

ROLLING

AUSTRALIA
No. 161

July/August 2005



INSIDE THIS ISSUE:

Vale - John Law - 1945-2005

Economy Run Results

Norm's ES Story Part 2

The SA Mangrove Trail

Storey Bridge Show 'n' Shine

Easter 2006 Inverell Rally Update



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):

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.

Christmas Dinner & Presentation Night:

Note the Committee is looking for ideas for a venue as usual. We need to make a decision ASAP before all the options are booked. Please consider helping us choose a location and venue now to avoid disappointment. We do our best to satisfy everyone, but if we get no feedback, we can't represent the members in our decision! If you've got an idea or are willing to help, please contact Heino.

Cover Photo Contest

Open to members of ALL affiliated Volvo Club; (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: Erik Ullner's 164E & Cloud; at the Victorian Display Day, Dandenong 2005. Submitted by Greg Sievert.

Greg (yours truly!) submitted this photo anonymously and it was chosen as one of the 2005 cover photos by the committee. 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 be remain eligible for use on future editions of the magazine as the contest continues.

Below: Ash leading Ben at Calder. See Motorsport; pages for more pics!





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. 0417-391-322

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@iinet.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

850/970/V70/960/980/XC70/XC90

Heino Nowatzky

Ph. 0425-705-045

hnowatzky@ozemail.com.au

CONTENTS

- 2-Calendar of Events
- 3-The Editor's Desk
- 4-President's Report
- 6-Letters to the Editor
- 7-Birth Notices
- 8-Treasurer's Report
- 8-Membership Report
- 10-Motorsports Register
- 14-SA Club Pages
- 16-SA Events Calendar
- 18-1800/120 Club Pages
- 19-Norm's ES Story, Part 2
- 22-NSW CMC Calendar
- 24-VCQ Club Pages
- 26-Brickbats & Bouquets
- 27-Economy Run Results 2005
- 27-Frisk's Tune-up Day
- 29-Believe it (or not?)
- 30-Volvo *Imagineering*
- 31-242GT Register Report
- 32-Classifieds: Cars & Parts
- 36-Membership Application

In Upcoming Issues:

- Volvo Utes from Around the World
- New Tech Tips
- Volvos in Miniature
- A Tale of 3 Yellow 1800's
- Supercharged: Chapter 7

NOTE: The EDITOR has a new email address:
gsievert@tpg.com.au



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

JULY/AUGUST 2005 ISSUE NO. 161

**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@tpg.com.au

17 Lakeside Place

Williamstown, VIC 3016

MARKETING AND ADVERTISING

Contact the Editor

03-9397-5976 (AH)

gsievert@tpg.com.au

DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th August 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

July 2005

Wed 6th Night Meeting
Guest speaker information see website www.volvovic.org.au

Sun 17th Winton Fun Day
See info in Motorsports Register pages. Several club members plan to attend. If all goes well, it will be the debut of the editor's budget 740T project car!

Sat 23rd Proposed Go Kart Challenge
See info in Motorsports Register pages. Tentative only at this stage - more info to follow (contact Ash Davies if interested)

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. The enjoyable 2.5 hour drive on country roads will be followed by a refreshing lunch. 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 - Australian Historic Motor Festival - Winton
Sun 2nd
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

November 2005

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

December 2005

Wed 7th Night Meeting & BBQ at Voldat
Further details closer to the event

Sat 10th Tune-up & Safety Check at Voldat
Further details closer to the event

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!

RACE MAGAZINE? A big thank you to Neil Roshier, Editor of Race magazine. Neil was our guest speaker at the May night meeting. Check out the magazine at your local newsstand. The magazine's focus is on grass-roots racing and emphasis is on the technical side. Topics include the do-it-yourself supercar car project, local racing coverage and car profiles (issue one included a profile of the 242GT!)

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.

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.

THE EDITOR'S DESK

Greg Sievert

03-9397-5976 (AH)

gsievert@tpg.com.au



"CARNOGRAPHY"

Well, if you're reading this, Australia Post has probably successfully delivered your magazine. Lucky you! We've had a few complaints in recent months, especially from some of our overseas members, about not receiving their magazines. By and large, I think the post is flowing smoothly, but if you have any troubles, please be sure and let us know. In at least one case, I made a typo on somebody's house number, so their magazine was returned. All the more reason to notify the Membership Secretary if your address label is incorrect.

Speaking of addresses, if you didn't already notice, I have a new email address. We've finally given up on Telstra (Bigpond) due to the frequent down times, billing hassles and overpriced service. Effective immediately, my new email address is gsievert@tpg.com.au and hopefully our service transfer from Bigpond to TPG will have occurred without a hassle. It does pay to shop around as we're saving \$20 per month and getting faster ADSL service with better features than Bigpond. This is important for those of us who are addicted to "carnography" (you know who you are!) Do you spend hours every night after work browsing the web for photos of Volvos? Do you check every used car classified site and Ebay nightly and search for Volvos and Volvo-related paraphernalia? Well, you're not the only one. I'm not admitting to anything, but I will say that I have a few comments on the subject.

First, let's talk Ebay. What is it with these so-called "no reserve"

auctions that have a minimum first bid? I'm sorry, but if there is a minimum starting bid, doesn't it defeat the purpose? Often the starting bid for these items is well above what you would expect to pay for the item, so the person is obviously clueless. You might as well put a secret reserve price on the item and start the bidding at \$0. This way you're safe in that the item will be passed in if it doesn't hit your reserve price, and you'll at least get a feel for what people are willing to pay for the item even if it doesn't hit the reserve. For example, if you have a one-owner, low-km rust-coloured 1980 240DL in average condition (just needs windscreen, tyres, battery, transmission, ...) and you want \$2500 for it (clueless!), you'd be best not to offer it as a "no reserve" auction with a minimum starting bid of \$2000. Nobody will bid (I guarantee it!) and you will have no idea what the car is worth (obviously). You'd be a lot better off to choose a secret reserve price of \$2500 (that's the lowest acceptable price for you to sell it) and start the bidding at \$0. Then, at the end of the auction, when 2 people have bid on it and the bid is up to about \$120, you'll know you're asking about \$2380 too much and you can sell it to the scrap yard for \$500 and come out ahead! To me, a "no reserve" auction is just that - no reserve, and if one bidder bids \$0.01 for it, they own it at the end of the auction.

Second, what about the classified ads? I know a bit of what's out there in terms of Volvos. It's amazing to see people asking the same price for a car for 2 years and they still can't sell it (and we're not talking just private sellers - dealers are just as bad). Take for example a certain Nautic blue V70

T5 that's been for sale for nearly 2 years. Every year, the car's value drops about twice as much as the guy has come down in price trying to sell it. It started at about \$39,995, and he's just now got it down to about \$26,000. In reality, it was probably worth \$26,000 2 years ago, and now it's probably only worth about \$17,000. Had the guy asked a reasonable price in the beginning, he'd be well ahead of the game. Either that or he got a company car and he dreads parting with his beloved Volvo, just prolonging the agony. Oh - another one of my favourite ones is "First to see will buy!" I guess that means that if you have a 1984 760GLE that you want \$6000 for, and it's for sale at that price for 6 months, NOBODY has even bothered to come to see it!

Often I ask somebody (for example a register captain or "expert" on that particular model) what a particular car is worth, and, as Heino wisely said, "it's worth what you're willing to pay for it". Maybe my question should have been "what do you think most people would pay for this car?" For most of us Volvo Club members, buying an old Volvo is probably more of an emotional decision than a logical one, and our biggest fear could be worrying what our fellow club members think and whether they think we got a "good deal" on the purchase. It may be easier said than done, but you have to do what's right for you and not worry too much about what everyone else thinks. Having said that, even you're not going to feel like you got a good deal when you find out the shiny Volvo you just bought is actually a rust bucket in disguise!

Finally, remember to check the club's web site (www.volvovic.org.au) frequently because if you ARE looking for that classic Volvo (or any Volvo) it is likely that the web site will be the most up-to-date listing of used Volvos that we know about.

Regards,



Frisk's Garage

VOLVO SERVICE & REPAIRS

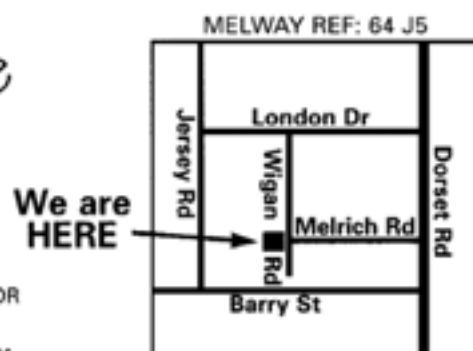
PH: 9762 9353
FAX: 9761 1593

4 Wigan Road,
Bayswater 3153



Paul Frisk
MANAGING DIRECTOR

Marshall Hornby
SERVICE MANAGER



President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS: Winter Months

By now you are most probably reading this comfortably seated in front of the heater. Melbourne is currently experiencing a mild start to winter but based on the start of this year I dread what is to come. Hopefully we will all get much needed rainfall and in the areas where it will do most good. Winter months usually spell reduced activities for the club as most people prefer the warmth of the house or if you are lucky to have a heated garage? We will see if we can gather some interest for an event or two. Have a look inside the front cover or on page two for upcoming events and if you are computer savvy with internet access have a look on the club's website for any updates.

Whilst on the subject of the club website, Ben is currently requesting photos of Volvos owned by club members so please send them in to: bwinkler@netspace.net.au

Also congratulations to Noel Bruin and Lyn Foster for making the cover of the last magazine with the photo of Adeline in front of the 122's. I have a special prize donated by Paul Frisk to send to you.

I thought for the merest moment that we were getting our own Volvos

back to manageable numbers but that did not last very long at all. Dion's 244GLE was unfortunately hit in the rear on return from the club's economy run. Thankfully no one was hurt in either car and the other driver was insured. Gratefully the insurance assessor accepted the good condition of the 244GLE and offered a satisfactory compensation. Unfortunately the car was deemed beyond economical repair although we have since found another Volvo owner who is willing to spend the time to get it back on the road. Dion spent a lot of time and money getting the car into the condition it was and was heartbroken when it was hit. That pain has been somewhat lessened by the arrival of his new car (thanks Soko) a 1998 V70. Not to be outdone, your Treasurer (who turned 21 at the beginning of this month), Christina, decided that since she had just received a promotion at work and a pay rise, then she was also entitled to buy a new car. Enter a 1995 960 (the 164TE is now reserved for club events). Well at least I don't have to work on daily drivers during the week now.

Our driveway looks a million dollars with the nautic blue S70 and V70, the red 850R and the regent red 960. Our neighbours keep giving us weird looks (well they are all V8 Commodore drivers) except for our

immediate next-door neighbour who thinks Volvos are wonderful (well they are of European descent) and asks how I managed to get my kids to be so sensible. Arranging insurance for the cars was quite an eye opener and all I can say is don't rely on basic quotes, give the insurance companies a ring and talk to them, it makes a huge difference and will save you lots of money. Both Dion and Christina have been well looked after by two major insurance companies.

It is with deep regret that I pass on the sad news that John Law passed away on Saturday the 21st of May after a long courageous battle against cancer. John was a stalwart of the Victorian Volvo club and held just about every position in the club over many long years. John took the reins at a time of turmoil within the club when the future looked bleak and he turned it around. He was also a long time editor of the club magazine. Lance Phillips has kindly offered to write a few words about John elsewhere in the magazine and to his wife Jill, children Andrew and Kirsty, his family and all his friends, the committee and members of the Volvo Club of Victoria wish to pass on their sincerest condolences.

Until next time
Heino Nowatzky



VOLDAT AUTOMOTIVE
VOLVO SERVICING & REPAIRS
9553 1091

The Victorian Automobile Chamber of Commerce

VACC
You're in good hands

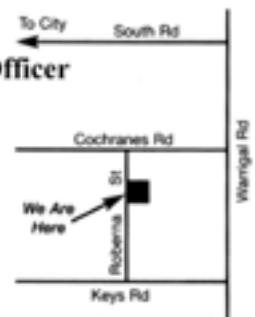


Manager
John Johnson

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) 9532-3151
CALL (03) 9553-1091





THE XC90 SUV \$69,950* SAVE \$8,350^

THE NEW XC90 LIFESTYLE EDITION HAS SEVEN LEATHER ADULT SIZE SEATS FOR THE PRICE OF FIVE, SO THE WHOLE FAMILY CAN LOUNGE IN COMFORT.

- 7 FORWARD FACING LEATHER SEATS
- TURBO CHARGED ENGINE
- GEARTRONIC TRANSMISSION
- ACTIVE ALL WHEEL DRIVE
- AIR CONDITIONING IN ALL 3 ROWS
- HIGH PERFORMANCE SOUND SYSTEM
- ROLL STABILITY CONTROL
- REVERSE PARK ASSIST RADAR
- INTEGRATED CHILD BOOSTER SEAT



THE XC70 LE \$64,450* SAVE \$5,500#

THE XC70 LIFESTYLE EDITION HAS BEEN DESIGNED FOR THE ADVENTUROUS FAMILY AND ALL THE EQUIPMENT THAT GOES WITH THEM.

- 2.5 LITRE TURBO CHARGED ENGINE
- ACTIVE ALL WHEEL DRIVE
- LEATHER INTERIOR
- DOLBY PRO LOGIC® II SOUND SYSTEM
- ELECTRONIC CLIMATE CONTROL
- BI-XENON HEADLIGHTS
- SUNROOF
- INTEGRATED CHILD BOOSTER SEATS
- ALLOY WHEELS



THE V70 LE \$54,950* SAVE \$7,000#

THE V70 LIFESTYLE EDITION IS A LUXURY WAGON THAT ACCOMMODATES EVEN THE MOST DISCERNING FAMILY AND STILL HAS ROOM FOR THEIR LUGGAGE.

- 2.4 LITRE, 5 CYLINDER ENGINE
- LEATHER INTERIOR
- STABILITY AND TRACTION CONTROL
- ELECTRONIC CLIMATE CONTROL
- ALLOY WHEELS
- PERFORMANCE SOUND SYSTEM
- INTEGRATED CHILD BOOSTER SEATS
- MULTI-FUNCTION STEERING WHEEL
- SIDE IMPACT PROTECTION SYSTEM

A NEW LIFESTYLE AT SILVERSTONE DONCASTER.

VOLVO
for life

SILVERSTONE VOLVO

591 DONCASTER RD, DONCASTER | SALES AND SERVICE | PH 9840 8868 | LMCT9224

*Price excludes dealer delivery (\$1,950) & statutory charges. ^Savings based on recommended retail price for third row seating package & leather trim. #Savings based on price difference from recommended retail price of \$69,950 (XC70) & \$61,950 (V70).

Letters to the Editor

and other miscellaneous ramblings...

VALE - JOHN LAW 1945-2005

John joined the club in the early eighties sharing his pastime passions for cricket and fishing with Volvo cars. He was always willing to lend a hand hence his election as a committee member in the early days of his membership. This willingness to serve also saw him hold the positions of President/Treasurer and Editor as well as 9-Series Register Captain over the years leading up to the long brave battle with his health.



**In Memory of John Law
1945-2005**

In my role as Secretary I always appreciated John's help and advice on Club matters whilst sharing a cuppa in his lounge or a long chat on the phone. I am glad we did not have timed phone calls. Post committee we just talked in general but mainly cars and probably Volvos! John loved cars, which is reflected in the ownership during his early days of MGs and Alfas. His Volvo collection started around 1980 and spanned a couple of 244 Series to a 740GLE and finally his pride and joy, a red 940 Turbo. But along the way John still had a yearning for the classics which resulted in the purchase of a 122S, which shared the garage for some time. On display his cars were always a credit to him and reflected his passion. John was a great ambassador for the marque and passed this belief on to his son, Andrew as well as friends and family as could be seen by the number of Volvos in the Le Pine car park on the day of the service.

Our thoughts are with Jill, Andrew and Kirsty.

REST IN PEACE

Jill asked me to pass on the family's thanks to those who attended the service to celebrate the memory of

John's life and remember him [Heino, James, John Johnson, John Grant, Rod and Lance] as well as those who had them in their thoughts on the day.

Lance Phillips

WA Club Volvo Passion

Dear Greg

Would you please consider publishing the attached invitation in the next edition of Rolling. Although it may miss the deadline, I want readers to know that owners in WA are still here and are as passionate, if less in number, as our inter-state counterparts.

Thanks mate and regards.

Darryl Cook

[See below - thanks for the WA update Darryl! Ed.]

Everyone wants to talk to you when you've got an old Volvo

It's been years since we Volvo 1800/120 enthusiasts got together in WA, and we reckon that's too long.

So you're invited to bring your Volvo 1800 or 120 down to Murdoch University for a chat with some other like-minded, and therefore highly intelligent individuals including our



event sponsors Swedish Vintage.

The plan is to meet at 10.00am on 5 June at car park number 1 for a display of these rugged Swedish beauties, and for those Perth residents with such superlative taste in old cars to actually meet each other.

After a casual barbeque lunch we'll go for a cruise through Fremantle, and from there disperse amongst the lesser, plasticised devices that make up modern traffic.

Date: June 5 2005

Time: 10.00am

Place: Murdoch University car park number 1

Bring: Your Volvo 1800 or 120

If you'd like any more details, don't hesitate to call Darryl on 0414 256 174 or Alex on 0411 148 142.

French Volvo Connection

[The following email was received from the French Volvo Club, and included a PDF format file of their newsletter. Unfortunately it is currently only published in French! Ed.]

Dear friends,

Here is our newsletter, we will send it to you each month in order to inform you of our activities.

An English version will soon accompany the French version of "La lettre de mon moulin".

If you do not wish to receive this e-



French Volvo Club's neat logo

mail any more, let us know.

Please note our new postal

address:

Volvo Club de France
C/o Claude Cornibé
109 allée des Glycines
Bois Fleuri
77410 Claye Souilly
France

Best regards,

Nicolas Dzalba-Lyndis
Volvo Club de France

Have Your Say?

Gordon MacRae has suggested a club display day at Shepparton. What do you think? Maybe we can do it in conjunction with a driver training day at DECA? Gordon also found a web site www.volvodriver.com.au - and is looking for members' feedback on the rather bizarre link with Volvo drivers (falls into the "What the?" category!) Gordon's email address is gordonsvolvo@yahoo.com.au so feel free to give him a hoy. Thanks for your input Gordon!

BIRTH NOTICES:

CONGRATULATIONS: It's a VOLVO!?

ANNOUNCING:

The newest addition to my Volvo family is a 1995 960 in Regent Red Pearl. He has leather interior, cruise



Tina's 1995 960

control, wood grain trim, six-CD stacker. He arrived on the 2nd June, and has since had clear indicator lenses fitted. The 960 will be a daily driver and brother for the 1974 164TE which will be put on Club Plates in 12 months after the transmission has been replaced.

Tina Nowatzky

FACE LIFT for JAFFA:

Back in early May, I received this note from Bob Mitchell (across the ditch in NZ) about a recent face lift for his 164E (affectionately named "Jaffa" due to it's bright orange colour):

"I have put my 164 in to the paint shop to get a touch-up. I should get it back this Friday. It's been away for well over a week now and I am missing it. The guy that is doing it is pretty busy so you have to wait your turn in the oven. He is putting on some name of paint

that I have never heard of but it comes from Holland I think he said, and it will be two pot, so that seems to be the usual. I have taken a few photos on my didgy, so if I can get them on the

computer, I will send you one or two in the raw state b4 painting.

There was a 164 advertised in the Trade & Exchange here a couple of weeks ago, for free, but no motor. The motor was put in a

boat, but the rest was a take away. I went to have a look at it, and was able to get a couple of fog lights and a headlight, also a tail light, which was pretty good - never know when you need them. The rest will go to the crusher."

Several weeks later, Bob emailed this through with a photo:

"Hope you get this funny looking thing. Will send you a finished photo when we get a fine day. Bob"

[Being New Zealand, we may be waiting for several months before we see that photo of Jaffa on a fine day! Ed.]



"Jaffa" at the painters



ANNOUNCING:

Dion's new 1998 V70 SE in Nautic Blue Pearl has replaced Meryl the Blue 244GLE who was damaged beyond economical repair on the way home from the Economy Run after being rear ended. Dion now has a new Volvo as a daily driver and will be working on his 1968 145 as a club car. Those that don't know the history of Meryl, the 244GLE



Dion's 1998 V70

got her name because she was given to film star Meryl Streep while she was in Australia filming "Evil Angels" and the car has appeared in Blue Heelers and other cameo appearances.

Dion Nowatzky



Dion's "recently departed" Meryl

If you have a new acquisition in the Volvo family and want to share with other members, send details to the Editor (gsievert@tpg.com.au) for inclusion in the Birth Notices section. Thanks to Tina, Dion and Bob for their contributions!

Treasurer's Report

\$\$

Christina Nowatzky

0425-740-858 (AH)

nowatzkyt@mpx.com.au

MONEY BUSINESS

Account balance on 6th June 2005 is: \$1576.65. The last magazine Treasurer's report was on the 8th April 2005. At that time, we had a bank balance of \$1560.62.

The club's bank balance is looking healthy again thanks to more membership dues rolling in. The following is a summary of the clubs major expenses and income:

INCOME:

Membership Subscriptions: \$380.00

Magazine Contributions - 1800/120 Club & Volvo Club of QLD (May/Jun): \$485.32
Meetings: \$46.00

Advertising & Sponsorship: \$90.00

GROSS INCOME: \$1091.32

EXPENSES:

Suppers: \$19.05

Magazine Printing (May/Jun): \$1053.05

Magazine Postage (May/Jun): \$304.97

TOTAL EXPENSE: \$1377.07

NET INCOME (loss): -\$285.75

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

[Note: all magazine advertisers have been invoiced for their 2005/2006 ads in the magazine. Most have renewed their ads, so the club's bank account will be topped up shortly. Ed.]

Membership Report

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



Update

Apologies for the brief status this issue. The next issue will include the regular full membership report including new member listings. I haven't received the PO box contents for several weeks, so the update will miss this issue's publication deadline. Please be patient - if you've sent your membership renewal, you'll receive your card soon.

Volvo Club of Victoria Membership

Status

Number of members: 159

Number of expired members: 21

Number of current financial members: 138

Victorian 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.

VP Tuning

Rydell

350

Q8 Oils

Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

mobile: 0403 814 545
fax +61 3 9775 5302
mkr@alphalink.com.au

DVS

volvo performance parts

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

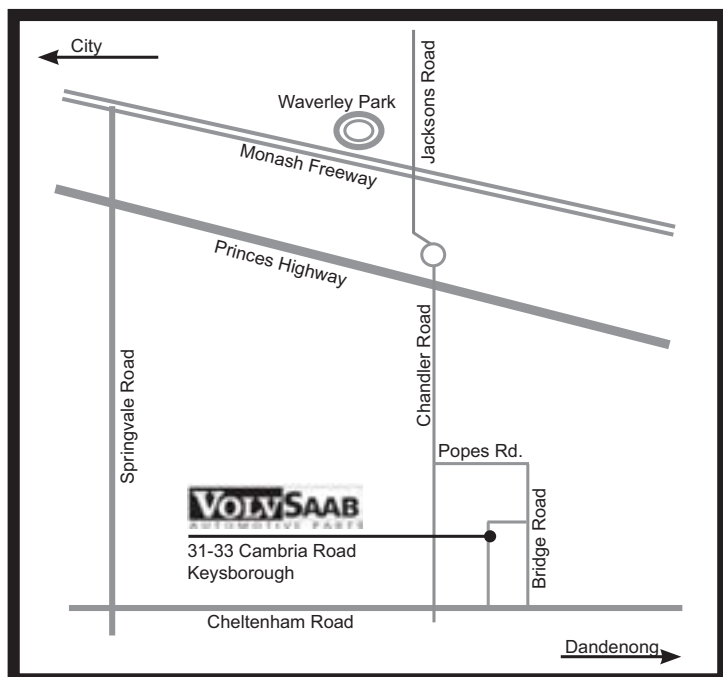
ashleigh daves

0412 709 695

ashdaves@optusnet.com.au

Volvo SAAB

AUTOMOTIVE PARTS



Tel: (03) 9798-7200
31-33 Cambria Road
Keysborough
Victoria 2173

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

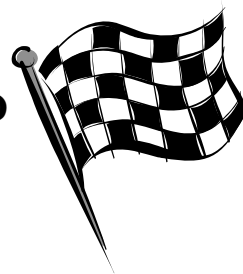
We are open for your convenience at the following Eastern Standard Times:

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



MOTORSPORTS REGISTER

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



2005 is half gone and winter is just about upon us, local, national and international motorsports seasons are well underway. The year is certainly a controversial one in many of the big series.

We've attended a couple of events so far representing the club, with some interest coming from the younger members of the club and some of us have spent way too many hours underneath a certain beige 240, all in the name of evolution and trying to extract seconds from lap times on its next outing.

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.

Some of us catch up on weekends for working bees on cars, usually organized at the last minute. If you'd like to join us tinkering around, or would like to join us for a chat about getting your own Volvo on the track, etc please give us a call or email.

Anyone with a roadworthy car and a helmet can participate in track days and we'd love to have you along to help represent the club.

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

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/>

DRIVER TRAINING AT DECA

We're also looking at having a club excursion to the DECA Driver training facility in Shepparton.

To make this viable we'd need at least 7 cars to attend. Further information available soon. Please check the club website.

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.

New touring car season started in Sweden

The first few races have passed by already when this magazine issue comes in your letterbox. This season will have eight race meetings starting in May and ending at the well know Mantorp race way in September.

As most of us know the summer season is fairly short up north so races follow each other soon (with a short break in mid summer).

As there are so many different styles of races it is a bit packed into this small amount of time. There still is the VOC (Volvo original cup), STCC, S40/ S60 challenge, Junior challenge and so on.

In the STCC Volvo is in second position on 17pt just behind BMW on 20pt.



Volvo Original Cup racing

The third race is in June so will be done and gone when mag. comes out.

For you people with internet access and racing feeling check out the following sites to keep up to date.

MOTORSPORTS REGISTER EVENTS CALENDAR

UPCOMING EVENTS:

- Sunday July 17 2005 - Winton Motor Raceway Fun day. Winton.
- Saturday July 23 - Volvo Club of Victoria Karting Challenge #2. Ace Karts, Sunshine. *TO BE CONFIRMED
- 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.
- Sunday September 11 - SDMA Hillclimb. Fairbairn Park, NSW.
- Saturday October 1 - MG Car Club of Victoria Track day. Sandown.
- Sunday October 23 - XR-XY ZA-AZ Falcon Fairlane Car club of Victoria track day. Winton.
- Friday October 28 to Sunday October 30 - ARC Super Series.
- NGK Rally Melbourne.

Please note that some sites are in Swedish!!

www.stcc.se

www.polestar.nu (Volvo original racing)

www.s60challenge.se

www.s40challenge.se

www.volvooriginal.com

Regards Mark RRR

EASTER SPRINTCAR TRAIL 2005, by Ash Davies

FORWARD

I've always had a passion for motorsports. Some of my youngest memories are of crawling around under race cars whilst my dad worked on them. I come from a family who have, ever since I can remember, been involved in racing.

My Dad has an extensive motorsports background, including sidecar racing in England (when he was young and stupid :), involvement in dirt speedway, Volvo's round Australia rally program, and NASCAR racing in the early to mid '90s here while the Australian Super-speedway series was in its heyday.

Some of my fondest memories include sitting in the driver's seat of Robbie Francevic's Volvo 240 Group A car at Calder Park in 1986, and working



CALDER TRACK DAY PHOTOS

**ASH DAVIES in
dark (red) car**

**BEN WINKLER in
light (beige) car**



Ash's car has a rear spoiler



Ben's car has a tow bar!

CALDER TRACK DAY, 30 April 2004, with Ford Fairlane Club

The pictures speak for themselves. Ash and Ben had a great time throwing the 240's around the track. Several other club members showed up to watch and give their support. Word has it that the Volvos could out-brake and out-corner most of the other cars on the track, but for all-out speed, the V8's had a definite advantage. Good going guys!



Thumb's up from Ben



on an opposing Nascar team to Dad which brewed some interesting conversations over the dinner table before and after race meetings.

Dad worked for Tropic Coast Racing, whose car was owned and raced by Queensland Property developer Ian Thomas, while I worked for Pay Racing, a smaller team with most members coming from Parkes in NSW.

I later joined Tropic Coast racing and worked on their second car, fielded for former 500cc Motorcycle champion, Kevin Schwantz.

Australian Super-speedway racing fizzled soon after and we all went back to watching from the other side of the fence.

As a youngster, every year my parents would take me to the Annual Sprintcar Classic held at Warnambool's Premier Speedway (as spectators) over the Australia Day long weekend. I remember long drives, camping in a tent at the Flying Horse caravan park, Mum picking mud out of my hair, and sleeping rugged up during the support races.

We don't get the chance to go the Annual Sprintcar Classic anymore, but we try to get to a Sprintcar race here and there at Avalon Raceway, just outside Geelong, when other commitments permit.

For many years I've thought (or dreamed) about having the opportunity to follow the Easter Sprintcar Trail, a grueling 3 night series visiting 3 different tracks, in two states.

The opening night, always held on Good Friday, is held at Avalon Raceway.

The Saturday night is held at Borderline Raceway in Mt Gambier, and the Sunday night is held at SunGold Milk Stadium (formerly known as Premier Speedway) in Warnambool.

TURNING DREAMS INTO REALITY

Often the biggest dampener to any good idea, is actually taking time out to do more than just look into it and talk about it.

Earlier this year, after watching a pretty good early round in the World Series Sprintcar championship at Avalon, I mentioned that I'd always wanted to follow the Easter Trail to Jae and we made the decision to mark it in the calendar and not plan anything for the Easter weekend.

Another friend of mine, Brett is also a big sprintcar fan. Often when we

do get out to any sort of motorsports event, Brett and his wife, Melissa, will join us.

Melissa hasn't always been the biggest fan of Sprintcar racing. A few years ago when we were a bit younger, Brett, Melissa, Caroline (my girlfriend at the time) and I went to a sprintcar race on quasi-double date - romantic, I know!

Within two minutes of us paying and entering, Melissa was hit in the head with a lump of mud and was screaming at Brett to take her home, while the rest of us were struggling to contain our laughter. It could have been the end of their relationship right there, but approx six years later, they're happily married and Melissa has a higher tolerance picking mud from her hair and possibly even likes coming to watch sprintcar races with us.

Jae and I mentioned to Brett and Melissa that we wanted to follow the Easter Trail and they agreed to come along with us.

GOOD FRIDAY, MARCH 25TH 2005.

We were joined at Avalon on the first night by both my parents, Neil and Bev, Jae's Mum, Lyn, and some friends of ours, Tim and Louise as well as Brett and Melissa.

Facilities at Avalon probably haven't been changed at all since it opened many years ago. The track is relatively flat and dries out quite quickly. The night proved to be one of the most exciting nights of racing I've seen in a long time. Support events including Hot Rods and Junior Sedans - kids aged 10 to 16, both girls and boys, race in smaller sedans such as early escorts, corollas 180Bs, Stanzas with limited mechanical modification. The class is intended to encourage youngsters to get into motorsports in a safe and fun manner. While the racing is quite slow compared to that of a sprintcar, you can certainly see developing racecraft skills, and excellent displays of competitors simply out driving each other.

The Sprintcar heats proved very entertaining. From the beginning it was quite obvious that Queenslander Robbie Farr would be the man to beat for the evening. As usual, Farr drove extremely well in traffic and clearly had a car that was setup to run well



Max Dumesny

anywhere on the track - something that in dirt speedway is very difficult to do.

Victorian, and current World Series leader, Max Dumesny ran very well during the heats throughout the night and clearly had the fastest car, but the car didn't appear to be setup to run on any line on the track and would suffer later on in the evening.

For the first night of a three-night series, there was indeed a lot of carnage and a lot of bent cars were loaded onto transporters to be repaired when they reached Mt Gambier before the following night's event.

Robbie Farr won the A-main (final race for the night) in convincing fashion, beating Max Dumesny and up-and-comer, 20 year old Danny Reidy from NT.

Farr proved much quicker in the A-main and out-drove competitors in heavy traffic.

Since Jae and I live in Geelong, we said goodbye to the remainder of our merry little crew and went home to spend a night in our own bed before heading to Mt Gambier the following morning.

SATURDAY, MARCH 26th 2005. *On the road.*

Brett and Melissa arrived at our place at 11:00, we loaded the 850 T5 wagon and headed for Mt Gambier.

Hamilton is a bit further than the halfway point and we stopped there for a pub lunch.

I hadn't driven that T5 over any long distance before, as I've only had it registered since January. Really the only real distance driving it does, are trips between Melbourne and Geelong.

But with four adults (or big kids?) in the car, the back full of bags and gear (most of which was Melissa's) the wagon really hauls ar**!

I was certainly surprised at how easy it was to get out and pass other vehicles, pulling away easily.

On to Mt Gambier.

We reached our hotel in Mt Gambier at about 3:00pm, which gave us enough time to unload the car and go to the supermarket to buy food, etc for the night.

We all had showers and sat around and talked while we worked out how to get from the hotel to the track.

We got to the track early and watched cars doing hot laps, getting ready for the night of racing ahead, whilst there was some natural light left.

The track was much smaller than Avalon and Warnambool and there was ideal seating on spectator banking which provided great, close up views of the entire track. The facilities were excellent and all the people around us were friendly enough and were having a great time.

Racing here was probably the closest, fastest and roughest of the three nights. Competition was fierce and certainly emphasized by the small track, with the usual suspects from the first night at Avalon dominating over the majority of the rest of the field.

Max Dumesny won the A-Main convincingly over Robbie Farr, Luke Dillon (from SA) with Danny Reidy coming home in third.

I liked Borderline Raceway in Mt Gambier the most of all three tracks, simply due to the views the spectators have and the facilities were fantastic, easy to get to etc.

SUNDAY, MARCH 27th 2005.

On to Warnambool, the drive from Mt Gambier to Warnambool was



Ash's T5

quite a short one, probably only taking a little less than 2 hours.

We arrived in Warnambool at around lunchtime and therefore had 6 hours to spend, before heading out to Premier Speedway.

We drove around Warnambool for a while, took some photos, and tried to stay out of trouble as much as possible.

Rugged up and ready for the night of racing again, we headed in the gates of the speedway to find a huge crowd, many already had their seating positions already staked out, and marked with picnic blankets with many years worth of stains from flying chunks of clay.

The track has changed a great deal from the memories I have of going there as a child with my parents, but just by closing my eyes, listening, and the smell of methanol - I felt like I was 6 or 7 again.

The track now has much higher banking than it used to and is a lot wider; both factors contributing towards the fastest speeds on any of the 3 tracks in the Easter trial series.

Being the final night of the series, some hard racing was to be expected with teams not having to run as conservatively as they might if there was another race the following night.

The track was quite dry and cars were consistently smoking the right rear tyre on corner exit and in the early heats several cars blew engines - possibly as a result of the dry fast track, high speed, and some engines having done the previous two nights racing.

Robbie Farr had terrible luck with a puncture in one of the early heats, and as this sort of racing is a kind of 'knock out' type of competition it meant that Farr had to fight his way through from the back of other heats to gain a starting spot in the A-main.

Most Dumesny eventually won the A-main again, and also the series, and was followed by veteran Ian Lewis in 2nd, and Mike Van Bremmen in 3rd.

Danny Reidy finished in 6th and Robbie Farr came home in 9th with a car that had been largely used up fighting his way into the A-main.

We had an amazing time, and would highly recommend this sort of racing to anyone who'd like to go along to watch. Its fast, its fun, and it has a sort of aura about it that is almost impossible to describe.

We'll certainly be going again next year.

FURTHER INFORMATION

<http://www.sprintcarworld.com.au/>

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

www.premierspeedway.com.au

BMW & VOLVO SPECIALISTS

9874 5544

9874 6644

BERRY MOTOR GROUP P/L
16 Thornton Cres. Mitcham 3132
Fax: 9874 8833

Email: sales@berrymotorgroup.com.au Web: www.berrymotorgroup.com.au

VOLVO SERVICE & REPAIRS

Licensed RWC Tester



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

St Kilda Mangrove Trail (or 'Bring your Other Car' day!), 13 March 2005

9:00 AM on another beautiful Sunday morning brought an interesting sight at our usual meeting place for north bound treks, near the entrance to Globe Derby Park Raceway. Of the eight or nine members cars gathered on the side of the road, only three were Volvos and two of these were also the respective owners 'other' cars.

A 15 min drive from Globe Derby saw us alighting at St Kilda Beach (I use the word Beach loosely). St Kilda proper consists of a street or two of fishing shacks, a shop, and a pub. To



Taking a break on the Mangrove Trail

kids alike headed off for our first session in the adventure playground. Regrouping about midday it appeared many still hadn't worked up an appetite for lunch, so we ambled over to the visitors centre for the Mangrove Trail.

The trail consists of a well constructed timber boardwalk that winds its way through a mangrove forest which at one point brings you out to the open water where you can look across a small bay to Port Adelaide and the Adelaide City skyline could be seen in the distance. The walk is self guided with numbered points along the boardwalk signifying something of interest as explained in a brochure.

Lunch ensued then another session in the adventure playground and a walk out along a rock wall protecting the mouth of the creek and the boat ramp. Regrouped once again for a mid arvo brew and a cake for Joan celebrating another year on the clock.

Despite exceeding my daily quota of exercise it was a surprisingly relaxing and enjoyable day.

Craig Rasmussen



Helen & Jessica in Adventure Playground

the south of this is a small mangrove creek with a boat ramp and tackle shop, an open grassed area with picnic tables adjacent to a large adventure playground, and a tram stop on a short bit of track from a Tram Museum a few minutes back up the road.

We laid claim to some sheltered picnic tables and set about a mid morning brew before little kids and big



The Gang on a lookout above the Mangrove canopy



Joan with Knife in hand

Birdwood National Motor Museum, Sunday 8th May 2005

The Tree Plaza car park was the meeting point on Sunday 8th May 2005, Mother's Day for the run to Birdwood National Motor Museum, a world class facility that honours the history of motoring in Australia.

The weather was cool and sunny after an overnight low of a chilly 7.5 degrees Celsius. For those who required

it, breakfast was available at a nearby McDonalds fast food outlet.

Volvo models represented were 122, 142, 144, 145, 164, 240, 850 and S70. Peter's 1800 was present while he offered his apologies.

With nine mothers enjoying Mother's day, in around as many vehicles, the group had a leisurely Sunday morning drive through the Adelaide hills to Birdwood. An impressive lineup of Car Club Volvos was created by parking inside the grounds of the Museum on the large open space lawn area adjacent to the undercover gas barbeques. The lineup did not go unnoticed by visitors to the Museum.

Tables and chairs were setup in preparation for morning tea and lunch under a magnificent blue sky without a cloud in it and the temperature



Enjoying the BBQ lunch on a splendid Mother's Day in SA



Volvos on display at Birdwood Motor Museum

increasing to an expected comfortable 23 degrees Celsius.

The Pavilions were only a short stroll away. The Motor Pavilion housed at extensive collection of motorcycles from veterans to contemporary, a Drive-in display with music from the 1950s and a Talbot which was the first vehicle to cross Australia from Adelaide to Darwin in 1908. A 144GL was the only Volvo in the Museum.

Shannons Insurance sponsored the Shannon's Gallery which has a new display each year. This year hearses were on display.

An adjacent Gallery named in honour of Sidney Crawford, who founded Commercial Vehicles Limited, contains a double-decker bus, a three-trailer road train and other commercial vehicles. The entrance to the Museum features a restoration of the Regent Service Station, which ran from 1928 to 1976 in Adelaide at the corner of Anzac Highway and South Road, Everard Park.

Considerable time was needed to do justice to the many displays and exhibits.

Club Captain Ken decided that due to travel time and the distance the visit to Ashton would be re-scheduled



Happy 8th Birthday Jessica!

for another occasion.

Unexpected guests joined the group's barbeque lunch - several European wasps. Graham had to keep a sharp lookout so that Sasha, his German Shepherd did not spoil her post op surgery recovery by going for a wasp or two.

Jessica celebrated her eighth birthday with a decorated chocolate cake

After lunch it was great weather for sinking back into an easy chair and basking in the sun. Barry's S70 radio provided football commentary. Museum visits continued. Some Mothers held a discussion group. Children used the nearby playground or fed a group of about nine hungry magpies. Around 3:30PM the approaching cool of the evening air indicated that it was time to pack up and head for home after a most enjoyable club social event and Mother's day.

Ron Badcock



Food, fellowship and relaxation!

VOLVO CLUB of SOUTH AUSTRALIA

2005 Events Calendar

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

NOVEMBER
4TH

Club Meeting

7.30pm – Glandore Community Centre

12TH

Christmas Pageant

Details supplied at club meeting on 4th November

27TH

Christmas Lunch

Further details closer to the event



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 (Cor 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



VOLVO 1800/120 CLUB AUSTRALIA INC.

P.O. Box 6522

Tweed Heads South, NSW 2486

Ph. 07 5536 6977 BH

Email: ozamazon@tpg.com.au

1800/120 Club web site:

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

eGroup site:

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

123GT web page:

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

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.

The 1800/120 Pages

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

2006 Easter Rally - Get Registered Early!

It has been a pretty busy period for all those involved with the Rally - there seems to be plenty of interest what with registrations being received by George Minassian and the feedback we are getting from the motels with forward bookings.

It might feel like a long way down the track until Easter rolls around, but it seems like only yesterday that I was just coming back from Christmas break in mid-January and now I am thinking about preparing paperwork for the Q4 BAS statement for my business and collecting my annual tax return info for my accountant!



I guess what I'm saying is what all of us feel these days - that time flies and we always seem to have more stuff to do than there are hours in the day (or days in the week) to do it. So before we know it, the Rally will be on us and it will be a rush to register, organise accommodation, etc.

So if I can suggest that you get your registration to George as soon as you can and your motel booked, then the Club and Rally organisers will keep all registrants apprised of things from there.

We can only keep those that register aware of any new options or changes to the programme of the event because ONCE you are registered, you will be entered on the Rally database we have prepared.

Only registered attendees can be made immediately aware of any developments - of course we will refer to these items in the magazine but in some cases the news may be up to two months old by publication date.

So if you have any questions about the Rally, please direct them to Rex Sneyd in New South Wales, Graham Jones in Queensland and Lance Phillips in Victoria.

Happy Volvoing!

Richard Zammit - President

Annual General Meeting

Date: Sunday, 14th August 2005

Time: 10:30am sharp

Location: Yeronga Services Club,
Yeronga, Brisbane

As usual our AGM will be held at the above venue. Please try and get there at 10:00am for a 10:30am start. Morning tea is provided before the meeting. Buffet style lunch is available at the club after the meeting.

Importantly, please let Richard or George know if you are willing to help on the committee, as your help will be most appreciated.

Contact: Richard Zammit 07 3399 1704 zambo@optusnet.com.au or George Minassian 07 5536 6977 ozamazon@tpg.com.au

If you have anything specific you'd like discussed at the AGM please direct it in writing to George or Richard either as an email or via the mail to the post office box address in the Club's contacts panel.

Remember this is a Rally year so a great time to be involved in the lead up to Inverell at Easter 2006!

More Club's Onboard For 2006 Easter Rally

We were recently contacted by Michael Halloran, Secretary of the Volvo Car Club of N.S.W. and he has submitted the 2006 Easter Rally registration kit (as featured in the last issue of 'Rolling') for inclusion at his Club's website and for inclusion in an upcoming edition of their magazine.

Michael indicated that there had been some real interest from his Club members to attend the event so we are really pleased to see this coming together of the Clubs for this important event in the VCCA calendar.

If you need additional registration forms or copies of the programme, they will be uploaded to the N.S.W. site in

due course at
www.volvocarbclubnsw.com.

Our great mates in the Victorian club have already posted the pdf to their site and you can find it at www.volvovic.org.au - navigate through to 'Events' and right at the bottom of the page is a download link for the forms.

With this amount of support at such an early stage, this could be one of the really memorable rallies - thanks to all clubs for their ongoing support.

Richard Zammit - President

Sunshine Coast Winter Getaway

For all members in South East Queensland and northern New South Wales, this event might be something to chase away any winter blues that you might be feeling!

The Club is planning a Sunday lunch at the renowned Le Relais Bressan in Flaxton on Sunday 28th August. The restaurant is highly regarded for it's cuisine and some of our members have dined there and are full of praise. The 3 course (yes I said THREE COURSES!) fare is very reasonably priced at \$25 per head and there are plenty of quality, local wines to wash your meal down with.

As an added bonus, those that want to make a weekend of it can take advantage of some of the excellent B&B's and other accommodation in the Flaxton, Montville and Maleny areas.

Should be a ripping weekend for those that have the time to spend exploring one day, enjoying a leisurely Saturday night followed by the official Club luncheon on Sunday.

Local committee member John Wenban is working on some touring options of the local area for the Saturday and interested parties will be advised accordingly once they indicate their interest for the luncheon AND their desire to stay overnight on Saturday.

You can source some of the B&B's etc through a simple Google search on the internet or contact John via email jwenban@iprimus.com.au.

As time is short (for booking confirmations), please email Janet Thomson at Janet.Thomson@acgs.qld.edu.au or Pat Beiers at tpmbeiers@tpg.com.au asap to confirm your intention to attend as I think this will be a well attended social

get together for Club members and numbers will be limited.

Richard Zammit - President

NSW CHAPTER NEWS: THE ES STORY

Part 2: The Good, the Bad and the Ugly by Norm Westermann

As we warmed up the engine in order to change the oils and coolant, the idle became more erratic. Shouldn't be a problem, we had got hold of some books with tuning specs while waiting for delivery. We dropped the engine oil and coolant first. The oil was thick and black, obviously hadn't been renewed for some time. The water was rusty. At least they hadn't mixed! Gearbox and diff oils didn't seem too bad. Plugs and rocker cover removed and valve clearances set to specs, compression checked, all were good at 170 -180 psi.



Left side headlight area

Pulled out the grille to get at the air filter and it was clogged with dirt and dust. No wonder the idle became worse as it got warmer. When the grille was off it became obvious that the radiator would need a new core. The fins just turned to powder as they were touched and it was when the radiator was being removed that the first nasty surprise became apparent. The support crossmember, although looking sound, was so rusted that a few pokes with a screwdriver soon had it looking like Swiss cheese! The fuel filter too, was pretty clogged with rust particles. We drained and removed the fuel tank (gee that Euro petrol stinks!) and found more rust in the tank.

We took out the seats and pulled up the floor mats, parts of which just came away in pieces. The underfelt



Top of windshield opening

was totally rotted away in sections and the floor did not look good at all. A piece of sheet metal had been tacked onto both front floors and on peeling them off, gaping holes gave access to the rusted insides of the front outriggers. This was getting serious and we would need expert help!

One of the local smash repairers was renowned for their quality work on unusual and collectable cars, so we gave them a call and the owner came to have a look at what we had. After much deliberation, running his hands over and under panels, taking notes and sucking of breath he advised that the best thing to do would be "buy another one and use this one for spares". My father was not impressed. He had gone to the trouble of bringing this car over here and he was determined to use it. I could see a lot of money was going to be spent to get this car into shape and it might be better just to cut the losses now. We were at a low, and things looked pretty glum!

A few years earlier, I had bought and fixed up an old Type3 VW Squareback (station wagon) for my daughter to use while at university. I was at the local VW wreckers, sourcing some parts when I mentioned the Volvo to Peter, the proprietor. "An 1800ES, my favourite car of all time". He was really excited about it and when I explained



Inner sill & outrigger



Left side rear wheel arch

workshop where the engine/ gearbox and exhaust system were taken out. He would fit a new clutch, renew the welsh plugs in the block, clean any sludge out of the sump, fix anything else that was obvious and keep the pieces at his shop until the car was ready to have them installed again. We left Ian with the bits he'd removed, to work on between other jobs and got the now lightened car back home.

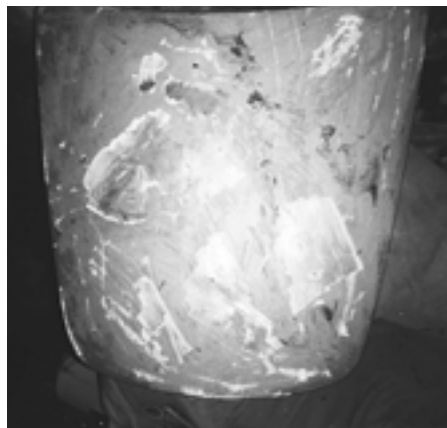
For the next few weeks we worked weekends and nights, as time permitted, pulling out the rest of the interior, off came the doors, out came all the glass, all the stainless trims and off came that suspect vinyl on the roof. The doors were disassembled and all painted areas of the body were given

to him the stalemate situation we were in...spend more than it's worth to fix it or patch it up and get rid of it...he said, "Give Hairy a call, he's a magician with metal". Peter showed me some photos of Hairy's work, mostly Karmann Ghias, show-winning cars at that, with beautiful curves and beautiful paint. Well I gave Hairy a call and got this gruff voice on the other end.... "yeah, waddya want". Well, Hairy...or John as I was to learn later, came over to have a look at the ES. He was impressed by the car's lines, how angles and curves blended to make the design unique.

He made a new crossmember for the radiator and had it on within the week... "Waddabout the rest of it", he snarled, "I'll show you how bad this thing is!" With that, he took a screwdriver and hammer and started bashing away at the area just in front of the passenger door. Well, chips of "bog" flew everywhere until he found what he was looking for. A huge patch of sheet metal, just tack welded over an equally huge rust hole. Similar bodged repairs were found around the headlights. This car had obviously been puttied up and given a paint job in order to sell it. We agreed that John would do all the body work and as he said, "I don't want to do all that work and then not be able to paint it!" So, John was to do the paint as well.

He was just in the process of moving to new premises with a larger shed and it was agreed that when he was set up, the car would go to him. In the meantime, we would strip the body down leaving only the dash and associated wiring with the wheels and axles in situ, so as to have a rolling, steerable body.

Ian, a good mechanic who I'd used for years and wasn't too far away, had the necessary engine hoist and other equipment to make the task of engine removal easy. So, after removing the bonnet, the Volvo went to Ian's



Bonnet full of filler

liberal applications of paint stripper, some areas, including the bonnet requiring many coats to get through all the filler and down to the metal. We found other places where rust holes had been bashed in and sheet metal literally tack welded on to close up the hole.

Not knowing the full history of this car, I can only assume by the way things had corroded, that it had stood out in the weather for some time, possibly with the grass growing up around it.

The drain holes in the sills and doors had become clogged, allowing water to collect with predictable results. That area in front of the passenger door (behind the wheel splash guard) had obviously stood full of water and mud through a few English winters. A similar, but not as bad area was found on the driver's side. It was also found that the gutters on both sides, under the stainless trim, had rusted badly in some spots,

separating the roof panel from the side window frames, the stainless trim actually being the only thing holding them together. Above both front and rear window openings, both sills, front and rear aprons, bottoms of doors, around the rear glass seal, both rear wheel arches, both headlights and marker lights...the list went on...the cancer had well and truly taken hold.

Under the car too, there was some bad rust, although the main chassis rails seemed pretty sound. The exhaust system was in poor shape, some of the hangers had come away, explaining the knocking under the car. The rear muffler had blown out, so we had a new one copied in stainless steel. The brake backing plates were badly corroded in places and everything had this thick bituminous coating that had gone hard and cracked with age. It's a real "catch 22" with rust prevention.

The coatings are only good while they are intact...once the barrier is breached, moisture can be trapped between the tar and the metal, making the situation worse than it would have been without any coating at all. We scraped, pried and chiselled that muck off for days...not a pleasant job on your back, on the floor...it gets in your eyes, in your hair, up your nose and in your teeth!

In the meantime, John had set up his new workshop and came over to have a look at our progress. He could see other places that would need attention as well, like the left rear mudguard, which we discovered going by the parts sticker still glued to the inside, had been replaced when the car was near new, maybe before it had even been sold. Accidents often happen at the wharfs when loading and unloading and "new" in the showroom isn't always quite true. Anyway, the next task was to mask up everything that looked vulnerable, ready to have the rusted and other suspect areas grit



Passenger side front floor

blasted. We used neoprene rubber sheeting and duct tape all around the dash, leaving just the steering shaft exposed so that the wheel could still be slipped on. In the engine bay, we masked off all the electrics and any other places where the grit could cause damage.

The car was then taken to the abrasive blasting premises by trailer and garnet sand was used to get through the remaining rust, paint and filler down to the bare metal. Particular attention was given to underneath the car, around the rear wheel arches and the chassis rails. Sand gets into everything...brakes and suspension were not a concern, because they would all be dismantled later. We used old tyres on the floor to roll the car onto its side when doing underneath. In places, when we were done, the metal resembled paper that had been attacked by silverfish, a lacework of holes, held together by spidery metallic threads! But John was pleased...he could now clearly see where the work needed to be done and which sections needed replacing. I just wondered how much sand had got into things like the heater and the vents and hopefully not the dash gauges.



Not Swedish metal!

Now the car was transported back to John's new workshop, a huge shed with shelving and benches, all his welding gear, fantastic lighting, enough space for a dozen cars and on a large property in peaceful, bush surroundings. He had a few other cars there that he was working on, one of them a Karmann Ghia that had won a few shows previously. The owner had brought it back to have some stone chips and scratches touched up before another show. The paintwork and finish on this car was just superb and I thought if the Volvo could end up with that sort of finish, I'd be more than pleased. So then, this is where the car lived for the next few months. My father and I made regular visits to see the progress that was being made and to discuss what parts were needed. My

father made another trip to Germany and Sweden and picked up quite a few pieces (sill panels, rust panels for the guards, trims, rubbers, various odds & ends), some of which were posted back and some came back in his luggage.

John made new floor sections, stamping the patterns with wooden formers to match the originals, he folded up new outriggers, replaced both inner and outer sill sections, rebuilt the headlight/marker light area, replaced metal along the gutters, above the windscreen and around the rear hatch, rebuilt large sections of the rear wheel arches, parts of the rear floor, repaired both doors, the bonnet, front apron and made new panels for the front guards just in front of the door openings (he didn't like the fit of the ones my father had brought back from overseas). The rear apron had him stumped for a while, being a gentle compound curve. Having a smoke and a cuppa while sitting outside the workshop in the sunshine, it suddenly struck him. He'd been staring straight at it...the back end of an old Valiant, one that had been used for parts. The rear apron on it had almost the identical curvature...a bit of work with a blowtorch and it soon became a Volvo part, fitting perfectly. That's the

Swedish Vintage

and Classic
8 Somersby Road, Welshpool. W.A. 6106 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

difference with someone who has confidence in his own ability. There is no "Sorry, can't get the parts." ...he'll just make the part or use something else that can be modified to do the same job. The car was really starting to take shape now and looked quite good in its subtle blends of yellow and grey etch primer. The engine bay was cleaned up and paint touched up where necessary, the floor was done in gold Hammerite and the repaired doors were fitted and lined up. Everything was primed and prepped. We were almost ready for paint.

First though, the engine, gearbox and exhaust would have to be refitted. So back to Ian's workshop where the cleaned parts were ready to go back in. We left the car there for a couple of weeks and also had Ian fit the re-cored radiator and the cleaned fuel tank as well as go over the complete brake and suspension systems. All the discs were skimmed, new calipers on the front and seal kits on the rear, some of the brake hoses were replaced and a new master cylinder also went in, as well as new handbrake cables. It was also found that the fuel pump had a leak and was probably full of rust, so we fitted a new one from a Holden Commodore of similar specs, (physical size and fuel



New driver's side floor

pressure...and a fraction of the cost) and an extra fuel filter was slotted between the tank and pump. A new battery and the engine was tuned and running sweet.

So, now the car went back to John's shed for the final sanding and whatever else they do before painting. I know he spent a lot of time getting the bonnet to fit properly, and he also modified the doors to take a clip-in outer seal from a Ford Escort instead of the originals which fitted into a type of welded on channel. Every nook and cranny was blasted out with compressed air to remove any residue of grit that had remained. The colour was picked, a slight shade richer than the original 105 and the car was ready

for painting.

My father and I arrived at the premises where John had organised the use of the spray booth and he was already in there doing the final coat of gold 2-pack. Everything had gone well, he told us and it wasn't long before he went back in to apply the clear coat. This was some new type of product that he hadn't used before and only required one coat to give that "wet" look. The car looked great when he'd finished and we left it there to cure for the rest of the weekend. It was then transported back to John's property where he did some finishing off and tidying up of the paint and fish oil was then sprayed into every nook and cranny under the car, and in the body and door cavities. Fresh under-sealer was also applied to all unprotected surfaces underneath the car including the wheel wells.

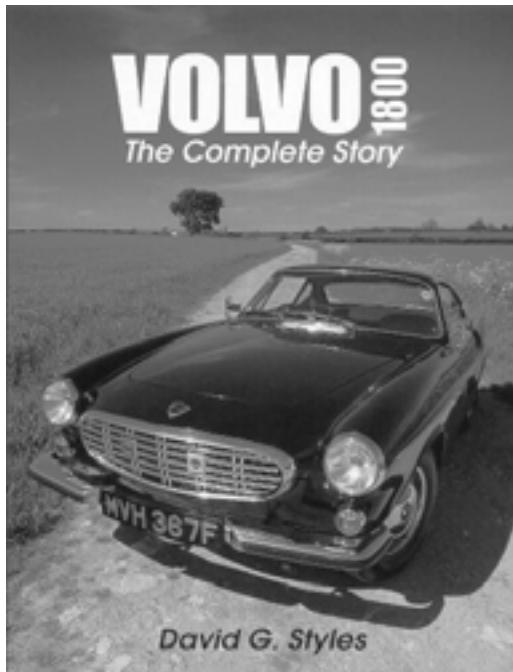
We then transported the Volvo back to my place, where we were to fit all the bits and pieces back on and into it, in my garage and get the car ready for registration. A giant jigsaw puzzle!

[Stay tuned - Part 3 will be published in the next edition of Rolling. Ed.]

N\$W Council of Motoring Clubs 2005 Events Calendar

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	HQ-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

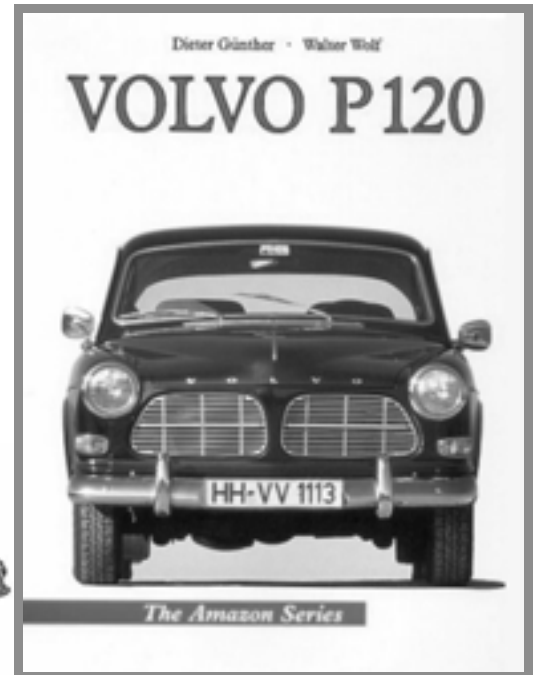
VOLVO BOOK OFFERS



SPECIAL

**Buy both
books for
\$100**

inc. p&p



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

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

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

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

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



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

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

Storey Bridge Show 'n' Shine

The Club met under the Storey Bridge on Sunday 22nd May 2005 for our Show 'n' Shine. Eight cars in all turned up to strut their stuff with all looking very impressive. The line-up included the Hunt's 760GLE wagon, the Austin's 740 Turbo sedan, Brad Wightman's 940GL sedan, Carey's 245GL, 2 x 123GT's, one belonging to new member Peter Pusic, Peter Boileau's 240 sedan and Geoff and Pam Moon from St George in their XC70. The Moons were on their way home from the Coast.

Captain Burke Park was a nice spot to sit and muse about Volvos for a few hours. We all adjourned for lunch and more musing at the Storey Bridge Hotel where everyone seemed to enjoy their meals.

VCQ Coming EVENTS

July 17 2005

Christmas in July. Lunch at Mt. Tamborine

Restaurant: Brunell's Italian Restaurant - Mt Tamborine

There is entertainment on the day.

Meals: Entree - from \$12.00

Main - from \$18.00 - \$34.00

Secret Santa of gift up to \$15.00

Be at Restaurant by 11.00am - 11.30am.

RSVP By 12th July 2005 - Ring Gaye

Carey on 5467 2383 OR Ring Eunice/Vic Austin on 5464 2075 so we can confirm numbers for booking. Address of the restaurant will be provided when you RSVP

October 1 & 2

Weekend at Stanthorpe

More details soon.



Show 'n' Shine at Storey Bridge



June in NSW

Grahame and Helen spent a week in NSW recently catching up with family and managed to attend the June monthly meeting of the Volvo Club of NSW of which they are both life members. Last meeting they attended was at least 12 years ago.

Helen, who is a CAMS official, was also the Clerk of Course at the Motorkhana at Richmond. They had a great time seeing members they haven't seen for a long time and really enjoyed seeing the junior members getting out there and having a go. Their son, Terry had a run in his 242GT.

The Turbo 760 wagon had its first long trip and by all accounts acquitted itself well. The Turbo is not as economical as the 740, but the power and comfort was really great. The Turbo conversion has worked out very well, giving the Hunts a great touring car with get-up-and-go when needed, especially those overtaking sections. Surprised a few drivers when the old Volvo wagon lifted its nose and flew.

Easter 2006 - Inverell

Members are encouraged to book their accommodation now for next Easter. Bookings are going quickly. Inverell is only about a 5 hour drive from Brisbane and looks like it will be a great weekend.

Club Logo

The new club logo was discussed at the Storey Bridge meeting. Everyone agreed that it should be adopted. A friend of Helen and Grahame will be applying colours to the logo in the near future.

The Volvo AW71L valve body

Last year I tore into the valve body of my 940's AW71L. If you'd like to see what they look like inside check out my web page
www.members.optusnet.com.au/~wightman.b

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



Ralph's 142

us something!!! Just email it to Brad at wightnineforty@optusnet.com.au

accompanying photo - sorry the resolution isn't too great on the article scan - hopefully it is legible. Ed.]

Ralph Grant in the news

Former Qld resident Ralph Grant's 142 was featured in the Cairns Post [see scanned copy of article and

CAIRNS POST OCT/NOV '04

16 CARSguide
carsguide.com.au

Targa triumph for Clifton pair

FORMER Clifton Beach residents Ralph Grant and daughter Alisha have rallied their way to a first place position in the biggest tarmac rally in North America.

They were first in their class in the annual Targa Newfoundland, a six-day car rally involving a driver and a navigator driving 2200km across the rugged island province of Canada.

Grant said they were first in their class and third overall in a 1970 Volvo.

"This is my third year of competing in Newfoundland and I am so proud to have finished first in my class and third overall, especially with my daughter by my side.

"We were the first father and daughter team in the Newfoundland event."

The couple also walked away with the prized trophy of the race, called the Targa Plate, awarded to teams who finished each of the 38 races within the set time restrictions.

"In 2002 I leased a Toyota from Toronto but it broke down on the very first day," Grant said. "Last year I decided to bring my trusty



Plate winners: Former Clifton Beach residents Ralph Grant and daughter Alisha in their 1970 Volvo which won its class in the Targa Newfoundland in Canada.

1970 Volvo from Australia but missed out on a plate when a \$2 part broke on the last day.

"This year, however, the mighty Volvo performed brilliantly."

Targa Newfoundland's history dates back to the initial Targa Florio held in Sicily, Italy.

There are also the Targa Tasmania and Targa New Zealand events. Grant has competed in the Tasmanian event four times and the Canadian event three times. He plans to take part in the New Zealand Targa and the Classic Adelaide race as well.

Brickbats & Bouquets

with "Grumpy"

THE GOOD OLE DAZE

Did your grandfather ever ramble on to you ... **"When I were a young bloke...everything was cheap and the sun shone every day"**? Do you remember your first love? Or more importantly your **first car**?!!

I remember, and it is not enveloped in clouds of golden nostalgia. I bought my first car in the 1950's - a time when cars of any shape or description were in short supply. It took Australia more than ten years after the end of World War II to catch up with shortages caused by the Depression and then concentration of manufacturing on war material.

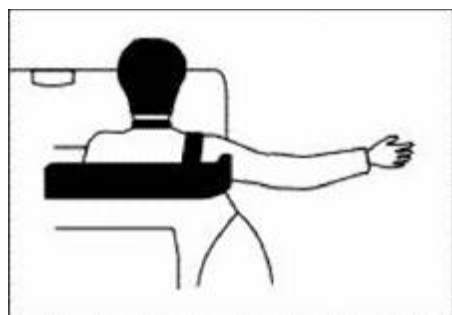


An old Morris Minor convertible

Consequently I paid 430 pounds Australian [pre \$ days] for a small second-hand English car. This might not sound much today but when I finished Uni and got my first job I was paid 728 pounds a year.

Compared with a new FJ Holden with a six-cylinder 2 litre motor, my little Morris was a sad little thing with a 920 cubic centimetre side valve motor with an out put of only 27 brake horsepower. But it gave me wheels!

It was a hasty post war job. The body and front suspension was newly designed [1948] but the motor, gearbox



ROLLING AUSTRALIA

and rear axle were from the 1938 Morris 8 horsepower car. My car was a convertible tourer. That means it had a primitive canvas roof which replaced the steel roof of the sedan. Right from the start the blasted thing leaked. I bought some grey canvas waterproofing paint and "waterproofed" the roof. It worked but when I folded the roof down the paint cracked....

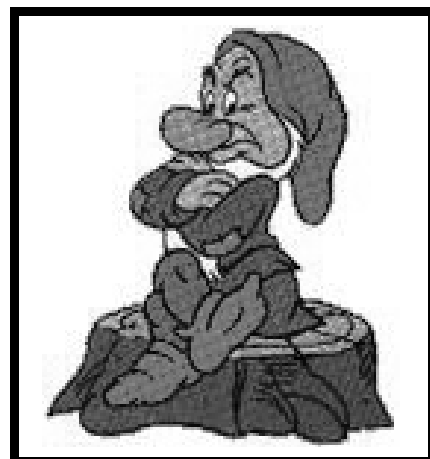
The other problem was the lack of a heater/demister. I couldn't retro-fit one as the car had no water pump or for that matter no thermostat. The water circulated by thermosiphon. I like simple cars but this was going too far! In winter I could stick a piece of plywood between the grille and the radiator to block off half the airflow to help the warming-up process. I could wear a thick coat, gloves and a cap, but nothing would stop the windscreen and windows from fogging up.

Another legal difficulty was that although it was fitted with those little yellow flippers that were called "turn indicators" they were not legal - so I was supposed to keep the driver's window open and give hand signals for "STOP" and "RIGHT TURN". Later in their wisdom the police introduced three more hand signals. I think I spent more time waving my arm out the window than I did in driving the car!

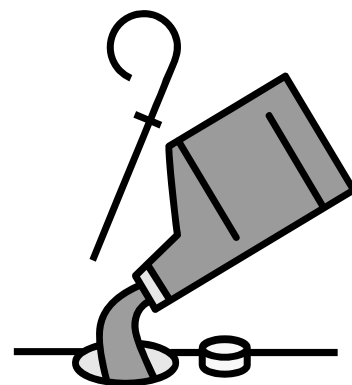
On the road Melbourne was infected with hundreds of level crossings at railway lines. There were several on North Road. An old man used to hide in a little sentry box by the railway and on the approach of a train would drag four white gates across the road. If there were several trains the road would remain blocked until the last of the trains had departed. But the ultimate was when a goods train was shunting...you might as well turn off the motor and turn on the radio.

Petrol was little better than the 60 octane wartime muck. Tyres were narrow cross-ply design with cotton or nylon cords and inner tubes. Punctures were frequent, and milk and bread were still delivered by horse drawn floats or vans.

Oils were not multi-grade as today but single viscosity. I used 30 grade



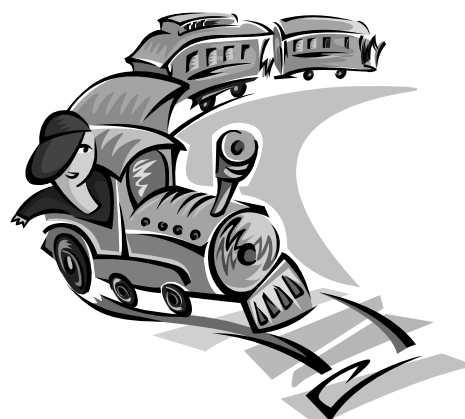
which was like treacle in winter and water in summer. Still petrol was only 8.3 cents a litre and the speed limit in Melbourne was 30 miles per hour [48.3 kilometres per hour]. On the open road



in Victoria speed was "Unlimited". Mind you if you drove very fast the police could pull you over and issue a summons for "Driving to the danger of the general public" - which was hard to prove in court.

Life was a lot simpler then but it sure wasn't Golden!!!

Grumpy



Victorian Events Coverage

ECONOMY RUN

Sunday, 17 April 2005

A big thank you to Graeme Wakeling and his team of helpers for organising another great economy run this year. Unlike the 2004 run, this year's weather cooperated on the day. It turned out to be sunny and warm - perfect for a leisurely drive through the Dandenongs and Healesville country.

This year's run took us from the starting point in Nunawading on a winding route of approximately 145 km (about 90 miles for those of you still running imperial speeds!) through the hills and valleys surrounding Healesville, with our finish point at the Hegend Maze.

At the finish line, we gathered in the "barn" pavilion for a light lunch topped off with all-you-can-eat fresh scones with jam and cream.

The usual banter ensued when the numbers were announced, with this year's "winners" in the Volvo class (John and Maggie Robertson) barely able to put a drop of petrol into their 740 Turbo with the "trick" auxiliary petrol tank in the boot. Any of you who have owned a 7-series car with this tank will know that it's virtually impossible to completely fill the tank unless you stand at the bowser and keep squeezing the trigger. Even if you do this, you sometimes don't get a full tank if the



Drivers receiving instructions at the start

car is on the slightest slope. John proudly announced that he had spent the previous several days filling the tank in preparation for the event. Nice one John! The numbers are especially dubious because the economy this year is 45% better than John did last year in the same car!!



The leadfoot again this year was Angela Hervey-Tennyson in her 1966 P220 (122 station wagon for those of you not "in-the-know"). Interestingly, the P220's economy improved by almost 10% from last year's figures, so it either prefers warmer weather or Angela has had it tuned since last year! As for the other two Volvos that ran both years, Greg & Wayne's 240 "SC" got 15% worse economy this year (running with the supercharger in "automatic" mode instead of "off" last year!) and Stuart Boydell's P1800 used about 10% more petrol this year than last.

As usual, Graeme's assistant Nicki did a video of the event (Heino has the DVD and will show it at an upcoming night meeting) and we had the requisite "Heino's Hill". In a huge break from tradition, the hill was actually a DOWN hill section. Unfortunately, it was marred by the presence of hundreds of pushbike riders participating in some sort of ritual torture session. Heino indicated that one particularly width-challenged

individual (possibly common sense-challenged as well?) wouldn't budge for the passing Volvos, and insisted on using a full lane width. Overtaking was a bit treacherous as pushbikes were not only descending Heino's Hill, but they were also in the oncoming lane ascending the hill. Throw in multiple hairpin turns, and you get the picture! Luckily we all came out unscathed (with the exception of Dion whose car was written off in a rear-ender after the run on the

Final Results – 2005 Economy Run

Volvo Club of Victoria	
Crew	Litres/100 kms
John and Maggie ROBERTSON 1990 740 Turbo	5.37
Walter and Sandra GOWANS 1993 850	6.16
Heino NOWATZKY & Christine STANFORD 1996 850-R	7.37
Greg SIEVERT & Wayne BOWERS 1988 240-SC	8.23
Ben WINKLER & Adrian WISE 1989 240-GL	8.47
David, Mary and Max RAYNOR 1980 242-GT	8.61
Michael and Brian TOMKINS 1968 142-S	9.47
Hamish and David ROUTLEY 1996 850-R	9.69
Stuart and Nicola BOYDELL 1964 P1800-S	9.75
Ash DAVIES and Jae FRASER 1985 240-GLE	9.79
Tina and Dion NOWATZKY 1982 244-GLE	10.30
Angela & Adrian HERVEY-TENNYSON 1966 122 Wagon	10.56
Austin Healey Sprite Drivers' Club Victoria	
Crew	Litres/100 kms
Robert and Stella STARK 1965 Mk 2 Sprite	4.04
Andrew FRANCIS and Dean WICKES 1959 Mk 1 Sprite	6.12
John and Elaine ROBERTS 1964 Mk 2 Sprite	6.91
Alex and Sandra FARROW 1967 Mk 3 Sprite	7.24
Scott and Roxanne BURGESS 1959 Mk 1 Sprite	8.10
Rodney and Helen WELLS 1964 Mk 2A Sprite	8.77
Robert DAVID and Peter WYNN 1965 Mk 3 Sprite	11.75



Some of the Volvos at the Hegend Maze car park



The Austin Healeys on display at Hegend Maze



Enjoying lunch and fresh scones, jam and cream was a highlight!

way home - see the President's Report for details!)

Thanks again to all who assisted, especially Graeme and Nicki, and thanks for all the Volvo Club and Sprite Club members for participating in this fun event. Look out for details of an upcoming Economy Run being held by the Sprite Club on 25 September 2005 - they've kindly invited the Volvo Club members along.

Frisk's Garage Tune-up and Safety Check Day Saturday, 21 May 2005

We had a good turn-out of Volvos (and one Holden SS Ute!) to the tune-up and safety check day at Frisk's Garage. A big thanks to the Frisk's team for checking, tuning, and fixing the Volvos, and advising those members who took advantage of the event. It's great to have the support of our local Volvo repair centres to organise the



Heino & David (David's 122)

tune-up days. Thanks also to Frisk's for providing a BBQ lunch for attendees. We look forward to the next one!

If you haven't yet attended a tune-up day, consider dropping by for the next one to see what it's all about. It's a great way to have a look around (and under) your car while it's on the hoist, and have things checked over by a trained mechanic. Often something you overlook, like that small drip of oil on the driveway, can turn into something nasty. Best to have the small problems and annoyances identified or diagnosed before they cause bigger problems later on.



Some of the cars awaiting tune-up



**James and Jesse checking out
Jesse's 164E**



James and Owen with James' 740 Turbo



BBQ at Frisk's

What better place to find something wrong with the car than a Volvo repair shop? It's a lot better than having a breakdown on the freeway in the rain, at night!

Believe it (or not?)

Bits & Bobs from the 'net and beyond!

Is this the Ultimate Volvo?

At the recent open day held at GLT Car Centre in Brisbane, a photo taken there captured the attention of our illustrious editor who requested "more information please!"



Hummer, eat your heart out

Thanks to Peer Skaarup for tracking down Rick Reeves, the owner of this - understatement coming up here - modified 245, who provided the follow

The car is essentially a combination of a 1982 Volvo 245 and a 1979 International Scout - now there's an automotive marriage made in heaven (or hell, depending on your point of view!)

Seriously though, Rick's car was prepared by his son-in-law David Girling who has a business that specialises in this sort of conversion and apparently has successfully done it to a Mercedes Benz and has a 244 conversion in planning as well. But back to the "Volvo Scout" (or is that an "International Volvo"?)

The vehicle specifications include fully reconditioned front and rear differentials with an air locker on the rear. All feed from a worked 727 Torque Flite gearbox which boasts a bolt-in sprag, Kevlar bands and shift kit.

Up front, power is delivered by an International Scout 345 cubic inch V8 which, for versatility, operates on dual

fuel using a 425 mixer, all fed through a 465 Holley 4 barrel - yeehaa!

Rick thinks this is close to the ultimate off-roader that offers the comfort of a family sedan, though the lack of air conditioning sometimes catches him out in the Queensland summer! (That's the next project)

The car currently sports 5 near new Desert Dueller tyres on 8" Sunraysia-style wheels, has power steering, and new two-pack paint. Rick acknowledges it could do with a little tidying up with the door trims



Betcha need a ladder to climb in the back!

suspension work (which is also David's forte), then he can be contacted at his South East Queensland regional property on 0438 179 424.

Richard Zammit, President, Volvo 1800/120 Club of Australia



4WD 245 positively dwarfs 164E

[Richard - much thanks for tracking down the info on this car (truck?) I love radical conversions like this...and it's great to see them being done in our back yard (not just in Sweden)! Ed.]

and a couple of other minor issues - other than that, it's as tough as nails.

So if you see a Volvo 245 that looks like it's been on steroids explode over a sand dune or appear from nowhere on a rough-as-guts outback bush track anytime soon, give it a wave, because it's probably Rick just 'stretching the car's legs' on a weekend away!

If anyone is interested in this type of project and would like to do a monster 4WD conversion, or do some trick



**What the? Hey, that's no B23!
And it's got an axle in front!!**

Volvo *Imagineering*



This unique collage was submitted by Brad Wightman of the Volvo Club of Queensland. Awesome Brad! Magazine resolution probably doesn't do it justice. Great idea for a future cover photo...

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

242GT/262C Register

Lance Phillip;

03-9707-2724 (AH)

lancephi@cyberspace.net.au

For anyone looking for a 242GT or 262 Bertone it is currently a buyer's market with a fair range of cars being offered for sale mainly in Victoria and NSW. Prices range markedly but most seem to offer pretty good value for money depending on what one is looking to buy. The car sales sites on the Internet seem to be the place to look.



242GT for sale at Essendon Sport & Prestige (www.essendonsportandprestige.com.au)

Judging by the time that some have been advertised for sale people do not appreciate what a good car these models are and what they offer to the driver. The V6 in the 262 has not had the best reputation but a well-maintained one will treat you well as can be seen by a number of high mileage 264/760 models still running without problems.

Some of the cars on the market have the "optional" GT or sports instrument pack which I believe should

have been standard in a car of this calibre as a finishing touch but it was not to be (although Volvo Australia did fit them in the run out 'Shadow tone' versions sold in 1981).

The Volvo 262C or Bertone Coupe:

In 1976 when the 264 was released a batch of 262 coupes were also built based on the 264 using a normal 2-door body ala 242GT. I understand there were 3329 built and most went to the US market.

When Volvo were to celebrate their 50th birthday in 1977 a project code-named Tre Kroner [3 Crowns] was commissioned. A prototype was built on a

164 body initially before kits were sent to Italy for Bertone to modify into the 262 Bertone Coupe. Only 1 crown appeared on the B pillar. Initially the 77-78 models were all silver with a black vinyl roof. 75% of production went to the US and 200 cars were kept for the Swedish market.

From the 1979 model (which had the revised boot lid and tail lights) gold and a few other colours were produced as well as the silver. The gold did not have a vinyl roof initially. By the time production finished with the 1981 model 6622 had been produced. I believe 100 1980 models made it to Australia plus a couple of earlier private imports. [Note there's a 242GT turbo (B23ET from 760 Turbo fitted) for sale on www.carsonline.com.au in South Australia. Sorry



242GT on drive.com.au

no room for a picture of it - asking price is under \$5000. Ed.]

ARTICLES WANTED:

I am running out of ideas so I need help for the Register page in the magazine. So, if you have a bit of a yarn that you can spin about you and your car plus photos if possible then I



Bertone Coupe on carpoint.com.au

would like to hear it so Greg can put in the magazine!!!

Look forward to hearing from all you 242GT & Bertone owners before the next deadline.

Lance Phillips - 242GT/262C Register



242GT for auction on Ebay (www.ebay.com.au)



242GT on carpoint.com.au

Classifieds: Cars & Parts

All advertisements to the Editor: **Greg Sievert 03-9397-5976 (AH) gsievert@tpg.com.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!

1970 P1800S. (CH 6665) Black with red interior, leather seats. Restored, including resprayed, new upholstery, new carpets, new dashboard and lining. Original factory-fitted Webasto sunroof, also restored. Very good condition throughout. Relatively low mileage as has spent long periods in storage



throughout its life. Reluctant sale as has been in the family since "day one". 4 speed manual plus electric overdrive, dual carbies. Excellent Pioneer AM/FM Radio Cassette player with 6 stacker CD unit, plus 2 x Alpine 3-way speakers. Call Barry 0418 329 523. Pearcedale, Vic. Priced to sell at \$17,000. (20Jun05)

1970 164. Column shift auto, twin-carb B30 engine, dark green with tan leather, 110,000 miles, excellent condition (no rust, re-sprayed in original colour approx 6 yrs ago), always stored indoors until very recently when storage was lost (as evidenced



by no cracks in dash etc.), unregistered, one family owner/s, original documents, would be a great club display car with a little tidy-up, needs good home, \$2200 ono Ph: David 03 98662482 or 0439648408 (16Jun05)

LSD DIFF. Get a competitive edge in the corners on the next club meet. Suit 120 or

1800 up to 1966. Dana 27 rear end. Fully reconditioned in USA with new clutches fitted. Supplier got his codes mixed - I needed it to fit a 1969. Check around - this is a BARGAIN at \$980. Chris Bennett 040 392 0274 Sydney (9Jun05)

1967 122S Two door. 2ltr Motor, Factory LSD, GT dash, Konis all round. Minor rust and slight damage. Suit resto or parts.



\$2200. Contact Adam. 0425 784 362 or email: adam.fraser@bakernet.com (16Jun05)

1971 142S (LAS 956) Twin Stromberg carburettor B20B, Excellent condition. No rust. White colour. Column shift Auto. No



Reg. \$2,300. Ph Chris (03) 9804-5910 Mobile: 0400102023 (15Jun05)

1984 UK Import 760 Turbo (680 HTE - QLD) Black with red leather interior. Manual transmission with o/d, Lots of money spent to get it into this shape, New paint, new lights and indicators all around, Good interior, full 850 T5-R fuel system, 940 Turbo fuel pumps, New brakes including 940 brake booster, bigger calipers, new discs and pads. Fully upgraded suspension including new Bilstein shocks all around, King springs



all around (40mm lowered), new ball joints, tie rod ends, shock towers and bushes all around. Near new tyres, 17" factory Volvo Polaris rims, 2.5" exhaust, Garret T3 (recently reco'd), BOV, Chip upgrade, electric fan from S80T6, At the moment pushing out around 190KW. Owned by a Volvo enthusiast, no money spared on repairs or services. Registered until Nov 05. \$9,000.

Contact Martin Simek on 0421 963 050 (6Jun05)

1983 240 GLE. Silver, all options fitted. Never been hit. Service books and receipts for many thousands \$. Well maintained car. RWC. \$1700 call Kel 0407665360 Brisbane (14Jun05)

Four performance Superlite wheels: 15x6J (To suit 240/740/1800E/ES/140 5x108 mm bolt pattern) with 1/4 worn GT radials



205/60/15 \$800.00 Contact Tony Page on: 0407 442 602 (30May05)

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



and boot rubbers replaced, this car is in excellent "unrestored" original condition. Leather seats are worn but typical for the age of the car. It has travelled 161729 Miles. Reluctant sale, but sometimes we have to move on. \$18,000 (Negotiable) Ph: 03 9727 1522 Lindsay Witherby, Mooroolbark Victoria. Email: witherl@tpg.com.au (26May05)

1987 240GL Station Wagon. Auto, A/C, 12 Months Registration, One Owner. Silver Grey. Excellent condition (serviced regularly at Volvo Car Centre - with service records). RWC available. Low Mileage: only 113,000km (they go on and on!) \$7350. Phone: (Wk) 03-9545 2471 (9am - 4pm) (9Jun05)

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

VOLVO MODELS: New from Revell, these beautiful Volvo 121's. 1966 2-door models in the red or white. Quantity is



limited to 6 in each colour (for now) and cost is \$88.00. Detail is as high as the PV544 models previously offered. This model won't



be promoted through the model shops so reserve your model to avoid disappointment.

Minichamps P1800E (only 1 left!) model (1:18-scale) in gold metallic colour



\$110.00. Call Mark a/h on 0403 814545 (15Jun05)

1985 240 GLE (CSC 551) Light Green metallic with Light Tan leather interior, cruise control, colour coded alloy wheels, head restraint covers F&R, Volvo plastic

moulded floor mats F&R, 229000km. Reg to Dec 2005. Full service history. 2 car club owners. Pirelli tyres. Koni shocks. \$4750.00. Contact Allan Abbott 0419 379 371 or email abbott@cyberspace.net.au (2Jun05)

1968 P1800 with 93,700 miles on the clock. Red with black interior. Runs really well. Original features. Serviced by Gary Comerford for past 10 yrs. Selling as is \$19,500 ono - needs some minor rust removed. Parting with my "baby" after 26 years. Phone Susanne B/H (07) 3404 3109 A/H (07) 3849 4405. (26May05)

1989 740 Wagon (SRE- 851) 7 Seat. Bargain motoring. Auto Trans, Alloys, Electric windows, Cloth trim, Air con. etc. etc.



Drives very well and comes with warranty and any test. \$9850 ONO. Call Daniel (03) 9798 7200 VolvSaab LMCT 9668 (17May05)

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)

1993 940 Turbo Wagon (TME 469) 7 Seat. Huge Reduction. Leather interior, Electric windows, climate control, tinted windows,

alloy wheels, heated seats etc. etc. Warranty



and any test. \$12990. Long rego. Call Daniel (03) 9798 7200 VolvSaab LMCT 9668 (17May05)

1998 V70 (V-5060), will change plates before sale; Reg to Feb 2006). 7-seater. Burgundy. 2.5 ltr 20 valve, Auto, cruise control, power steering, alloy wheels, dual climate control, SRS system, 4 place airbags, wood grain and leather (arena) interior, CD and tape. 165,000km. Excellent



condition, new shockers and mounts, perfect family car. Reluctantly selling \$18,500 ONO. Sunbury Vic. 0417 757 500. (14May05)

1989 740 GL (RTU-413) Sedan, mid-metallic blue, beige cloth interior, wool seat covers on front seats. 334k country km. Auto, A/C, ABS brakes, power steering, 80-litre fuel tank, rear window blind. 2-owners, full service history. New tyres, new A/C compressor. \$4500 with RWC & long rego, \$4000 without (negotiable). Rowland Baldwin on 0421-052-214 (13May05)

2003 XC70 PRICE REDUCED! (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. **\$59,990 ONO.**



Phone Peter 0418188758 (Revised 18May05)

1996 850SE (NVV 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)

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)

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: 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 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)

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)

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)

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

carburetors. 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 122J (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 AGAIN! 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. **\$14,000.** Ph. Dominic anytime on 0409 421 252 or (03) 9390 0039 (Revised 20Jun05)

1983 240 GL (BOZ 962) White, 2.3 litre automatic. Excellent condition. 322,000 km. \$3000. Contact Peter psoko@bigpond.com.au or phone 0418188758 (31Mar05)

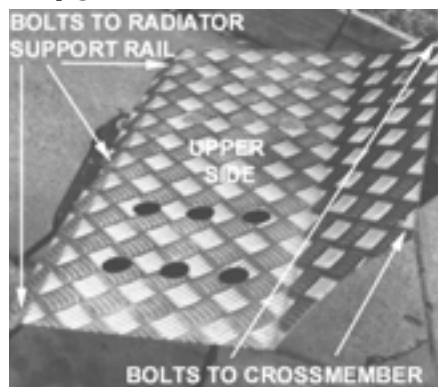
DVS 240 Strut tower to tower braces.



Suit B21/B23/B230 powered 240 series. Kit

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

DVS 240/260 Aluminium checkerplate sump guards. Suit 240/260 series.



Aluminium replacement sump guards, bolt up in place of the original plastic belly pans. Designed for motorsports usage, sprints, hill climbs, rallying, etc. Made from 2 mm thick aluminium checker-plate (ridges are 4mm high), are folded and cut to replace the original and have holes in them for airflow. Price: \$95. Also available in 3 mm thick (5 mm high ridges) special order - price on request.

DVS 240/260 adjustable front

swaybar link sets. Suit 240/260 series.

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

DVS 240/260 Adjustable panhard bar.

Includes adjustable heim joints and



appropriate spacers. Improves cornering lateral stability and allows adjustment of rear axle lateral position on cars with lowering springs. Powder coated in charcoal metallic pearl. \$290.00

DVS 140 sump guards: Ideal for Historic rally cars or those that would like additional protection for steering and front end components that are usually left exposed. They are made from 2mm thickness (4mm high ridges) aluminium checker-plate and will fit all 140 series Volvos. \$65.00

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

DVS 850/\$70/V70 sump guards: Suit 850/\$70/V70 cars from 1993 to 2000, including AWD

Bolts up to the subframe rails using machine screws supplied. Sump guards come with pre-drilled holes for the machine screws and an opening for the sump plug. \$215.00

DVS - Davies VolvoSport. Ph. Ash Davies 0412-709-695 or Email

ashd Davies@optusnet.com.au. WEB site: <http://members.optusnet.com.au/ashd Davies/dvs> (Revised 10Feb05)

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 promote your



VCCA Logo Cap & Polo Shirt

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.

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)

Notify the Editor gsievert@tpg.com.au or **03-9397-5976** when item(s) sell!

Ads run for 2 issues; maximum unless you notify the editor that you want the ad re-run. If nobody calls, the price is too high! Contact Editor to reduce price.

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) Detail: (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

TOUGHSEAL VEHICLE PROTECTION

COMPLETE CAR CARE KIT \$189.95 INCLUDES:



**1 X PAINT PROTECTION KIT
STEP 1 & STEP 2 – 100MLS**



1 X DRY, WASH & GUARD – 100MLS



1 X WASH & GLOSS SHAMPOO – 500 MLS



1 X FABRIC PROTECTOR – 500MLS



**1X VINYL & LEATHER PROTECTOR –
100MLS**



1X ALLOY WHEEL WAX – 500MLS

**Make your Volvo shine like new again!
Call Toughseal now for a great deal on
the COMPLETE CAR CARE KIT**

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**