.

This is an actual screen print from the Ebay web site. Obviously, it was handed in with no bidders. Seller needs a dose of reality gas! Either that or the engine is worth \$49,500! Somehow, I don't believe it.

"Bargain" 240 on Ebay



home | pay | register | sign out | services |

Buy Sell My eBay Community

Back to My eBay Listed in category: Cars, Bikes & Boats >

1982 VOLVO 244 GL - as hot as they come!!!

You are signed in

Starting bid **AU \$45,000.00**

Place Bid >

Buy It Now price: **AU \$50,000.00**

Buy It Now >

Time left: **2 days 4 hours**
10-day listing, Ends 27-Mar-05 15:39:25 AEST

Start time: 17-Mar-05 16:39:25 AEDST

History: 0 bids

Item location: Sunshine Coast, Queensland Australia

Something different.

- Blown 350 chev on full LPG
- twin 440 cfm gas research throttle bodies
- 471 GM blower - underdriven
- 9" diff
- turbo 700 box with manual shift kit
- bare metal 2pac paint job
- 15" wheels
- motor fully rebuilt starting with a steel crank

Email for full details.

Roadworthy certificate supplied on request.
Car has never been raced, cruising only.
Has done 2000 km since rebuild.



Ebay "Supercharger" kit

Supercharger or Hair Dryer?

Another "as hot as they come" Ebay bargain! There's been a huge increase in the number of so-called electric "superchargers" advertised on Ebay. Take a look at the attached picture and form your own opinions about the potential performance gains of this glorified hair dryer!

Light Fetish

There must be something about certain Volvo owners and having a light fetish. Here's another one spotted on the Internet (note a total of 10 forward facing illumination devices!) No, it's not Thorben's car. Believe me!

The Saint's Merc

Somebody thought that they could do a better job styling the front of Volvo's P1800. In this case, they decided they like the Mercedes look better. The result? I'll let you decide!



Light Fetish. Notice quad spot lights in bumper bar as well!



Saintly Merc

Volvo *Imagineering*

Images modified by Dion Nowatzky



"360 3-door" Nothing too special here - how is it different from a 343? New front end I suppose...



"440 GT-R" This definitely has some potential!



"XC90 T6-R" Dion gave me the XC90 pics before the Las Vegas SEMA show & Los Angeles Auto Show where we saw Volvo come out with their sporty version. Dion beat them to the punch! I bet we'll see more sporty XC90's in the future, including the V8 (see below)



"XC90 T6 Ute" This reminds me that I need to do that story on Volvo Utes. As a teaser, see photo below of a REAL XC90 Ute...



This supercharged V8 XC90 "PUV" was shown at the Los Angeles motor show (photo courtesy www.swedespeed.com)



"Real" XC90 Ute conversion from Europe. Picture found on the Internet

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

Letters to the Editor

and other miscellaneous ramblings...

The following letter was received from Tim Clarkson. If you can help, please contact Tim.

Info Request re: 142S

I would appreciate any information you might have about my 142S which was originally from Victoria. It is a 1970 model, white in colour with chrome coloured grill. Its rego no. while in VIC was VN 024 and it was last registered there in October 2000.

It has a GT dash, a Motolita steering wheel and the interior upholstery is turquoise in colour on both the seats and carpet which only covers the transmission tunnel, the floor being covered in rubber. The wheels have been widened to 6" by replacement rims being welded to the centres. The engine has double valve springs and appears to have been considerably worked as it revs freely but does not seem to have much power until it reaches about 2-3000 rpm suggesting a non-stock cam.

If you happen to know who owned this car or anything about it I would appreciate hearing from you. My email address is "mclark@petrie.hotkey.net.au" and my phone no's are MOB 0403 247 601 or hm 07 3269 1124."

Regards,
Tim Clarkson

Turbo Throw; Tantrums in Toronto

I am a high school teacher at Toronto and secretary of MG Car Club, Newcastle, one of the biggest sporting car clubs. As you can imagine, as the owner of no MGs and five Volvos I take a lot of punishment.

Last year we had some problems with the wife's car which she drives a few hundred km each day in the role as a support teacher for students with language difficulties.

The attached document is my recounting of a day...

The problems with owning a congregation of old cars is that there is

always some work required on at least one. My wife drives a 740 Turbo Volvo in her role as a traveling teacher of young students with speech and language problems. She travels all around Lake Macquarie and down to the central coast. A reliable car is essential.

My mechanical knowledge and skills are well known. So my leader arranged to have the car serviced and a number of niggling inconveniences fixed. Immediately after the mechanical service the car began to play up - it surged at idle and under constant acceleration. Not badly - just enough to cause a problem. But Audrey leaves early and arrives home late so we were hoping to get through to the next school holidays and then have the service done properly.

Last week, Thursday to be exact, the car "failed to proceed". Of course Aud was down at the central coast and traveling when the car suddenly stopped. When the NRMA arrived the car started again first go and ran faultlessly - though with surging at idle. She drove it home and it stopped a number of times on the way back. Wait and then start again. For reasons unknown to me she took the car back to where she had had it serviced. I rang and gave a diagnosis - a fuel pump relay. He said he took note of my suggestions - but he was a mechanic and I was an historian and he wouldn't be telling me about Hannibal's elephants. He had a point.

The fuel pump and the auxiliary fuel pump were replaced at considerable cost. Aud and I picked up the car after a few days. I wanted her to drive my old 242 the next day but ... it was manual and she didn't like manuals any more and the seat belt was uncomfortable and... She drove off early next morning.

We have a problem in high schools with girls text messaging on mobile phones and young men using new camera phones to discover what really is beneath the Scotsman's kilt. So no mobile phones! Teachers set a shining example. A message from the office



Gordon McRae's 164E. See Gordon's story in the March/April 2005 issue of Rolling (Pg. 33)

during an important Yr 11 class. Phone Audrey immediately!

She has, of course, turned off her mobile phone, but eventually rings me back on my mobile which I have retrieved and carefully explained to my senior class (who are not allowed to have mobile phones) why I have one and why I am expecting a call. I am wearing a new Volvo tie and watch with which I hope to impress a friend later that day. Our youth can be cruel - even to Volvo owners.

Audrey has broken down on a bridge on the central coast, and because of the stupidity of all the non-Volvo drivers, is blocking both lanes. The NRMA eventually towed the car the four metres to the top of the bridge and it coasted off. Immediately the mechanic inspected it, it started again. So with frequent phone calls to inform me (and my incredulous seniors) of her progress she drove back towards home.

The next phone call tells me (and class) that she has again "failed to proceed" at the main traffic lights at Toronto and is blocking traffic. One young man has got out of his car to swear at her but to offer no other assistance. His wonderful command of the English language is demonstrated via the ether to my students. They assure me that even though I have never heard that sort of language, they have and they are not shocked. Amused, and embarrassed for me, but not shocked.

Four large boys are pressed into the two door Volvo and we drive the kilometre to the lights and with me doing an impersonation of a manic, dwarf policeman, waving away cars,

we push the car around a corner. Easy. The car starts again immediately!

It's with the auto electrician, but it starts every time and runs - with a surge at idle. In the mean time, my partner is driving a manual Volvo, with an uncomfortable seat belt and no heated seats.

I haven't worked out the moral; it's dangerous to even contemplate this issue at our house.

Keep Rolling
Gregor Dickinson

Hello from Sweden

Hi, Hej, Hallo,

Greetings from Uppsala, Sweden. It's been a while since I last sent photos, so I thought I'd just sent a quick update. Seeing Swedish weather is a novelty for most of you, lets talk about the weather.



Snow-covered 240 in Sweden

It's been quite cold in Sweden over the past week - actually a 50 year old record was broken, with a temperature of just above minus 33 degrees Celsius being recorded at the local airfield a

few days ago. My bike lock has frozen up a few times recently too - it's important to keep snow or water away! We have been very fortunate that the winds were very calm during this extra chilly period - fortunately my building has a good sauna.

In Sweden clear blue skies are very deceiving in the winter, especially when in a warm building (ie. basically any building - they all have radiators running all the time) - the clearer the sky, the colder it'll be (nothing to keep the heat in). Looking out the window towards the sky, you could think it's a 30 degree day. The weather is not a problem when indoors - Swedish heating is based on radiators and buildings are fairly well insulated (doubled glazed windows are the norm, not the exception), so indoor temperatures don't necessarily feel artificially warmed up, unlike back home with central heating systems which blow hot dry air into rooms.

Certainly that sounds very cold, but to put things into perspective, until this week, the coldest it had been was minus 18 in November. Otherwise, a typical daytime winter temperature is somewhere around -7 to minus -2 degrees, if it's warm it'll be somewhere between 0 and 4. Don't laugh, you get used to it, you dress for it - I don't know



View from my window after it stopped snowing

how we complain back home with plus 10C. In fact, after snow, you dread temperatures in positive territory, as snow turns to slush and becomes challenging to cycle in. Not to mention it freezes as ice when temperatures drop below zero. The colder the temperature, the better the snow is to cycle on, with better grip levels. Frankly, I would say that minus 5 is a near optimal cycling temperature - you don't get too hot and it's a nice crisp refreshing temperature. I would dearly love to have my bike from home here though, as its large knobbly tyres are far more snow friendly than the near slick road tyres I have on my single speed commuter bike here (certainly different to getting around in the 307). Oversteer is most possible now.

Hope all is well for you, I'm certainly having a great time here.

Justin Chiew

[Justin is a member of the Volvo Club of Victoria, currently studying in Sweden. The above is an excerpt of an email received in March, 2005. Ed.]

BMW & VOLVO SPECIALISTS

9874 5544

9874 6644



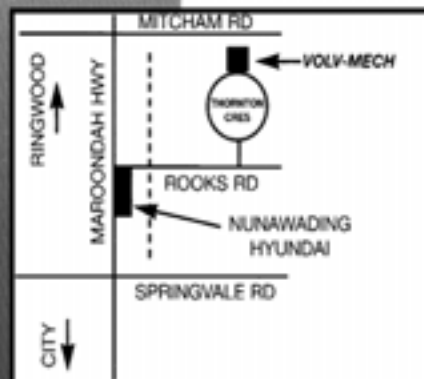
BERRY MOTOR GROUP P/L

16 Thornton Cres. Mitcham 3132

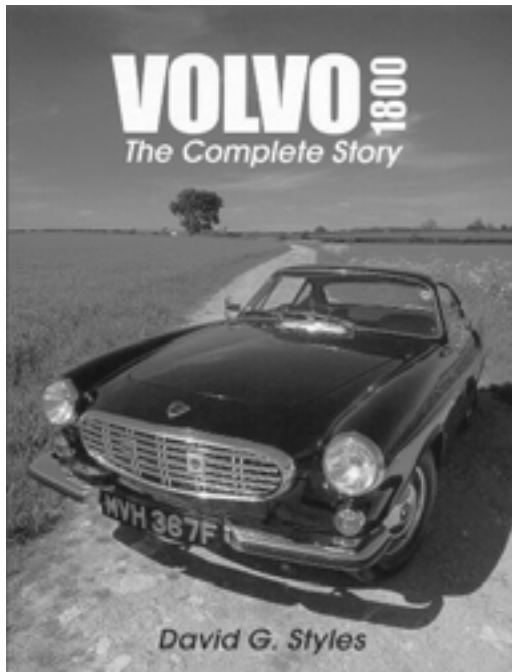
Fax: 9874 8833

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

VOLVO
SERVICE & REPAIRS
Licensed RWC Tester



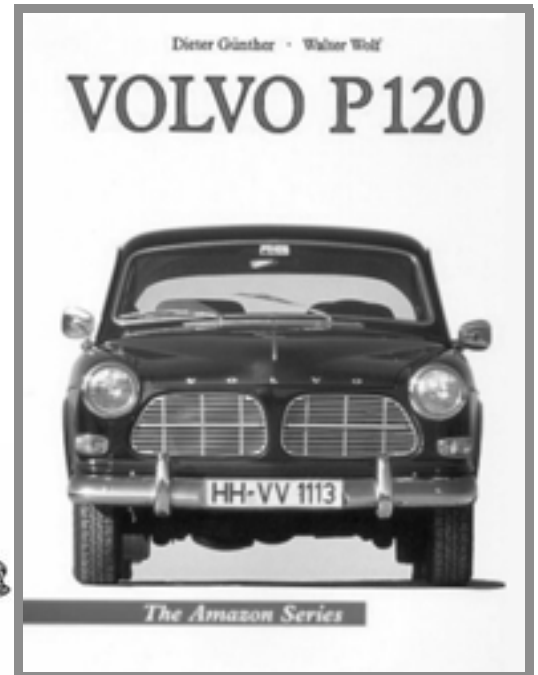
VOLVO BOOK OFFERS



SPECIAL

**Buy both
books for
\$100**

inc. p&p



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

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

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

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

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

Classifieds: Cars & Parts

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

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!

1964 P1800 (SDC 099) Complete (engine in), and in pieces. New upholstery, new chrome cow horns, a project car needing a new dash covering, a little rust repair, a repaint (optional) and reassembly. This car was a daily driver until I bought it. For sale best offer over \$4000.00. Photos available. Contact Rob Butchart. butchart@senet.com.au (30Apr05)

1996 850SE (NVY 059) Nautic blue, 97k, charcoal leather, sunroof, service history. Price \$17k. Ph Henry 0413 602624 (28Apr05)

1986 360GLT (DAR 383) Red with charcoal. 130,000 kms; regd until 12/05. \$4k; ph Dave (03) 9762 7387 (26Apr05)

1988 740 Turbo (OZN 167) Midnight Blue with beige leather; climate control; CD player; mats; auto; 210k; 2 owner;



RWC; \$6500; Ph Joanne 0403 938 653 (26Apr05)

FOR SALE: Collection of Volvo books/manuals and die cast model cars. Contact Allen Edwards (07) 3286 5594

or email the editor for full list and prices. (18Apr05)

VOLVO R/C CARS & MODELS: Minichamp P1800E model (1:18-scale) in gold metallic colour is now



available. Limited numbers at \$110.00. Remote control XC90 model (1:12 scale) at \$96.00. Still is a beautiful model



with good detail. Great slot car set with S60 racing cars (1:43 scale), one is from



the Swedish touring car championship and one is the US version. \$195. Also available but temporarily out of stock is a 1:16 scale S60 remote control car in



STCC version at \$96. This is also the case for the beautiful Revell PV544 "Singh" rally version 1/18 at \$85. Orders can be



taken! Call Mark a/h on 0403 814545 (26Apr05)

PERFORMANCE PARTS: Slotted brake discs. Available for most Volvo



models, with prices starting from \$120.00 ea. Also, for the 850, "budget" bigger brake upgrade kits are now available (need 17" wheels to fit). Contact Mark a/h on 0403 814545 (26Apr05)

PARTS FOR SALE: Set of 4x T4 wheels. All in good condition, tyres need to be replaced. Asking \$790.



Mark Richardson a/h 0403 814545 (26Apr05)

NEW PARTS 1800: Bonnet \$1500; Bonnet Hinges \$70 ea; Door Chrome - Passenger Scraper \$100; Windscreen Washer Jets \$30 ea; Valve Cover Hold-down Kit \$10; Seal 678248.6 S/Box Seal; Seal 678249.4 S/Box Seal; Rubbers 831255 (8) Front Swaybar; Speedo Drive - Black Plastic Cog; Metal Retainers for Bumper Rubbers \$15. **USED PARTS 1800 (OFFERS):** Indicator Switch; Early 1800 External Door Handles (minus 1 x Barrel); Early 1800 Boot Lock (Ext Chrome); Assorted Interior Handles; 4 Interior Light Bases - One is complete with glass; 2 Right Angle Speedo Drives (in bits); Oil/Water Temp Gauge (condition unknown); Front Indicator Rubber - Good; Late Model Seat Belt Catch - one spring broken; Rear Number Plate Light - damaged/repairable; 1 Rubber Stone Deflector Rear Wheel Arch; 1 Rubber Bumper Strip; 2 Rear 1/4 Window Chromes; 1 Air

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

Vent Cover - Black and Chrome; Rear Panel Volvo Letters (No "L") and 1800 Badge; Rear quarter window glass passenger side; Water Expansion bottles round and square. Contact Allen Edwards (07) 3286 5594 (18Apr05)

1968 Volvo 123GT (VOL 123 - NSW) Chassis 133352P308664. Engine 4968 61 3734. Colour 79 (White). Interior 424-551 (Burgundy). This is a genuine 123GT, previously owned by Oliver Gaut who restored the vehicle and reconditioned the motor. All numbers match the



factory numbers when the car was manufactured. The car has a set of colour-coded Simmons mags and a set of standard wheels and GT wheel trims. Quite a few spares included. Asking \$16,000 ono. Contact Guy Smith, NSW (02) 47398127 or guysmith2@bigpond.com (15Apr05)

FREE PARTS: 144 cylinder head VGC FREE, 144 starter motor FREE. Phil Dawkins tel. (03) 9802 4749 mob. 0412 045 640 (1Apr05)

19xx 144 (unregistered). For sale or wreck. Orange. It has some rust in the

chassis, panels are straight.



Mechanically it was running fine when the centre bearing let go and as the rego was due and another bearing could not be sourced we have decided to retire it. If any part is required make an offer and we will see what we can do. Contact details are Glenn McArthur, 599 Circular Rd East Ridgley Tasmania 7321.PH.0364357345 or 0429355334 (11Apr05)

1970 P1800E (033 FCD Qld) Regretful sale. 81,000 miles, New paintwork (original, dark green), tinted windows, AC, stereo system, new leather seats front and rear (original colour), new carpets (original colour), new boot trim, restored dash, Volvo GT mag wheels (x5) refurbished to better than new



(original wheels available). All additions have been installed with their removal (if required) in mind. Very limited changes have been made to the original car. Mechanically, all is good

with the car being serviced by Gary Comerford from Volpro Automotive. He is available for any discussions that maybe required. I am looking for around \$23/24 K but will discuss price. If there is any interest I will send some photos in addition to the one above. Contact: Tom Bennett - 0411 741 004 or Tom.Bennett@sigstac.com.au (10Apr05)

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.

1968 P1800 (LTJ 384) Saint White with black interior, runs well. Original features, Selling without roadworthy.



V.good condition. Parting with car after 30 years. Price - \$14,800 o.n.o Phone Rosemary 0417109190 (1Apr05)

1993 940 SE Turbo PRICE

REDUCED! (776 GYO - QLD) 100% original condition. 193K. Leather, electric everything, seat warmers,



Keyless entry, Air conditioning, power steering, ABS, Drivers air bag. Price \$10,500 ono (I am open to discussion) Ph. 0402 868 204, (07) 5476 3611 QLD (Revised 17Mar05)

1969 144 (TBH 098 - NSW) Reg to Mar 06. Auto, Beige with light interior. Genuine accessories incl. side wdo weather shields, sun visor & venetian blind, new dress rims. Best original 144 in the country. Less than 40,000 km on the clock. Nothing to spend. New exhaust. Boxes of spares. As new condition. \$8500. Ph Bob Taylor on (02) 6676-0001 or 0428-850-666 or email robertt@cn-newc.com.au (21Mar05)

PARTS FOR SALE: B18 engine (almost complete) with the following numbers FAG 418201 and 49680. 144 manifold

with twin carburettors. A cylinder head, probably 140 series. A number of hoses, belts, nuts & bolts and various small boxes containing Volvo bits & pieces. A couple of rear springs, a steering wheel and a wheel rim. Geoff needs the space and all he wants is a couple of bottles of red! Phone Geoff on 07 5494 3019 (4Apr05)

1983 240 GLE (BWO 438) Silver green/tan velour interior, reg till Oct 2005, has been in family for last 15 years, paint faded on bonnet and roof, some extras. \$1,650 ono Phil Dawkins tel. (03) 9802 4749 mob. 0412 045 640 (1Apr05)

19xx 122\$ (AGM 90Y) White with red interior. Only 3 owners (one of whom was Vince Harmer; Engine professionally reconditioned and some



work done on interior. Reg until 8Nov05. Fixed price: \$10,000. My contact details are - phone (02) 6230 3165; mobile 0414 923 279; email greethead@hotmail.com (4Mar05)

1962 P1800. Price Reduced! 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



concours condition. 65,347 km. Any inspection welcome. **\$16,500.** Ph. Dominic anytime on 0409 421 252 or (03) 9390 0039 (24Feb05)

1983 240 GL (BOZ 962) White, 2.3 litre automatic. Excellent condition. 322,000 km. \$3000. Contact Peter psoko@bigpond.com.a

u or phone 0418188758 (31Mar05)

2003 XC70 (OJS 001 - QLD) Blue pearl with oak interior. 2.5 litre semi-automatic, 15,000 km. As new - balance of factory warranty applies. Located in Toowoomba. \$65,990 ONO. Phone Peter 0418188758 (31Mar05)

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)

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)

1997 850R (WOOOF - 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)

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)

VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

mobile: 0403 814 545
fax +61 3 9778 5302
mkr@alphalink.com.au

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)

PART\$ 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)

PART\$ 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)

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.

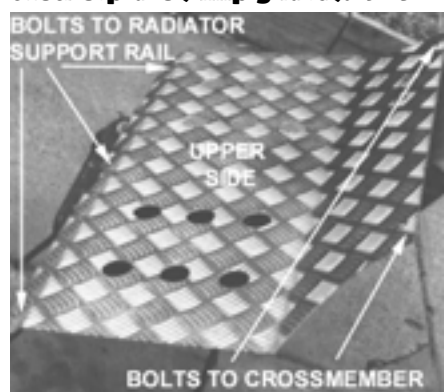
175,000 km, RWC, good rego, Auto, Excellent Condition (one of the best around). No rust. Current owner for 9 years+. Always garaged. Regretful sale due to loss of car space. \$8,000 ono. Ph. Harold: (03) 9866-1919 (Revised 15Jan05)

DV\$ 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

DV\$ 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.

DV\$ 240/260 adjustable front swaybar link sets. Suit 240/260 series. Includes adjustable heim joints

DVS

volvo performance parts

performance suspension components
performance braking components
performance parts to suit most volvos

ashleigh davis

0412 709 695

ashdavis@optusnet.com.au

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

DV\$ 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

DV\$ 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

DV\$ 850, \$70, V70 strut tower to tower brace sets: Same features as the 240/260 kits. Powder coated in *Charcoal Metallic Pearl*. \$270.00

DV\$ 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

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

Volvo Car Club Of Victoria

Membership Application/Renewal

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



<p><input type="checkbox"/> New Application (1 year membership from date of payment.)</p> <p><input type="checkbox"/> 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.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>																																																
<p>First Name: (Mr/Mrs/.....)..... Surname:</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Membership number if known (8 digits - example 20040612)</p>																																																	
<p>Postal Address:</p> <p>..... Post Code:</p>																																																	
<p>Contact Details:</p> <p>Phone: (.....) Mobile: (.....)</p> <p>Email:</p>																																																	
<p>Your Car(s) Details: (Engine number can be found on Registration Certificate)</p> <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
Model	Year	Colour	Reg. No.	Engine No.	Body Style																																												
.....																																												
.....																																												
.....																																												
.....																																												
.....																																												
.....																																												
.....																																												
<p>Membership Type:</p> <p><input type="checkbox"/> Adult Membership (\$40)</p> <p><input type="checkbox"/> Student/Pensioner (\$20)</p>	<p>Payment Details:</p> <p style="text-align: center;"><input type="checkbox"/> CHEQUE <input type="checkbox"/> MONEY ORDER <input type="checkbox"/> OTHER.....</p> <p style="text-align: center;">Amount paid \$.....</p>																																																
<p>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p> <p style="text-align: center;">Signature Date.....</p>																																																	
<p>For information about the club please contact the President Heino Nowatzky on (03) 9423-5045 or 0425-705-045. For information about your membership please contact the Membership Secretary Wayne Bowers on (03) 9397 5976 or email waynebowers@unite.com.au</p>																																																	
<p>Please send this form with payment to Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189 Thanks for joining or renewing membership with the Volvo Car Club of Victoria.</p>																																																	

Toughseal

Never Wax Your Car Again

www.toughseal.com.au

1300 554 944

SPECIAL DISCOUNTS TO VOLVO CLUB MEMBERS!

Paint Protection System - normally \$95.00

**Members Special
\$55.00 postage included!**

Make your Volvo shine like new again!



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

WESTERN AUSTRALIA

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

*C = Sales SP = Service and Parts

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

**Print Post Approved
PP 032699/00016
Volvo Club of Victoria
P.O. Box 3011
Moorabbin East,
VIC 3189**

**SURFACE
MAIL**

**Postage
Paid
Australia**