

ROLLING

AUSTRALIA
No. 162

September/October 2005



INSIDE THIS ISSUE:
Your Say: Volvo Boots?
Dyno Day Results
VIC Go-Kart Challenge #2
Norm's ES Story Part 3
Winton Fun Day
Supercharge! Chapter 7
Grumpy Explores Future Cars



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





AUSTRALIAN HISTORIC MOTOR FESTIVAL



*** ELEGANCE * PLEASURE * POWER**



Show & Shine * Historic Tractors * Tractor Pull * Vintage Trucks & Steam Engines & Food & Wine Tastings & Art Exhibition & Aerial Display * Ultra Light Flights * Historic Speedway Displays * R.C. Cars & Planes *

OCTOBER 1st & 2nd 2005



www.wintonraceway.com.au PH: (03) 5766 4235 AUSTRALIAN Classic Car



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

Justin Chiew

Ph. 0413-556-900

justinchiew@bigpond.com

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

Stuart Boydell

Ph. 0411-150-246

p1800@sbc.com.au

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 & 900/V90 RWD

Rod Patton

Ph. 03-5952-5927 (AH)

360/440 & 340/V40/V50

Mark Richardson

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

mkr@alphalink.com.au

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

Heino Nowatzky

Ph. 0425-705-045

hnowatzky@ozemail.com.au

CONTENTS

- 2-Calendar of Events
- 3-The Editor's Desk
- 5-President's Report
- 6-Brickbats & Bouquets
- 7-Treasurer's Report
- 8-Membership Report
- 10-240/260 Register Report
- 12-Volvo in the News
- 14-SA Club Pages
- 15-SA Events Calendar
- 18-1800/120 Club Pages
- 19-Norm's ES Story, Part 3
- 20-NSW CMC Calendar
- 21-VCQ Club Pages
- 22-Motorsports Register
- 25-VIC Dyno Day
- 26-VIC Go-Kart Challenge #2
- 28-Your Say
- 29-Birth Notices
- 30-Supercharge: Chapter 7
- 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
- More *Imagining*!

**Please Note: The Editor's
new email address is:
gsievert@tpg.com.au**

164

**"Why don't they bring it back?"
ask: Gordon Macrae.
See "YOUR SAY" in this edition!**

**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

SEPTEMBER/OCTOBER 2005 ISSUE NO. 162

**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 October 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

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

Car club displays, historic tractors, trucks, steam engines; Food & wine tasting, art displays, etc. **See display ad inside front cover.** Contact Ash Davies (Ph. 0412-709-695 or email ashdavies@optusnet.com.au) if you plan to attend. We hope to have a good turn-out of Volvos.

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

Sat 15th Volvo Club Dyno Day #2

If you missed out on the fun at the 1st dyno day, come this time and see what it's all about. Cam Tuesley has organised another Dyno Day for Volvo Club members.

Time: Starts at 10AM

Location: XTC Auto, 16 Louvain St, Coburg.

Cost: 3 runs for \$40 again - with a maximum of 30 cars
No need to pre-book - just show up on the day.

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!

On the Cover this issue: 850 T5 wagon with some excellent driving roads in the Dandenong Range. Submitted by Ben Winkler.

Great photo Ben. The sun rays almost shine out of the page! Alas, Ben no longer owns the T5 - it has been adopted by Ash Davies. Maybe we'll see a future cover picture featuring Barry the Beige Brick? Keep those cameras ready to capture fantastic shots, and forward them on to the Editor! Thanks to everyone else who submitted photos for the contest. We'll keep all photos on file and they will remain eligible for use on future editions of the magazine as the contest continues.

Cover Photo Contest

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

DETAILS: If you want to enter the contest, please email digital photo or post "real" photo to the Editor. All submissions for the next magazine cover must be received by the magazine deadline (on Page 1).

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



Birth Notices: If you "adopt" another Volvo, email details and picture to the Editor and we'll publish the info as space permits.



Frisk's Garage

VOLVO SERVICE & REPAIRS

PH: 9762 9353
FAX: 9761 1593

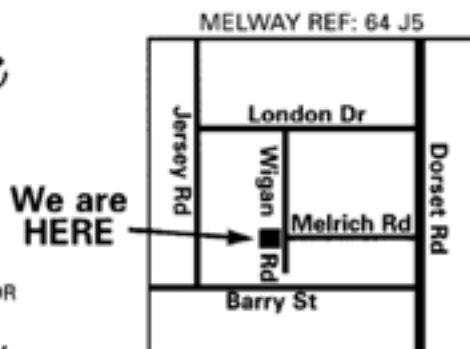
4 Wigan Road,
Bayswater 3153



Frisk's Garage

Paul Frisk
MANAGING DIRECTOR

Marshall Hornby
SERVICE MANAGER



THE EDITOR'S DESK

Greg Sievert

03-9397-5976 (AH)

gsievert@tpg.com.au



OK, I know it may seem like a real cop-out. It's not that I don't have anything to say, it's that I don't have any time to say it. And to be brutally honest, I forgot a couple ads and ran out of space in the mag. So, think of it as your editor taking a break, going on a holiday, and coming back

refreshed for the November/December edition. I think this issue speaks for itself, with heaps of member contributions and stories to keep you entertained. Thanks to all for another great year - I look forward to another year as editor, and I plan to make some subtle changes as the year goes by to

hopefully improve the magazine format and content. In the mean time, enjoy!

Regards,

BMW & VOLVO SPECIALISTS

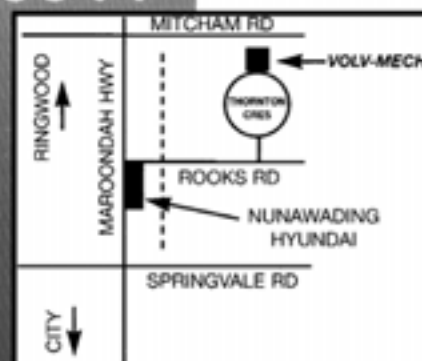
9874 5544

9874 6644



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

VOLVO
SERVICE & REPAIRS
Licensed RWC Tester



Email: sales@berrymotorgroup.com.au

Web: www.berrymotorgroup.com.au

Swedish Vintage

and Classic
Automobiles

8 Somersby Road, Welshpool. W.A. 6106

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

Share your adventures with us.



The ULR Group welcomes Volvo Car Club Victoria members.

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

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



ULR GROUP

Melbourne City Volvo

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

T: (03) 9684 1070

volvo@ulr.com.au

VOLVO
for life

Malvern (Parts Only)

1303 Malvern Road, Malvern VIC 3144

T: (03) 9864 3535

VOLVO
for life

www.mcvolvo.com.au



MELWAY™ MAP 2E REF B8

President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS: Brrr Winter and the AGM

Well I did expect it but it doesn't make it any easier, Melbourne has just been hit by the coldest day for a very long time. I just can't get motivated to get out into the garage and do some work. I pity those of you who earn a living working outdoors on days like these. Still the cabin of a Volvo is a nice place to be when it's raining or snowing (even more so if you have the luxury of heated seats).

Well another year has gone by and the AGM has come and gone. Thank you to all those that attended the AGM, I hope you enjoyed the pizza and drinks. Thanks to Mark Richardson and Masons for organising a varied collection of parts for sale on the night as well. For all of you concerned that Bilias were not there on the night, we are trying to organise a Bilias spares night later in the year when better weather and less threat of being nominated for a committee position may entice a bigger turnout.

The Committee remains very much like last year with only minor changes. Although most of us were happy to nominate or be nominated for another term I would ask that consideration be given to some new blood coming in next year so the stale old committee members can transition out. I use the word old very loosely because the club currently has a varied

and (other than myself) youthful committee.

Out going from the Committee is Jesse Devine and whilst Jesse sometimes thinks he doesn't contribute I can let on that he has been responsible for organising your trophies for the last two years (amongst other things) and has done a great job. Thanks for all your help Jesse. Stuart Boydell has had enough from being the Secretary but has accepted a general committee position and Justin Chiew has accepted the position of Secretary (as long as Stuart gives him a guiding hand). Welcome to the committee Justin. I don't want to give any special thanks to any of the ongoing committee because I think every one of them does a fantastic job. We have good executive meetings, there are never disputes and everyone is happy to pitch in. This makes things much easier for me and ultimately you the members benefit, just don't get to complacent and keep the praise coming if you are happy with the way things are going. Of course you are always welcome to criticise as well (just keep it to a minimum) and even more so, you are always welcome to assist the committee members. Our membership is on a gradual increase and I welcome new members at nearly every event we now have.

On the events front I must say I am impressed with the conduct of the members at recent events. You have brought pride to the Volvo Club in the way you presented yourselves. We had a good turn up of members at the Dyno

day organised by the TurboBricks Club (the next Dyno Day is scheduled for 15 October - see events calendar). Next was the Winton open day and we had six Volvos on the track nearly non-stop the whole day. You conducted yourselves well and I had quite a few officials and members from other sporting car clubs approach me over the day and comment on the Volvos. Finally we had part two of the Go Kart Challenge. I'm still sore and still at the tail end of the field but still having fun. After the event I was waiting for the results and the track manager was trying to deal with some boisterous lads when he turned to me and said "I wished we had more like your group, you are welcome here anytime". A big thank you goes out to Ash, Noel and Ben for organising these events. Ben has loads of photos on the web page and check out the new photo on the home page - it is very impressive indeed. Thank you also to Cam from the TurboBricks Club and welcome to the Volvo Club. Separate reports on these events are inside.

Probably a last word for those of you that may consider yourselves too old to attend some of the more sporting events, you are never too old to enjoy yourself. If you can't see yourself driving around a racetrack or in a go-kart why not attend anyway and support those that are out there. Then there's always the possibility of a BBQ afterwards as well. Don't forget to register for the National Rally next year.

Heino Nowatzky

CLASSIC VOLVO SERVICE



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

Ph: (03) 9877-7754 Unit 2, 17-21 George St. BLACKBURN Vic

ALSO: EARLY MERCEDES BENZ AND CLASSIC EUROPEAN CARS.

Brickbats & Bouquets

with "Grumpy"

THE CAR - PAST, PRESENT & FUTURE?

Have you thought about your car and how it got there? The past one hundred years of the development of the car would fill many books so I will try to be brief. The car was not invented by Henry [Ford] although many think so! What Henry did was develop mass production on a vast scale and reduce the cost of the T-model so almost everyone could buy one.

The early cars borrowed from existing technology. The body and wheels and axles came from the horse-drawn carriages of the day. The engine and gears from the steam engine, and the pneumatic tire from the humble bicycle. Initially steering was by tiller, from small boats, but the ship's wheel was quickly adopted for better control.

One remarkable thing is that while all other technology of the 20th Century has evolved and changed, the internal combustion of the 2005 car still operates on the principle of an expanding gas [burning petrol] pushing a piston down a cylinder to a crankshaft which converts a reciprocating motion to a spinning motion by way of gears to the driving wheels.

In the very early days people experimented with steam, petrol and electricity to make their horseless-carriages move. Steam appeared at first to be the logical choice because it was more reliable, but steam cars were extremely heavy and had to carry water and coal or wood [or oil]. The driver had to light the boiler and wait while the water boiled and produced steam before he could drive off. Then

there was the smoke and steam to be avoided while viewing the road ahead.

Mind you the primitive car was little better, with the roar of the open exhaust and the occasional loud backfire, mingled with fumes of the castor oil lubricant! Not to mention the hot and sweaty efforts to crank start a car which obstinately refused to start.

Even back then they were trying to produce an electric car. They were beautiful tiny living rooms with solid roofs and glass windows. A popular model at the beginning of the 20th



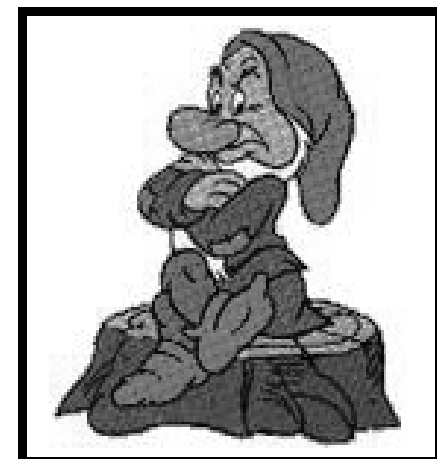
1916 "Detroit" electric car

Century was the "Detroit". Much loved by ladies because it was silent, smooth and reliable - a least over short distances. Big problem was it needed a huge number of heavy lead-acid batteries which only produced enough power to travel short distances before needing recharging overnight. Even with our advantage of improved technology today this is still the problem for electric cars that rely on storage batteries.



NSU Ro80 rotary engine production car

So your latest Volvo still relies on pistons pumping up and down the same way as the first Rolls-Royce of 1905! Compare this with aircraft - all the large passenger and military aircraft switched from piston-engines to

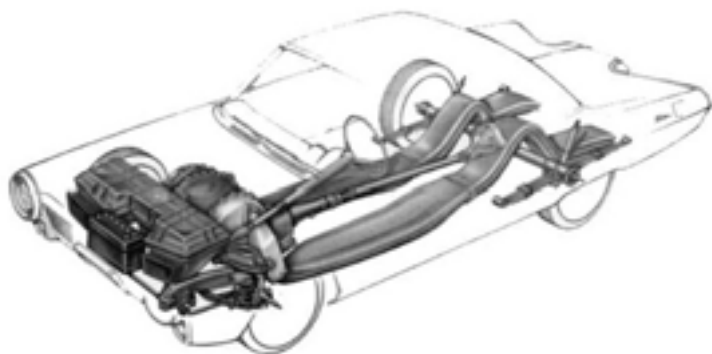


jets thirty to forty years ago. Telephones no longer need wires, for long distance use satellites, not cables. TV is changing from analogue to digital. Computers double in power every few years, and the humble car is stuck with an outdated system.

There have been a number of efforts to revolutionise car engines. In the late 1940's and early 50's the recently defunct Rover company fitted a small gas turbine to one of their cars and conducted a number of experiments and trials. They gained a lot of publicity by setting speed records

for a car on a racetrack in Holland. But they struck huge problems, the turbine turned at very high speeds and large and complicated gears were needed to reduce the speed to that required to turn the road wheels. Then there was the high consumption of kerosene, not to mention the smell! Later Chrysler tried to produce a turbine car in the 1980's. Both were abandoned after spend in millions of dollars.

In the early days of enthusiasm for all things relating to atomic energy, newspapers were running stories of cars of the future with miniature atomic reactors the size of a fist which would



X-Ray view of 1963 Chrysler Experimental Turbine Car

provide power for the life of the car. Unfortunately these forecasters forgot about radiation and the tons of lead that would be required to protect the occupants!

Then along came Felix Wankel with his revolutionary rotary engine. Once again the pundits jumped on the bandwagon. "Within a few years all cars, small boats and light planes will be powered with rotary-engines" they trumpeted. Unfortunately they were wrong - in 1967 the German car company NSU produced the Ro80. Not to go into great detail but the seals on the rotor-tips failed after 24,000 kilometres requiring a new motor, and bankrupted the company. The only other company still producing cars with



"Sequel" is GM's latest hydrogen-powered fuel cell concept car (2005)

Wankel engines is Mazda with their RX8 sports car. (Coincidentally, we had a rotary-powered Mazda R100 at the recent Dyno Day! Ed.)

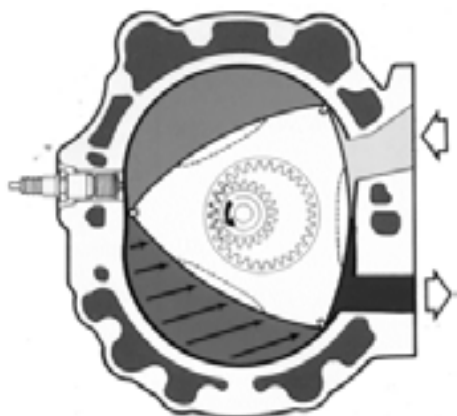
Our local boy, Ralph Sarich, came up with an intriguing "orbital" design, but after years of development, and trying to solve emission problems, the engine disappeared without a trace. (Some technology developed by the Orbital company is in use in many new cars, but it relates more to fuel injection than basic engine design. I believe Orbital engines are currently available in some watercraft and motorcycles. Ed.)

What of the future? Taking my somewhat cloudy, chipped and dusty crystal ball from the cupboard, this is what I see... Hybrids will increase in number, especially if petrol prices

continue to climb, but hybrids are complicated and expensive to build and service. They will only be a stepping stone to the ultimate electric car which will rely on fuel-cells as a source of power. In the short term possibly diesel, LPG and natural gas will become more popular, but only if the Federal Government stops increasing the punitive excise taxing regime.

Spare a thought for us poor petrol-heads ... In 2030 plant your right foot hard and get only the quiet purr of an accelerating **electric** motor. Perhaps there will be optional DVD sound system with the **thunderous roar of a V8 at full chat** connected to the accelerator pedal!!!

Grumpy



Sectional view of Wankel rotary engine

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

Treasurer's Report

\$\$

Christina Nowatzky

0425-740-858 (AH)

nowatzkyt@mpx.com.au

MONEY BUSINESS

Account balance on 8th August 2005 is: \$3173.29. The last magazine Treasurer's report was on the 8th July 2005. At that time, we had a bank balance of \$1576.65.

The club's bank balance is looking healthy again thanks to more membership dues coming in at the AGM and most of the advertising fees received from our Magazine sponsors.

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

INCOME:

Membership Subscriptions: \$1200.00

Meetings: \$116.70

Advertising & Sponsorship: \$455.00

GROSS INCOME: \$1771.70

EXPENSES:

Suppers: \$225.20

Magazine Printing (Jul/Aug): \$939.20

Magazine Postage (Jul/Aug): \$281.89

TOTAL EXPENSE: \$1446.29

NET INCOME: \$325.41

If you have any questions or comments about the above report, or anything to do with the club financially, please contact me by phone or email as above.

Best Regards,
Christina Nowatzky

Membership Report

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



Hello everyone! A quick reminder that I will now be sending personalised renewal forms to all members who are close to having their membership expire or who have already had their membership lapse. This makes renewing your membership even easier! No more tearing out the membership renewal form from the Magazine every time you need to renew! Thank you to all the members that have already returned their membership renewal forms promptly, this has been a great help in keeping the club database up to date. Please always return the signed renewal form with your membership payment.

Volvo Club of Victoria Membership Status

Number of members: 169

Number of expired members: 30

Number of current financial members: 139

New Member List

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

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.

The following letter and image appeared in the *Drive* section of the Melbourne's *The Age* newspaper on Thursday June 30 2005. I thought it was quite appropriate! Ed.

"Victim of Volvo-phobia"

"My folks recently lent me their Volvo wagon while they are away on holiday. I usually drive a Toyota Corolla wagon.

I have come to the conclusion that Volvos are not actually safe at all. This is because, even though the Volvo closely resembles my Toyota, being the driver of a Volvo has suddenly made me fair game for every aggro driver out there.

Despite me not having changed my driving habits, all of a sudden I am finding

that I am being cut off, tailgated, and on the receiving end of rude gestures every time I take a drive.



Drivers of 4WDs and commercials seem to be the most threatening. Perhaps they should learn to deal with their Volvo-phobia."

What do you think? Feel free to write in with your own experiences! Ed.

Werner & Alexia	Golla	240 GL, 740 GL - 25th Anniversary Model
Geoff & Christine	Makepeace	242 GT
Vic & Carolyn	Scott	XC70
Gwenyth & Keith	Black	264 GLE
Max & Margaret	Richards	144
Tim & Rebecca	Paton	740 Turbo
Cameron	Tuesley	360 GLT, 740 Turbo
Jason	Ferridge	850 SE
Gerard & Sandra	Gowans	850 GLE, 144, P1800E
Adrian & Sherryn	Barry	740, 850
Laurie & Helen	Menogue	360 GLT, 360 GLT





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

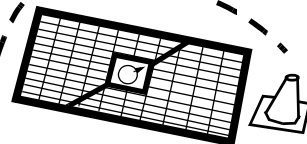
*Price excludes dealer delivery (\$1,950) & statutory charges. ^Savings based on recommended retail price for third row seating package & leather trim. #Savings based on price difference from recommended retail price of \$69,950 (XC70) & \$61,950 (V70).

240/260 Register

Mark Hoffmann

03-9335-3946 (AH)

vol244@hotmail.com



European Travels

Dear Club Members,

Welcome to this issue's 240/260 Series Register Page. If this segment has been conspicuously absent from the magazine over the past few months, I am partly excused by virtue of being out of the country during May and June; a trip to Europe that included a visit to Gothenburg in the South-western part of Sweden - the home of Volvo.

Earlier this year, in the process of planning a holiday in Germany, Austria and the UK, I decided that it would be a pity to travel so far without considering a brief side-trip to Sweden, the main attraction for me there being the Volvo Museum amongst the factory complexes of the Torslanda region outside Gothenburg. For those members unfamiliar with this attraction, the Volvo Museum is dedicated to the history and achievements of the Volvo Corporation throughout nearly 80 years, in the fields of automotive (car, truck and bus), aerospace and marine engineering. There are a vast number of vehicles and other exhibits on display, and members with internet access can get an excellent feel for what the facility has to offer by checking out Volvo's own online brochure at:

http://www.volvo.com/NR/rdonlyres/F24C093C-55B9-4177-8176-092DFE9F470F/0/media_publ_volvo_museum_brochure_eng.pdf

After searching the internet for tourist information and consulting with a travel agent, I concluded that the trip to Sweden was viable within both budget and itinerary, and I booked a return flight from Manchester to Gothenburg via Copenhagen, plus three nights in a centrally-located hotel; giving me two full and two half days to explore the city and its Volvo-related attractions. I owe special thanks to Volvo Club member Brian Beecham, who visited the museum with wife June in 2001, and was able to thoroughly recommend the experience, whilst offering invaluable advice on travelling

to the facility and on visiting Gothenburg in general.

Having now returned, I can endorse this recommendation, but offer the following warning to anyone contemplating a similar visit: Sweden is expensive!! Although the Australian Dollar buys around 5.7 Swedish Kronor, the latter doesn't stretch far on a tourist budget; a fact that became clear on my first night in town when I succumbed to the familiar temptations of a McDonald's nearby my hotel, only to be relieved of over 115 Kronor for a simple hamburger, fries and drink! Further to that, information on the internet suggested that negotiating public transport from the city centre to the Volvo museum complex, which requires



1954 P1900 Dash

three separate connections via tram and bus, is somewhat ambitious for the foreign traveller, and the recommended method is to simply take a taxi - a luxury that set me back around A\$100.00 for the round trip. I was, of course, travelling alone, and sharing the cost among a group of enthusiasts would have been a far more economical proposition. Nonetheless, my trip to Sweden was a brief one and in retrospect, well worth the effort and outlay.

Gothenburg is Sweden's second-largest city, and it is impossible to overstate the extent to which the Volvo brand permeates life there. It is estimated that around 25% of the population, that's one in four people, either directly or indirectly depend on the Volvo Corporation for their livelihood. My first indication of this Volvo presence came on arrival at Gothenburg's Landvetter Airport, where veteran 240 wagon airport

vehicles waited on the tarmac, and the theme continued into the arrivals hall, where suited men with Volvo placards waited in large numbers to greet visiting foreigners on company business. I had truly arrived in the land of Volvo!

Unfortunately, though, none of those blue and white placards carried my name, so I made my way out of the airport and caught a waiting shuttle bus (yes, a Volvo) into the city, eagerly looking out for what Volvo cars there were to be seen on Swedish roads. Although there is no shortage of automotive brand diversity, Volvo is truly the dominant Marque. In addition to the private cars, there are Volvo trucks, buses, taxis, police cars, bulldozers, and cranes; virtually anything that moves has the potential, indeed likelihood, of carrying a Volvo badge. In stark contrast to my observations in other parts of Western Europe, however, where almost all the cars on the road appear to be reasonably late models, I noticed no shortage of older cars on the road in Gothenburg. I spotted a number of 1970s and 1980s vintage 240s, though most appeared to be in average condition, undoubtedly having suffered the effects of Sweden's harsh northern climate over many a winter. Also of interest were the variety of Volvo models unknown on Australian roads, notably the 780, 480 and 460 models, as well as the diesel powered variants of the more common Volvos we drive ourselves.

Having spent my first night in a local hotel adjacent to the main train station, I dedicated the following day to visiting the Volvo museum. A pristine new V70 taxi dropped me in front of the museum entrance, which is nestled amongst a concrete jungle of grey Volvo office complexes. I had about a quarter hour wait before opening time on what was a rather wet and windy May day, so after an anxious wait in the bleak weather, I was glad when the doors were opened and I was able to step inside and enjoy a warm and dry activity. Throughout most of the year, inclusive of my visit in late May, the museum opens at midday on weekdays, whilst doors are opened

earlier at 10.00am from June to August. Volvo employees worldwide are admitted free of charge, though members of the general public pay only a nominal entry fee (around A\$5.00) to the museum - surely one of the few sources of inexpensive entertainment in Gothenburg! In fact, at least two of the more popular and readily available travel guides rate the Volvo Museum as a "must see" during any visit to the city.

Once inside, my first impression was of how modern, spacious and spotlessly clean the facility is - a testament to Volvo's pride in this showcase of its achievements. Few cars are initially visible from the entry foyer, and museum staff begin your visit with an invitation to view a short film on the company's history in the museum theatre, before allowing you to wander around at your leisure; an invitation which I politely declined, eager to get underway and do as much photography as I could as early as possible, without competition from other visitors. Indeed for the first half hour or so, I had the facility entirely to myself, after which some businessmen and school groups began to come through, though the place was by no means crowded during my visit. For a keen Volvo enthusiast and photographer like me, the museum is a real treasure of automotive history, though familiar frustrations exist in capturing the exhibits on film - cars are often parked against walls, in corners, or in close proximity to one another, sometimes making photography from the most ideal angles difficult.

The museum's collection is displayed over two levels, and an escalator takes you up to the first floor where the fun begins. Here, cars are grouped into large display rooms, the walls of which are beautifully decorated with vintage automobilia and painted streetscapes of period era. Throughout the museum, dozens of framed photographs also adorn the walls, many in black and white, complementing the Volvos on display with evidence of their individual achievements in motorsport, safety, or production milestones. One particularly innovative touch, I thought, was the use of original engine crankshafts, complete with cams, erected vertically to support the rope barriers around each exhibit.

A walk through of the museum reveals cars in roughly chronological order, beginning with a pristine example of Volvo's first passenger car, the OV4 "Jacob" of 1927 and some of its contemporaries, and ends with an elegant line-up of Volvo's current range of S and V models. In between are scores of beautifully-presented cars including

curvaceous models from the pre-war era, numerous examples of the safe and practical 100, 200 & 700 series sedans and wagons which established the company's reputation, and classic 1800, 1800ES, and even a 1900 sports car. Of particular fascination to me were the 200 series prototypes, particularly the VESC (Volvo



1949 PV61

Experimental Safety Car) concept of the early 1970s, and other interesting prototype and concept models that never reached the production line, but provide a glimpse of what might have been, such as the 263 hatchback and experimental "safety" taxi, both of 1970s era. As for the future of the motor car, the museum showcases the latest Volvo concept cars, some based loosely in appearance on today's models, but all depicting the very latest thinking in design and innovation.

Aside from passenger cars, the museum has a substantial display of Volvo heavy trucks and buses, including vintage lorries, fire trucks and military vehicles, award winning heavy-haulers from the 1970s and 80s, and concept models which point to the future of transportation. The museum also pays homage to Volvo's involvement in the diverse fields of aerospace engineering, marine powerplants,



L395 Titan Truck from 1951-59

and motorsport. There are two full-scale Volvo-powered fighter aircraft on display, together with static-display aviation and marine engines with "cut-away" panels to show their internal workings. Volvo's pride in its motorsport achievements is shown to good effect, with race and/or rally cars on display from the PV, 120, 340, 240, 740 and 850 series in full competition livery.

Although the museum contains few "interactive" displays, there are some unique touches, including a severely accident damaged 740 accompanied by a running crash test video to demonstrate Volvo's commitment to safety research, and a full-scale cut away "cross section" of a 700 Series wagon, revealing its structural integrity.

Having come to the end of the display, I paused to enjoy an expensive muffin in the museum cafeteria, surprised at the amount of time that had passed - there is simply that much to see. Next came the opportunity to retrace my steps and take some additional photographs, whilst stopping to absorb some of the exhibits in more detail. In spite of having taken a large quantity of film, I had tried to rationed my photographs somewhat during my initial walk through, not knowing just how large the display was and how many cars to expect. Having now returned, I'm thrilled with the resultant photos, and club member can check out the following web page for an indication of what I was able to achieve: <http://cvolvo.com/Central/Volvo-Museum/1947-1972.html>

The final part of my visit was to check out the museum's small gift shop. Although I was able to obtain some memorabilia such as a coffee mug, keyring and a couple of small die-cast Volvos, all at reasonable prices, this was perhaps the only somewhat disappointing element of the facility, as I had hoped, given the profile of the museum and its obvious attraction to Volvo enthusiasts worldwide, that a wider range of items would be available to buy. Nonetheless, visiting the Volvo museum, which celebrated its 10th anniversary during my visit, was a worthwhile undertaking, and I recommend it to any club member and enthusiast.

The remainder of my time in Gothenburg was plagued by foul weather which hampered sightseeing activities, but I was able to visit a Volvo service facility nearby my hotel, and simply finding a convenient street corner to observe the local Volvo traffic captured the interest of this enthusiast. In retrospect, I would have enjoyed visiting a local wrecker or touring the Volvo factory itself, but these endeavours would have required more time than I had available, and certainly been made easier if travelling with other like-minded enthusiasts.

To finish, I hope members have enjoyed hearing of my experience, and that it might encourage others to pay Gothenburg a visit at some time in the future. Until next time, I wish all members happy and safe motoring.

Mark Hoffmann

Images courtesy <http://cvolvo.com/Central/Volvo-Museum/1947-1972.html>

VOLVO - IN THE NEWS

Volvo Shakes Up Australian Model Range

Continuing a process which began in 2003, Volvo is continuing to rationalise its model range, as it seeks to improve its performance. As of July 31st, 2005 sales by Volvo Car Australia sit at 1578 vehicles, representing a drop of 10.1% year to date. Of those sales, 62% were SUV classed vehicles. Reports have circulated in the Fairfax media that Volvo has axed the S60R and V70R, the V70 (once Australia's top selling luxury wagon) and the S80. For the moment, these models can be found on the Volvo Car Australia website price list, although the S80 T6 has quietly slipped away, leaving a 2.5T engine version. The S40/V50, S60 and XC90 ranges remain unchanged and the introduction of AWD variants of the S40/V50 T5 are on hold. Volvo intends on introducing diesel models in the latter half of 2006.

Effectively replacing the V70 2.4 SE is a new XC70 2.5T SE model at \$56,950, importantly below the Luxury Car Tax (LCT) threshold. It shares the same pricing point with the S60 2.4 SE. According to Volvo, the medium SUV segment has already grown 35% in 2005, whilst the luxury SUV segment shrunk by 6% over the last twelve months. With the new XC70 SE, Volvo expects to tap into growth potential in the medium SUV segment below the LCT threshold, where the bulk of growth is expected.

Despite its lower price, the XC70 SE still includes a leather interior, climate control, cruise control, TRACS, all wheel drive, a Geartronic transmission with a manual shift function, a 154kW 2.5T turbocharged five cylinder engine along with a full assortment of safety features. For an extra \$7500 over the XC70 SE model, XC70 LE buyers also receive a sunroof,

wood rim steering wheel, Interior Air Quality System, power driver's seat, Bi-Xenon headlights, and Dolby Prologic II premium sound system.



Flexible interior of the XC70

Introduction of the new XC70 2.5T SE at \$56,950 has made the V70 2.4 SE at \$61,950 sit rather awkwardly in Volvo's model range. Consequently, Volvo has axed this model, offering it as a Limited Edition with a \$7000 saving. This follows the decision in 2003 (MY04) to axe the 2.4T and T5 variants from the local model range.

Trouble is, with these changes, some of Volvo's non SUV range is sitting rather awkwardly. Unless an electric driver's seat outweighs a larger estate body, superior 2.5T light pressure turbo engine, Geartronic transmission and all wheel drive, many are going to find the S60 2.4 SE lacking value compared to the XC70 SE. Secondly, the XC70 LE is \$4500 cheaper than the S60 AWD, despite being a larger vehicle with a superior level of equipment. With lowered tariffs having come into effect as of January 1, 2005 (a drop from 15% to 10%), the tariff advantage for 4WDs (5%) over passenger cars is the smallest in recent memory. Clearly Volvo is placing its main efforts in the SUV market.

There was a time when Volvo's main advantage over its German competition was that it offered real family cars with more space at prices that would get you into bare bones German motoring. The departure of the 850 and S70 created a gap that was never truly satisfied by the S60. The S40/V50 were launched with fantastic press, but backed with a plainly strange and cryptic advertising campaign that even the most devoted of Volvo fans failed to appreciate.

With the introduction of the new XC70 2.5T, we're seeing some elements of previous successes returning, arguably bringing the best value premium European family car to the Australian market. Hopefully the changes will rejuvenate Volvo's sales performance in Australia and judging by what I've heard, the XC70 SE has placed Volvo back on some shopping lists. After all, many of us still remember when Volvo was Australia's top selling European car."

Regards,
Justin Chiew

New C70 Detail Released!

Volvo have released details of the upcoming new C70 hardtop convertible. The following press release gives some ideas of the car's design and features.



Volvo Develops Inflatable Curtain (IC) for Cabriolets

Volvo's Inflatable Curtain (IC), introduced in 1998, helps to protect the belted occupant's head during a side impact or rollover scenario. IC has been developed for and is fitted as standard in Volvo's sedans, wagons and XC models.

This essential safety technology has been specifically adapted for the unique use in a cabriolet. The Inflatable Curtain will be available on Volvo's C70 hardtop cabriolet - a world-first safety development.

In a fixed roof vehicle, the IC is fitted in the inner roof edge and is activated downward between the side window and the occupant's head. This location has thus far made it impossible to fit the IC system in a cabriolet since there is no fixed roof for its installation.

Volvo Cars has now solved the problem by turning the Inflatable Curtain upside down and fitting it inside the door panel of the all-new C70. In a side impact, the curtain will inflate and push itself



New XC70 SE - great value!



upward. As in the roof-mounted version, this takes place within a split second in a smooth, unfurling motion. The Inflatable Curtain elevates itself between the side window and the occupant's head as effectively as possible.

The door-mounted Inflatable Curtain has a unique, extra-stiff design that helps keep it upright. This rigidity has been achieved with dual vertical rows of cells that are somewhat offset in relation to each other.

The Inflatable Curtain is designed to offer protection even if the side window is open or broken. The curtain deflates slowly to offer protection in the event of a rollover accident.

- Anticipated on-sale in Australia - second half of 2006
- Reduction of at least 10 percent on current C70 pricing
- 162kW, turbocharged T5 available at launch
- Three-piece metal cabriolet hardtop
- Substantial boot size
- World-first safety technology developed for C70
- Twice the body rigidity of previous C70
- Pininfarina-Volvo Cars joint venture

The all-new Volvo C70 cabriolet is ready to take its place in the sun. And it doubles as a hardtop coupe!

Thanks to a unique three-piece retractable hardtop, customers of the second-generation Volvo C70 will enjoy driving without compromise - whether the top is up or down.

The all-new Volvo C70 will be unveiled at the Frankfurt motor show in September.

"We've succeeded in creating an attractive cabriolet which, at the mere touch of a button, converts into an equally elegant coupe. The customer gets two cars in one; both with space for four adults," says Volvo Cars President and CEO Hans-Olov Olsson.

The all-new Volvo C70 still offers impressive interior size and seating for four adults as did its predecessor.

"Creating harmonious lines with and without a roof is not an easy task," says Fedde Talsma, design manager for the all-new Volvo C70. "We designed the C70 as a coupe first. We then made the necessary adjustments to create a cabriolet from the coupe's lines. Our experience tells us this is

the best way to achieve design that is beautiful as a cabriolet and as a coupe."

Unique safety solutions

The all-new Volvo C70 achieves new standards of preventive and protective safety in the cabriolet market. The car has an advanced body structure and several solutions that make it unique among open-top cars.

One unique example is the door-mounted Inflatable Curtain (IC), which is part of the enhanced protection system for side impacts. Since the IC cannot be located in the roof, as it is in all other Volvos, the Inflatable Curtain is located in the door and inflates upward when deployed.

For its role in the C70, Volvo's safety engineers have fine-tuned the IC to be extra stiff. As a result, it can remain upright and help protect the head effectively. To provide additional protection if the car rolls over, the curtain deflates slowly. This is a unique safety solution in the automotive industry.

Continuing from the previous C70, the all-new C70 is also equipped with Volvo's Rollover Protection System (ROPS).



Cooperation with Pininfarina

The development and manufacture of the all-new Volvo C70 is the result of a joint venture with renowned Italian company Pininfarina. The all-new C70, like its predecessor, will be built in Uddevalla, Sweden.

"Pininfarina is an excellent partner with extensive experience in developing and building cabriolets," says Hans-Olov Olsson.

The first-generation C70 cabriolet had its best year in 2004 with just more than 8,000 cars sold. "Our all-new C70 is one of the first open-top cars in the premium segment with both a steel roof and space for four adults. We believe this is a highly desirable combination. That's why we expect to more than double our sales compared with the first-generation C70," says Hans-Olov Olsson.

For further information please contact:

Todd Hallenbeck
Public Affairs Manager
Volvo Car Australia
65 Epping Road
North Ryde, NSW 2113
Phone: 02-9020 1613

[Photos & story courtesy Volvo Car Australia. Check out www.volvocars.com.au/



High torsional rigidity

The body structure, in a carefully designed network of beams, contributes greatly to the car's high safety standards. It also gives the body extremely high torsional rigidity - twice as high as that of the previous C70 model. With the roof up, torsional rigidity increases by a further 10-15 percent.

"A torsionally rigid body is important to the car's driving behaviour," says C70 project manager Patrik Widerstrand. "It makes the car more stable, more responsive to the driver and easier to control. It also makes the car more dynamic and fun to drive."

The all-new Volvo C70 will be powered initially by in-line, five-cylinder petrol engines





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

CHILLING PENGUIN WALK

On Saturday 18th June, one of the coldest wettest days of the year our group headed for Victor Harbour to walk the Penguin Discovery Tour on Granite Island.

When we arrived at Victor Harbour, the wind was blowing a gale, rain belting down, we all ran between the puddles to the information centre/shop for a hot beverage. After a nice hot drink and a chat, the rain ceased.

We decided to walk up the main street of Victor Harbour to pass some time, while we waited for the 5 p.m. deadline to walk over the bridge to Granite Island. 5 p.m. came and although some decided it was too cold and miserable and opted for the warmth and comfort of Lance & Maxine's motel room, others with

over the rocky penguin made paths into their rocky hideouts. Firstly the kids and the big kids were delighted to see so many penguins in pairs mating vigorously, but after a while I think the whole Granite Island was rocking and we were moving the little Volvo members on to seek out other penguins who were either waddling to their hideouts or just interested in looking at us.

Ralph's exchange student was thrilled with the experience and was snapping photos constantly. The tour was great and well worth our venturing the weathers, (some Volvo members were dressed like Scott of the Antarctic). We then walked back to Victor Harbour into the Hotel for our evening meal. We must have looked a sight, people sitting at the tables' stopped



beanies, gloves, scarves, jackets and rain coats braved the weather and walked over the wooden bridge, dodging the horse manure left from the day's work of the draft horse that pulls the people-trolley back and forth to the island.

First we went to the information room, sat and watched a very informative movie/display of the penguins and were advised that winter was the best time of the year to see the penguins, because it was mating season. The weather became quite pleasant, mild, although still crisp, we followed our guide to various positions to see the penguins waddling up from the sea

and looked at our group when we entered the dining room, the town residents were dressed in evening wear, and here we were with piles of clothes on, stripping off the top couple of layers and placing them on the chairs. We looked a bit on the rough side, but we had a great time and enjoyed our meal.

We headed back to Adelaide and arrived home around 11.30 p.m. The 25 people who made the effort enjoyed the outing and thank all for making the most of the weather conditions, and a good time and educational for the big and little members of the Volvo Club

Helen Judd
Secretary



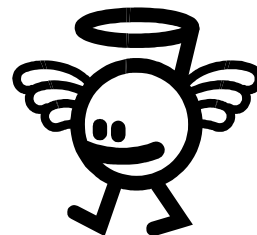
Fancy a spot of tea? Scones look good!

Joker's Corner: Forgive your enemies.

Toward the end of a service, the Minister asked,
"How many of you have forgiven your enemies?" 80% held up their hands. The Minister then repeated his question. All responded this time, except one small elderly lady. "Mrs. Jones? Are you not willing to forgive your enemies?" "I don't have any" she replied, smiling sweetly.

"Mrs. Jones, that is very unusual. How old are you?"
"Ninety-eight" she replied.
"Oh Mrs. Jones, would you please come down in front and tell us all how a person can live ninety-eight years & not have an enemy in the world?"
The little sweetheart of a lady tottered down the aisle, faced the congregation, and said:
"I outlived the bitches."

[Many thanks for the submission from a member who I am sure would want to remain anonymous! Ed.]



VOLVO CLUB of SOUTH AUSTRALIA 2005 Events Calendar

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

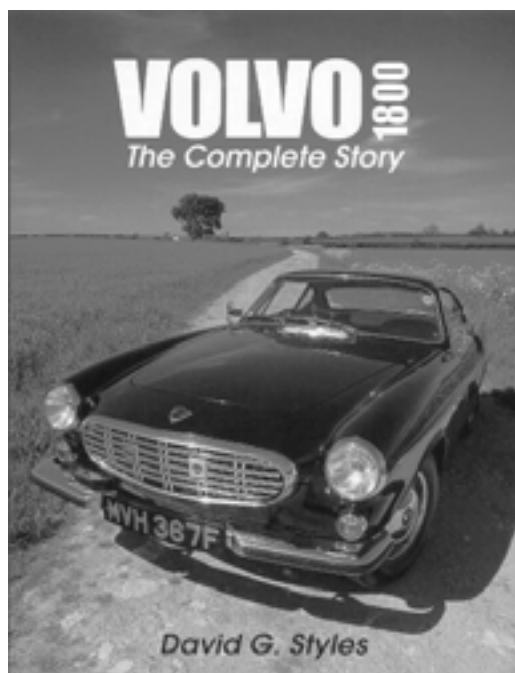
27TH

Christmas Lunch

Further details closer to the event



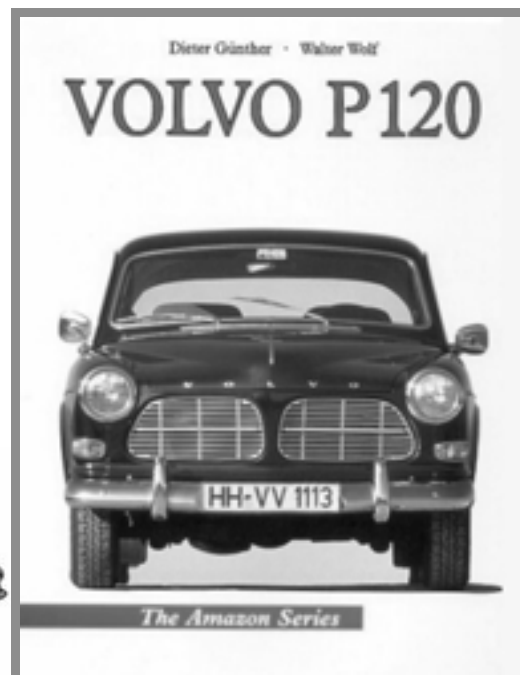
VOLVO BOOK OFFERS



SPECIAL

**Buy both
books for
\$100**

inc. p&p



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

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

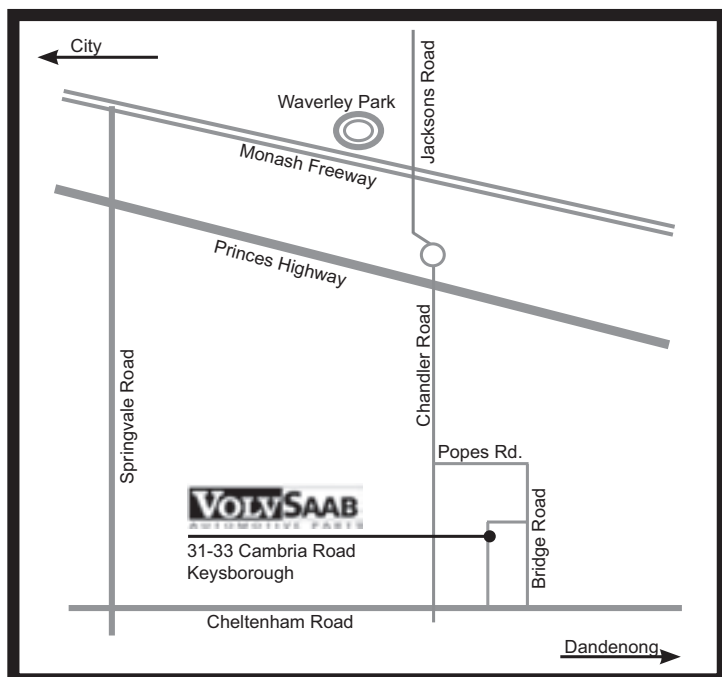
The price of this book in local book stores is \$69.95 plus post and packing, which could be as high as \$10.00 or so, making it almost \$80.00. Due to our bulk purchase we have been able to get this book for a great reduced rate and hence are passing it on to you. Our price will be \$60.00 INCLUDING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

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

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

VOLV 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





The 1800/120 Pages

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

VOLVO 1800/120 CLUB AUSTRALIA INC.

P.O. Box 6522

Tweed Heads, South, NSW 2486

Ph. 07 5536 6977 BH

Email: ozamazon@tpg.com.au

1800/120 Club web site:

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

eGroups site:

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

123GT web page:

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

PRESIDENT

Position Currently Vacant - Enquire Within!
TBA

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.

1800/120's At RACQ MOTORING OF YESTERYEAR DAY

Sunday June 26th 2005 dawned
as a beautiful south-east Queensland
winter's day and provided the perfect
backdrop for what is now an annual
event put on by the RACQ.

The turn out was enthusiastic with
a broad cross section of vehicles
including Australian, English, American
and Japanese vehicles.



Rich's lovely 122

Given the history that continental
European vehicles have in this country,
the level of their representation was a
little disappointing.

The Club was ably represented by
4 vehicles, though due to the set up of
the event, they were not clustered
together.

Ron and Denise Howath in their
red 122 and Ross Stephens and his son
Tim in their red 123GT were fortunate
enough to be alongside each other.

Rick Forno parked his lovely 122
alongside Club member Neil
Summerson who on this day displayed
his V12 E-Type Roadster, whilst Gavin
Black's ES was parked just down from a
cute BMW Isetta - an interesting pairing
that!

We hadn't put the event up as an
official club display, but it certainly
warrants a closer look at for a more



**Ron and Denise's car on the left and Ross and
Tim's car to the right**

formal response from the Club for the
2006 event. The facilities, which are the
sporting fields of a well known private
boys' school in Brisbane, provided
excellent amenities, catering, parking
and access. A great day was had by all
and well organised by the RACQ and
the other connections to the event.

Happy Volvoing!

Richard Zammit

UPCOMING EVENT: Volvo P1800/120 Club 2005 Christmas Lunch

When: Sunday, 27 November 2005

Where: Eagle Heights Hotel

1640 Mt Tamborine / Oxenford
Road, Eagle Heights

Time: 12 Noon (Qld time)

Menu: Blackboard Menu and Daily
Specials

If you would like
an enjoyable drive to
Mt Tamborine, good
company and to be a
part of this end of year
gathering, please let
the Events

Coordinators know by
phoning Pat Beiers on
3206 1035 or Janet
Thomson on 3896 2219.

Here's hoping to see lots of familiar
faces and new ones on the 27th
November.

Pat Beiers & Janet Thomson



1800/120 Club AGM

Full details to be provided/
confirmed in the next edition of *Rolling*,
but early indications are that the club is
now without a president (Richard
choosing not to stand again). All
other positions remain as per last
year (to be confirmed), with
Graham Jones (VP) standing in
until a president puts up his hand!
Thanks to outgoing president
Richard Zammit, particularly
from the editor who appreciated
all his input and the occasional
chat during the past year. Ed.

NSW CHAPTER NEWS:

THE E\$ STORY

Part 3: The Volvo Jigsaw Puzzle

by Norm Westermann

While all the body work was being done, we had been fairly busy getting a few other parts ready to be refitted. The chrome surround for the grille had a broken mounting and was repaired. This was not as simple as it sounds because it is made of very thin brass and is easily distorted from the heat of a torch. It was carefully silver soldered and sent for re-chroming. New door seals were found at Clark Rubber, the profile an almost exact copy of the original. The bumpers were all polished



Thin brass grille trim

up and the brackets stripped and repainted. The lights were all given a clean up, we replaced one taillight lens and one headlight insert. Overall, the chrome and stainless parts were all in very good condition and polished up nicely, although some of the stainless trims along the roof gutters had been damaged from the rust that had been "growing" under them.

There was still a pile of parts on the floor of the adjacent room, comprising all the underfelt and carpet, the interior trims, and the seats and cushions. The door trims had been repaired before, going by the liberal amounts of fibreglass matting and resin that had been applied to parts of the "cardboard" backing. The seats would need more than just a bit of repairing



A magician with the metal

and the carpets...well, they would be good to keep for now to use as templates when cutting new ones.

It was decided that the best start could be made by getting all the electricals into shape. The headlights, taillights, number plate lights and front blinker/park lights were fitted and, after a bit of fiddling with the taillight wiring, all were working. I had cut new rubber gaskets for them where needed out of neoprene sheet. The interior lights and rear hatch demister wiring would have to be done in conjunction with fitting the new headlining...and a new radio aerial was to be fitted to the roof as well, its wire running across the roof and down the left side windscreen pillar. After a lot of sweating, cursing and a back-breaking struggle, the new headlining was in place, all nice and tight and free of wrinkles. Pulling those bows up tight and getting everything clipped in front and back, whilst lying on a couple of old milk crates on the car floor, was not an enjoyable exercise, but the result was well worth the effort.

All the stainless trims went on next, around the door openings and along the gutters...we had obtained a couple of used sections to replace the ones that had buckled from the rust. The rear hatch rubber and trim were also fitted. I replaced all the original screws with stainless steel equivalents to prevent any rust problems in the future. I cut new neoprene washers for the fittings on the rear glass door and it was fitted and wired up. The demister worked and the glass door opened and closed and sealed as it should, but the lock barrel was in need of repair and would be done later.

The rubbers for all the fixed windows were not in too bad shape and cleaned up well, so they were all to be reused. The windscreen however, would have to be replaced as the laminations had started to separate around the edges, having that milky colour as moisture creeps between the glass sheets. We called a local windscreen company and to our surprise they could order a replacement and deliver in a couple of days...did we want plain or with a tinted top! We got them to fit the new screen and the two side windows, using the original rubbers...I wasn't going to risk cracking any glass by trying to do the job myself...and by the way, we got a plain windscreen because that's what was



Ian doing the brakes

originally there, but in hindsight, I would opt for a tinted one.

The rest of the body and window trims went on, the vent below the windscreen, the washer jets and wipers and the front and rear three piece bumper bars. The grille was refitted using self tapping screws instead of the original clips, to make servicing the air filter a simple task in future. Painting the screw heads black made them virtually invisible.

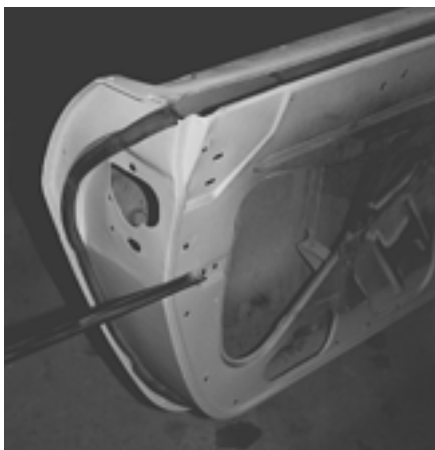


A really cute rear end

All this time, the stock wheels had been on the car and meanwhile the spare set of wider rims had been sandblasted, painted and refitted with their tyres. These were now bolted up to the car and, with their freshly polished hubcaps on and the chrome and stainless steel trims all gleaming, it all looked good and we were well pleased.



Repaired headlight area



Clip-in door seals

Now it just so happened that I had been looking to move house and a new home would have to found that could house the Volvo and have the space to continue the restoration. Added to that, business commitments had meant I was able to spend less and less time on the car. The doors still needed to be put back together, all the upholstery needed sorting, the front splash guards needed repair and a whole raft of detail work, all those finishing touches, the smaller items that take a lot of time. The project ground to a halt.



With its new windscreen

The new house has a great garage under a huge verandah. It isn't a double garage as such, but rather a two car garage...two cars long and wider than a normal single garage, giving ample room for benches, shelving and the like. The Volvo was transported to its new address and safely locked up inside together with all its unattached parts, which were sorted and stored on shelves and in old cupboards.

The story so far had taken place over a period of about 12 months and was before I had even considered buying a computer, let alone "surfing the web". Information was scarce and it was difficult finding out simple things like which way around the front blinker/park light lenses should go. I had seen pictures of them both ways...blinker on top, or park light on top. If you look in the original Volvo parts catalogue for example, you will see them pictured with the blinker on top! I wrongly assumed the parts book

to be correct when John had asked me "which way up" as he was rebuilding the front lights. This was to be rectified at a later date.

Well, with one thing and another, little time was found to spend on the car and it languished for the next four years. I had started on the driver's door, getting the window tracks and glass back in and the lock mechanism fitted and adjusted, but not much else. The car was getting in the way, just



...and wider wheels

taking up space and a decision had to be made as to what to do. I didn't have the time to be doing all the work that was needed and a lot of money had already been spent...too much to let it go to waste by not seeing the project through to the end. But, as is often said in the classics..."that's a story for another day".

[[Many thanks to Norm for providing a great story for the magazine. We look forward to future updates, and hope to see the car at the Easter 06 Rally! If you have similar stories, please forward them on to the editor. Ed.]



Chassis Plate Details:
Type.....1834352W
Colour.....105
Interior.....447-820
Chassis.....000194

N\$W Council of Motoring Clubs 2005 Events Calendar

9-11 SEPTEMBER 05	HSRCA HISTORIC RACING	EASTERN CREEK RACEWAY
25 TH SEPTEMBER 05	HD-HR HOLDEN SHOW & SHINE + SWAP MEET	BRINGELLY
12 TH OCTOBER 05	GOLDEN ERA AUTO RACING - AIR COOLED DAY	WAKEFIELD PARK - GOULBURN
26-27 TH NOVEMBER	HSRCA HISTORIC RACING	WAKEFIELD PARK - GOULBURN
7 TH DECEMBER 05	GOLDEN ERA AUTO RACING	WAKEFIELD PARK - GOULBURN



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

Christmas in July

It was a cool, crisp day on Mt Tamborine as club members gathered at Brunelli's Italian Restaurant for our very first Xmas in July lunch. First, some "transactions" took place (Volvo parts of course) before we were seated on the verandah. A lone singer provided pleasant background music to what a very nice setting with a view over the valley (through the trees anyway). An A la carte menu catered for all tastes and everyone enjoyed their meals. Everyone had to bring a present for "Secret Santa". Vic was very impressed with his present - Santa Claus on a stapler...I'll leave that to your imagination.



The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

Brad's Volvos

My folks' rattling 740 has been quietened down with the installation of new front shock absorbers. The originals were definitely past their use-by date. When the rod was fully extended it would drop back down with almost no resistance when released. The original (Volvo branded) units lasted almost 175K kms. Not bad I suppose considering the front shocks in my 940 lasted almost 210K kms.

But my 940 wasn't left alone though. It, too, needed new shock absorbers, but rear ones. I purchased a pair of well known German brand shockies. They lasted about 2 months before they started rattling and knocking just like worn shock absorbers do. I was not impressed considering the cost of them. So I replaced them with Sachs (\$42 cheaper) and now all is quiet.

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.



VCQ Magazine Submissions

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

VCQ Coming EVENTS

October 1 & 2

Weekend at Stanthorpe

By now everyone should have received info regarding this.

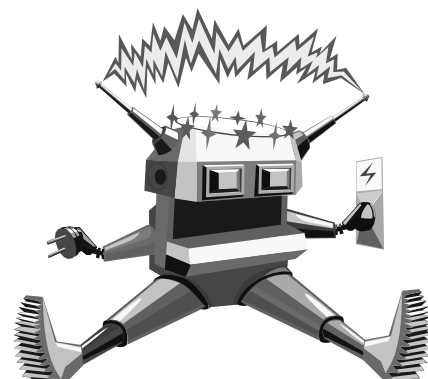
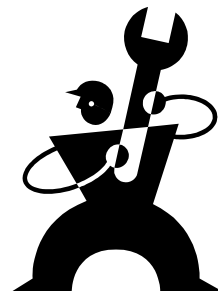
November 19 & 20

Tech day at the Hunt's house. Boys can play with their toys while the girls receive some "always needed" retail therapy at Harbour Town.

Tech Tip

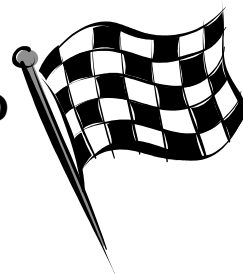
My 940 developed an odd idle problem after it had sat for 5 days. When the engine was cold the idle was very slow (around 500rpm). But, once the engine had warmed up it would idle around 1100rpm. I removed the idle valve and I actuated the little flap with a small screwdriver and it sound pretty "crunchy". It was obviously choked up and getting stuck. So I gave a clean with throttle body cleaner until the flap was moving freely, put it back together and that seems to have fixed the problem. A couple of pointers to watch out for:

1. Don't let the cleaner get into the motor end of the valve as it can be damaged.
2. Remember to disconnect the battery before you start work. I didn't, and received a lovely display of fireworks when the socket wrench I was using to remove the mounting bolts touched the positive terminal of the starter motor. Luckily it didn't fry anything...Live & learn.



MOTORSPORTS REGISTER

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



Winter has well and truly set in and we're heading into that latter half of 2005.

So far this year, we've had some very strong turnouts to Motorsports events from within the club and it's great to see club members enjoying something that can not only be fun to participate in, but also be a great social experience.

We would still 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 club members 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

Ben Winkler - ph: 0417 391 322

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/>

SDMA website:

www.sdmahillclimb.com

Holden Sporting Car Club of Vic

website: <http://www.holdenclub.com/>

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.

Winton Motor Raceway Fun Day

23 July, 2005

Winton Motor Raceway host Fun Days several times per year, with a view to promoting an interest in motorsports, for the young and the older alike.

With several members of the club having at least a passing interest in motorsports, track days and the like,

the club was very well represented at Winton.

On a very bleak and overcast day, with continual threats of rain, the fun day drew an attendance of approx 150 cars and probably another 250 participants, friends, helpers and moral support.

Of the Volvo Club of Victoria members, the following cars participated:

- Noel Bruin - 740 Turbo wagon
- Greg Sievert - 740 Turbo
- James & Owen Sprague - 740 Turbo
- Ben Winkler - 240
- Ash Davies (me) - 240

[Michael Tomkins, a non-member, also attended with his 142, bringing the total number of Volvos driving on the track to 6. Ed.]



Ash crossing the finish line at Winton

While a couple of us had previously done club events and track days, many were new to it all and the smiles on the faces on our club members was worth every cent of the \$25.00 entry fee.

As the title suggests, a Fun Day is exactly that, and is distinctly different to a track day, as its sole purpose is not competition but for all participants to have fun and enjoy themselves in a safe, friendly environment and at the same time get a taste of motorsport in relatively inexpensive manner.

Largely cars were released onto the track in small groups, and at some points there were approx 40 cars on the track. Driving quickly in traffic certainly does take some concentration!

While the Volvos certainly weren't the quickest cars in attendance on the day, they certainly did turn some heads with cornering and braking ability, but I guess this isn't surprising to readers of

MOTORSPORTS REGISTER EVENTS CALENDAR

UPCOMING EVENTS:

- 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.
- **Saturday October 15 - Volvo Club Dyno Day starting at 10pm. XTC Auto, 16 Louvain St, Coburg, VIC. 3 runs for \$40 again - with a maximum of 30 cars**
- 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.
- Sunday December 18 - Winton Motor Raceway Fun Day



Fun for the **WHOLE Volvo family!**



Noel leading Ash in the straight

this magazine! *[The turbos could keep up with most of the cars on the straights too. Ed.]*

The variation in cars was amazing, from a historic touring car Camaro, to open wheelers, to Datsun 200Bs, attendance was amazingly varied.

While traffic in many cases prevented getting into a rhythm and putting in quick consistent laps, and some questionable driving by some participants certainly kept us all on our toes, everyone in the club had a good time and we, as a club, were welcomed by the organizers.

The Day also provided the opportunity for driver and passenger sessions, where cars weren't allowed out on the track without a passenger. I

thought this was a brilliant concept as it allowed people who may have not been confident enough or willing to drive on the track themselves an opportunity to experience being out on a racing track.

It was an amazing show of interest from our club, with family members and partners also joining us for a fantastic day, and I can only hope that we'll see even more Volvo club attendees at the next track event.

Ash Davies



Gee, are Greg's brakes on fire?



Michael Tomkins' 142 is looking good



Checking out the car's prior to race



Noel, Ben and Ash (Left to Right)





Checking over the Volvo's in the pits



Ben's 240 brakes and corner, with the best of them!



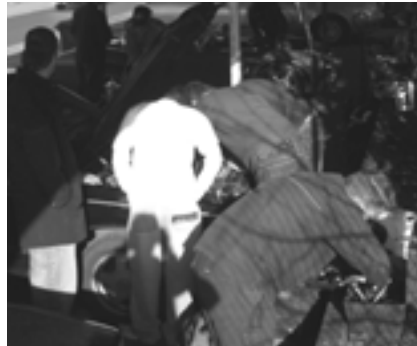
Greg giving Dion the ride of his life



James keeping a Subaru at bay



A fine morning for some fun



"James - is that an oil leak?"

"Hey - your fan is missing!"

"Where's that spanner?!"

'What's that stench? Did Greg leave the handbrake on again?'

WINTON FUN DAY 23 JULY 2005

DVS

volvo performance parts

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

ashleigh davies

0412 709 695

ashd Davies@optusnet.com.au

VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

mobile: 0403 814 545
fax +61 3 9776 5302
mkr@alphalink.com.au



**Noel in the family wagon
(a wolf in sheep's clothing?)**

Victorian Events Coverage

Dyno Day #1

Saturday, 9 July 2005

Thanks to new member Cam Tuesley (avid Turbobricks member!) some of the Victorian club members had great fun testing their cars on the dynamometer (henceforth referred to as the "dyno") recently. Cam arranged for us to rock up on a wet, cold Saturday morning at a mate's workshop in Coburg. We had 12 cars in total, including Greg's ex- Holden workmate Michael in a Mazda R100 with peripheral-port rotary engine. The remainder of the cars were Volvos of course, including four 2-series, four 7-series turbos, a 360, a 960 and an 850R. That's quite a variety, although next time it would be nice to get some of the pushrod machines on the dyno.

I think there might have been a little soul-searching on the day, because the ladies had the definite advantage in the power stakes. Both Chris's 850R



Angus liberating another 27 kW!

(5-cylinder turbo) and Tina's 960 (in-line six) both made impressive showings, putting the guys to shame with our comparatively wimpy 4-cylinder engines. On this day, bigger was better, and there was no substitute for having an extra cylinder or two. Of course, having some sort of forced induction also was a plus, and the combination of added cylinders and forced induction led to the winner of the day being



Cam's 360 burning up the Dyno

Chris's 850R. The 850R was also the only front-wheel drive there, and it probably has the advantage of not putting its power through quite as many twists and turns in the driveline before getting to the wheels.

In terms of outright power figures, some of us were quite disappointed to see how low the numbers were. Who would expect only 45-50 kW from a late-model 240? Well, going from Volvo's reported 85 kW at the crankshaft, there are big losses in power by the time that power gets to the rear wheels. I was pretty embarrassed as I



Barry the Beige Brick with awesome-sounding new exhaust system

was the first of the RWD Volvos to run, and I couldn't believe that the car was only putting out 50 kW at the rear wheels. I was happy when I switched on the supercharger for a 50% increase in power, thrusting upwards to a MASSIVE 76 kW! Well, it's probably still too embarrassing to compare notes with the V8 gang, but a 50% increase for relatively little cash outlay was fairly satisfying.

The turbos had a good showing, with output figures of 85-100 kW. Angus was running his 760 Turbo with standard non-turbo exhaust system. He decided that 73 kW wasn't enough, so



Power champ of the day: Chris's 850R

Dyno Day 9 July 2005	Car	Trans	Power @ Drive Wheels (kW)	Notes
Angus Campbell-Wright	760 Turbo	Manual	73	with exhaust (non-turbo system)
Angus Campbell-Wright	760 Turbo	Manual	100	without exhaust
Thorben Hughes	240 GL	Auto	47	
Greg Sievert	240 SC	Manual	50	supercharger OFF
Greg Sievert	240 SC	Manual	76	supercharger ON
Ben Winkler	240 GL	Manual	52	
Christine Stanford	850R	Auto	140	
Tina Nowatzky	960	Auto	115	
Michael Barrenger	Mazda R100	Manual	98	
Julian Purvis	265 GLE	Auto	58	B230 engine
Tim Paton	740 Turbo	Auto	84	
Heino Nowatzky	760 Turbo	Manual	90	
Cam Tuesley	360 B200E	Manual	42	with airbox
Cam Tuesley	360	Manual	46	airbox removed
Cam Tuesley	740 Turbo	Auto	84	AC on (oops!)
Cam Tuesley	740 Turbo	Auto	92	AC off



**Nik giving Thorben some advice
(possibly "get a V8 mate")**

he removed the exhaust from the downpipe and netted another 27 kW! Goes to show the turbos love to have a free-flowing exhaust. I suspect some exhaust work is in order for the supercharged beast, maybe freeing up



**Heino and Tina watch the 960 produce
heaps of silky smooth torque**

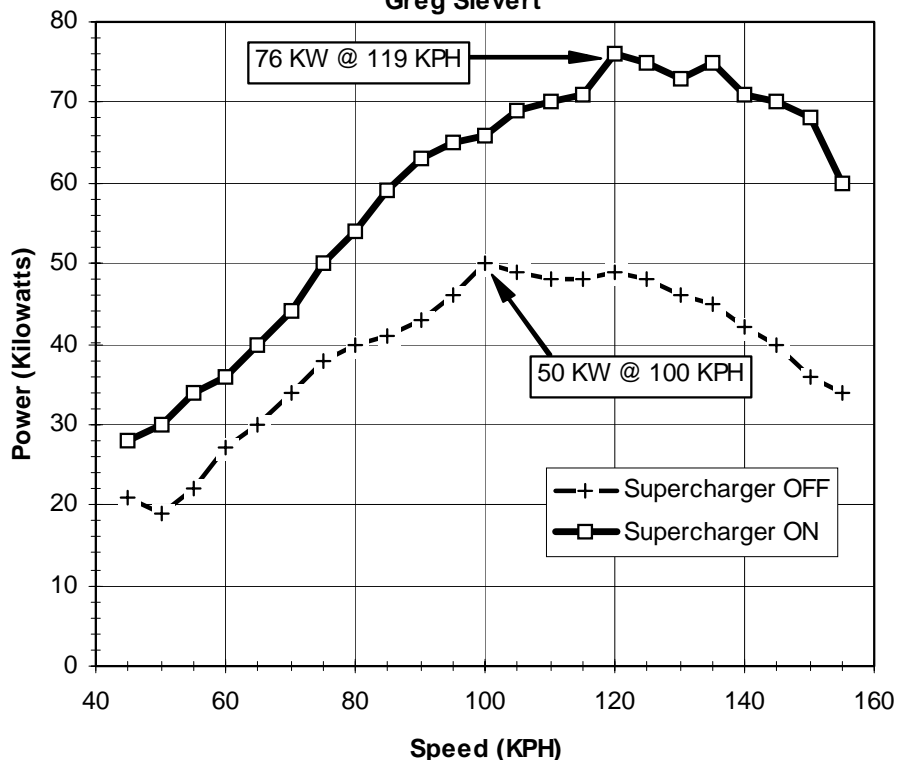
another 5-10 kW? Interestingly, free-flowing exhaust didn't always make a large difference, with Ben's recent system returning about 5% gain over the stock 240's with catalyst. Probably a noticeable difference, and well worth the effort for future cam improvements. I don't know exactly what engine Julian is running in his converted 265 (now a 4-cylinder) but I do know that it was a non-catalyst engine, and it returned an impressive 58 kW. Maybe our old catalyst-equipped 240's are in need of a fresh cat? I might try Angus' trick next



Greg & Wayne's supercharged 240

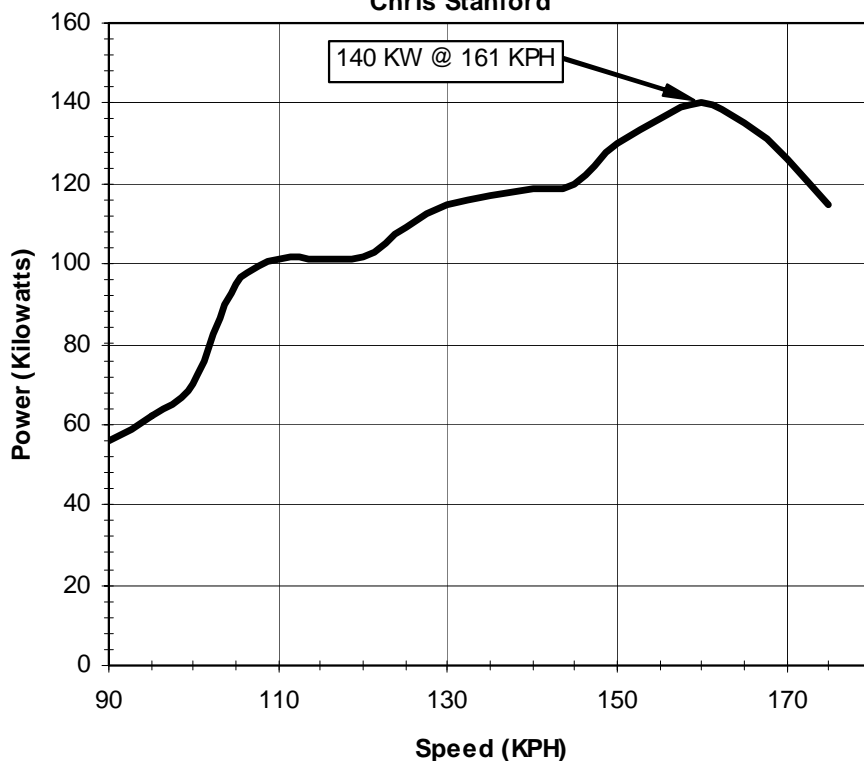
240 SC Rear Wheel Power vs. Speed

Greg Sievert



850R Rear Wheel Power vs. Speed

Chris Stanford



time and see if the 240SC takes a jump without the cat.

For the full results, see the data table. I've also included the print-out of the dyno tests for the 240SC showing both with and without supercharger. It

was great to be able to have a back-to-back comparison.

Cam is looking into organising another dyno day in the future (see calendar of events or web site for more details). We hope to again have a good

showing of cars, and hopefully somebody will bring a real "classic" Volvo with pushrods and carburettors! Thanks again to Cam for getting the event together and to the guys at XTC for their help and input. Next time maybe we'll be able to enjoy standing OUTSIDE the workshop and looking at the cars, instead of inside huddled out of the rain!

Late-breaking info: Dyno Day #2 has been organised! Starting at 10AM on Saturday 15 October, location is XTC Auto, 16 Louvain St, Coburg. Format is 3 runs for \$40 again - with a maximum of 30 cars. If you didn't make it to the 1st dyno day, now's your chance to check out your car's power and have some fun with other members!

Go-Kart Challenge #2

Saturday, 13 July 2005

Despite the absence of Round 1 victor, Greg, the second Volvo club of Victoria Karting event was a very hard fought one.

James, Robert and Matt (son in law of club member Kevin Holden) dominated qualifying and looked to be hard to beat.

A few new faces were in attendance this time around and competition was quite fierce with some very hard racing and small in-battles amongst competitors.

There were plenty of thrills and spills happening and as a result of accidents and, in some cases, avoiding accidents, drivers were sidelined as a result.

It was great to see some of our female members (and members by association) joining us and there was also some fierce rivalry amongst the ladies, with Narelle being the first home in 10th place.

In an incident filled race, James drove an incredible race to finish third, after a first lap spin that put him to the rear of the field.

An aggressive drive by Matt saw him push his way to the front and stay there, with a few brief exceptions.

The day also showed that some of our club members need to be reminded of what to do when a yellow flag is displayed. :)

Most people came along for the post-race bbq, which was a good opportunity to wind down, chat about the afternoon's events and all things Volvo.

It was good to see another successful Motorsports event, thank you to those that participated, and we hope

to see you at a possible final round later in the year.

Ash Davies

Volvo Club of Vic AGM

Wednesday, 3rd August 2005

The AGM and pizza dinner was held as usual, and, as usual, it was difficult to draw new members into the running of the club. Thanks to all those who volunteered to re-sit their positions this year, and those new folks (or is that folk? Thanks Justin!) who put their hand up to join the committee this year. The committee is as seen on page 1. The only changes this year are: Justin Chiew replaces Stuart Boydell as Secretary, and Stuart replaces Jesse Devine as ordinary committee member. We're still looking for a person to take on the role of AOMC rep. Please contact Heino if interested.

Thanks Stuart for organising the pizza again this year, and to Heino and family for organising the beverages. Thanks also to Mark Richardson (representing VP Tuning and Masons Volvo) for offering a large display of aftermarket performance and Volvo Genuine parts to suit all models

Results of the club's annual financial audit will be printed in the next edition of Rolling when they become available.

Volvo Club of Victoria Go-Kart Challenge #2 Race Results

Place	Name	Laps	Time	Best lap	Club Member
1st	Matt D	21	14:39:37	0:39:22	N
2nd	Ash Davies	21	14:45:11	0:39:33	Y
3rd	James Sprague	21	14:47:26	0:39:21	Y
4th	Julian Purvis	21	15:11:12	0:40:21	Y
5th	Ben Winkler	21	15:11:51	0:40:02	Y
6th	Kevin Holden	21	15:17:57	0:41:11	Y (new)
7th	Keir Telfer-Williams	20	15:00:00	0:41:31	N
8th	Caz Telfer-Williams	20	15:04:20	0:42:27	Y
9th	Dion Nowatzky	19	14:31:31	0:41:27	Y
10th	Narelle	19	15:09:37	0:43:12	N
11th	Heino Nowatzky	18	15:07:34	0:46:09	Y
12th	Neil Davies	17	14:42:50	0:41:01	N
13th	Lydia	17	14:48:37	0:47:40	N
14th	Katy	17	14:52:28	0:53:14	N
15th	Tina Nowatzky	15	14:52:27	0:53:14	Y
16th	Robert S	5	3:37:13	0:40:21	N
17th	Cam Tuesley	4	3:33:27	0:43:22	Y (new)

YOUR SAY

Letters to the Editor, and other miscellaneous ramblings...

Unusual Volvos?

New member Jason Ferridge has emailed through some photos of unusual Volvos (well, some of the components may be from Volvos anyway!) What do you think about a gull-wing 142? How about the C70 race car? Thanks Justin!



142 with gull-wing doors!



C70 race car

Dutch Volvo Club goes to USA to travel Rte. 66

Irv Gordon has advised that the Dutch Volvo Club are on a monumental journey across the USA. Check out the web site for photos:

<http://photobucket.com/albums/a36/webonauta1/>
(the password is volvo)

Irv writes: "92 cars and about 200 folks from Holland have arrived in Newark, NJ and should be in Washington, DC today. They will eventually get to Chicago and then travel the old Route 66 to California. Enjoy,

Irv"

Thanks for the update Irv! When are you bringing your car to Oz?



Dutch Duett in America

Talk about a small world

[I received the following story recently from Gordon. Great job on recruiting new members to the club Gordon. Keep those stories coming and in the future, feel free to email them to me instead of snail mail (much easier!!) Ed.]

Hi Greg, It's a small world. About two years ago I was fuelling up at a small petrol station in Mooropna. I was in a green 264 (1980) Volvo, and as I got out of the car there was a young person taking a photo of my Volvo. I said to the young person "what do ya think you're doing?" He replied "taking a photo of your Volvo." He seemed to know a lot about Volvos so we got talking and got along like a house on fire. So it turns out he was in to Volvos too, and there we are talking about Volvos, we become good friends. Jayden was his name, not long out of school and bought his first Volvo 240 wagon and he has already started to lower it and put mags on it (etc) and it looks really good. I must say I am a little bit jealous of his 240 wagon, so I told Jayden about the Volvo club and I gave him a look at the Rolling magazine and a copy of a membership form so now he is going to write a story and send it in with his membership so we might have a another member.

Now when I think of it I think we are the only tow people in our town that own Volvos, but when Jayden and I get together over a coffee that's all we ever talk about - Volvo. Between the both of us we have quite a collection of Volvos, he has a few and I have a few for parts, I don't think anyone quite

understands us around here when we talk Volvo talk. Well that's life.

In the last couple of years I seem to see more and more Volvos on the road. Are people driving them because of the safety features or for the good looks? I think Volvo are coming up with some

quite unique looks with their car design. Why can't they bring back the 164 as Holden have brought back the Monaro and Ford have brought back the Mustang? Why can't Volvo bring back Volvo?! I would like to see Volvo bring back the 164 (maybe they are - who knows what Volvo will come up with next?)

And also Greg, yes I am an eBay addict as I am always on eBay buying Volvo memorabilia (it's my hobby collecting Volvo stuff) and if people are ever on eBay bidding for Volvo memorabilia and they see gordon9493 next to the item they are probably going to be out-bid! Who knows what the outcome is, Volvo fan...

Well Greg, I hope you don't mind me sending in my thoughts or my stories on a regular basis, as I like to contribute to the club magazine. Please email me if you wish.

Thanks!

Gordon Macrae, Volvo fan

Mobile: 0400827707

Email: gordonsvolvo@yahoo.com.au

Jaffa Returns

Bob Mitchell, our New Zealand ambassador of Volvo, has emailed through a picture of Jaffa (his stunning



Jaffa in the (rare?) NZ sunshine

orange 164). As you saw in the previous magazine, Jaffa was at the paint shop undergoing a minor face lift. Well, here it is in all its glory! Bob and Thelma are off for a weekend trip with the other NZ Volvo club members, and Bob is happy to say that Jaffa is tuned up, has a new petrol pump (no more leaks!) and ready for the trip. Enjoy yourselves and we hope to hear about it Bob!

Bob's email is:

mitchieboy@slingshot.co.nz

There's a lot to be said for a Volvo boot

Most people look under the bonnet. But it's the boot I like. That's where the quality shows in a car.

And is there any better boot than a Volvo 240's? Yes, but I'll come to that later.

Sit in the driver's seat and what do you see in the rear vision mirror - the rear lip and both corners of the boot. Easy reversing.



This kind of boot?

Let's stroll around to the back of the car. It's not the flash end. It's the humble-hole-for-stuff-to-go-in end. What do we find? If it's a 240, lots of litres of volume; but not just litres. Useful litres. You can put a bale of hay in a 240 boot and still close the lid.

There's a real wheel not an emergency 'toy' wheel, with tools that let you change a flat. A jack that looks like it has been engineered and not stamped out.

The carpet, soot black runs over the floor pan like green grass on an Irish down. A light that, like a pale moon, glows in the darkest nights.

Open the lid on a wet day and pooled water drains around the lip, and

not onto the carpet. *[Just down park in a monsoon rain with the nose angled down at an extreme angle - ask me how I know! Ed.]*

Change a tyre, and you don't have to empty the whole boot to retrieve the spare. Change a rear light globe with a few twists of the fingers. Snap. Done.

Then there is just the sheer artistry of its design. Just stand quietly, and the longer you look the more intriguing it is. So, you might imagine the shock when for the first time I looked into a 262 boot at a Show and Shine to see the spare sitting inside a carpeted wheel cover, colour coordinated with the car's cabin interior. And there was probably so much more, but you can only stare for so long, in public, into some-one else's boot. It's that kind of space.

Adrian Beavis
Member Volvo Car Club of Victoria
(1984 240 GLE)
Contact number business hours: 9835 7471, home 9890 5004

[Adrian - thanks! This is great stuff! I was worried about finding a photo of a Volvo boot, but my saviour Google image search came through on the first



No, silly! THIS kind!

try! I look forward to your next ode. Ed.]



BIRTH NOTICES

(Congratulations - it's a Volvo?)

[No "baby" photos received this time, so I've placed the birth notices in "Your Say" for this issue. Ed.]

Bruce Coles is the proud father of "a well-presented, full colour maroon '86 240 GLE wagon from JJ's Voldat founding home--a thirsty stablemate as against its '93 850 GLE companion--will be well-cared for and should respond to its nurturing program...I just can't drive it like I hate it. There'll be a photo of the brothers when one can master these danged computer tricks. Don' ya juz lub dem Bolbos?"

Helen Judd submits the following: "The S.A. Club congratulates Mrs. Maxine DeBrennell-Cadd on the arrival of no, not another BMW or Saab but a beautiful white S40 Volvo. Finally we can call her "a bloody Volvo Driver" and she can drive like Lance. Say no more..."



VOLDAT AUTOMOTIVE
VOLVO SERVICING & REPAIRS
9553 1091



The Victorian Automobile Chamber of Commerce

VACC
You're in good hands

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

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

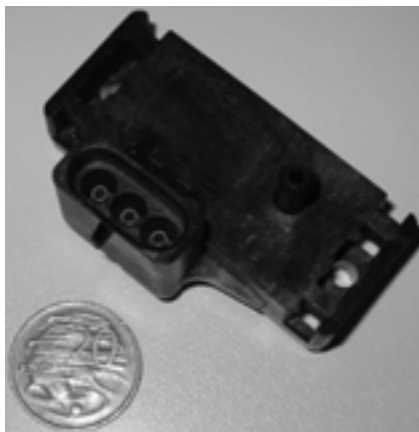


Supercharge! Chapter 7

Supercharging Your Volvo Chapter Seven: "Control!" by Greg Sievert

Hi All. It's been ages since my last instalment of the supercharger project. There are probably many of you reading this now and saying "what supercharger project?" If you just joined the club, you missed out on Chapters 1-6 of the saga. I need to work with our web master to get the earlier chapters put online on our web site, but until then, I'll give a very brief background. Before I forget, I might mention that other than one of my bargain used Saab turbo hoses developing a small split, the supercharger system has performed flawlessly for over a year of driving.

It all started a couple years ago when I decided I wanted to do something a little different to extract a bit more power out of our 1988 240 GL sedan. At that point, the car had roughly 240,000 km, and was still going fine. I decided to explore supercharging, and after doing some internet research and reading, I purchased a small belt-driven supercharger from a Japanese Toyota Supra 2-litre L6 engine. The supercharger is called "SC-14" in Toyota-speak, and is the larger of the two they used in their cars. One unique aspect of the Toyota superchargers is that they have a magnetic clutch, just like your AC compressor. This allows the SC to be turned on and off with a switch, depending on whether you want maximum power or maximum economy.



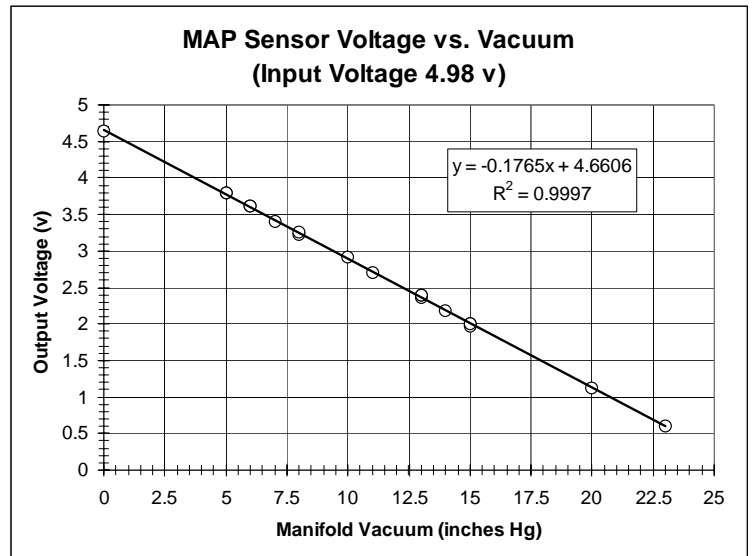
MAP Sensor (20-cent coin for size reference)

Over a period of what seemed like years (probably actually 6 months), I made up custom bracketry, hoses, belt tensioners, etc, and successfully fitted the supercharger to the 240.

Additional work was done to improve fuel flow to the engine (larger fuel pump and rising rate fuel pressure regulator), but no modifications were made to the engine management system (LH 2.2, which includes knock sensing ignition retard).

Until recently, we had been happily operating the supercharger with the flick of a rocker switch in the centre console, but the plan had always been for Wayne (with his electronics background) to help me develop an "automatic" mode to switch the unit on and off. After procuring most of the parts over a period of a year or more, we finally got motivated to complete this phase of the project. The result is a very simple circuit that engages and disengages a control relay based on engine inlet manifold vacuum. Here's how it works.

The inlet manifold vacuum is measured by a MAP sensor. This is a relatively inexpensive component, about the size of a matchbox, that converts the manifold vacuum to an electronic signal that can be read by a small control box (the "black box" that Wayne built up). MAP sensors are used in many cars to provide valuable information to the engine computer, but the 240's don't use a MAP sensor, instead using a mass-airflow sensor in the inlet duct. I think I paid about \$25US for the MAP sensor, but you could probably find them just as cheap in Australia as they are used on Commodores etc. The first thing we had to do was measure the MAP sensor with various vacuum levels and read



the output voltage. I have a hand-held vacuum pump used for engine testing, and hooked that to the MAP sensor with an in-line calibrated vacuum gauge. The MAP sensor gets a constant 5 volt supply (more on that later) and depending on the vacuum level, it outputs a voltage between 0-5 volts. Once we figured out the calibration



5-volt Power Supply

curve (just took some readings and input this into a simple Excel spreadsheet), we knew what voltage we'd want to look for when switching the supercharger on and off.

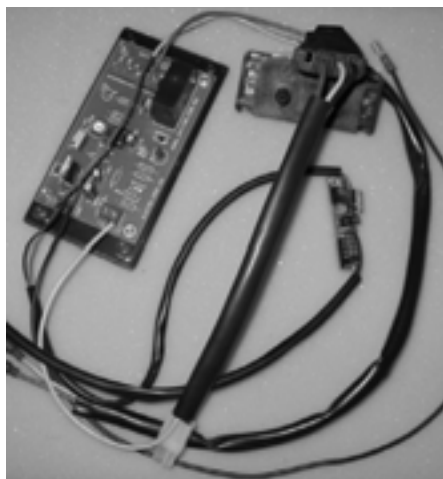
Wayne then built a small black box from a kit that was designed to switch a relay on and off, based on what voltage it sees coming in from the MAP sensor. It basically looks at the voltage and has 2 switching points, high and low, and when the voltage gets to the high or low point, it switches the relay on or off. The relay powers the electromagnetic clutch on the supercharger, consequently engaging and disengaging the supercharger drive.

To determine the cut-in point, we did a bit of experimenting in the car, and we determined that when the inlet manifold vacuum dropped to about 10



The "Black Box"

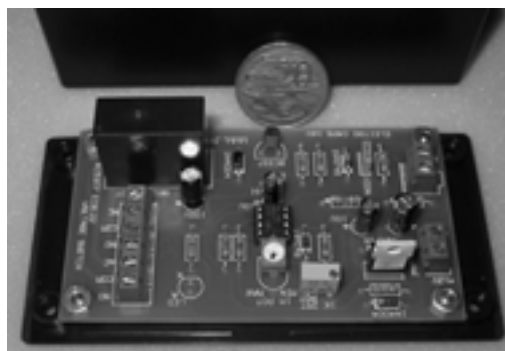
inches of mercury ("in-hg" - sorry, my gauge is imperial!) that was when we wanted to switch on the supercharger. Basically, when you put your foot down, the inlet manifold vacuum drops, so manifold vacuum is more or less a measure of how far you have the throttle open. I considered just having a micro-switch on the throttle linkage to operate the supercharger relay, but we decided that another important feature was to have the supercharger stay engaged a bit longer, even when you start to reduce the throttle opening. With the MAP sensor and black box, we were able to tell the supercharger to stay "on" until the vacuum level increased back up to about 14 in-hg. This prevents it from switching on and off rapidly at one given vacuum setting. If you just used a simple micro-switch on the throttle, you might get some unwanted switching if, for example, you had the throttle open to a point just where the micro-switch was engaged. Imagine going over a bit of a rough spot in the road, and your foot isn't 10% steady - you get the picture - supercharger switches on-off-on-off-on - not ideal. You probably could



Control circuit, MAP sensor, 5v supply and wiring. Fits easily under glove box.

prevent this by using 2 micro-switches, but it seemed like a rather unsophisticated way to do the job.

I mentioned before that the MAP sensor operates on a 5 volt input. To cope with this, Wayne built up another small circuit that converts the Volvo's 12 volts down to 5 volts for the MAP sensor. It works great when you hook it up properly - ask me how I know (hmm, why are all the wires black? Which one is which? Gee, this thing is getting hot, and no volts are coming out of it....they must all be building up inside!!) Once we got it all wired up (properly), we calibrated everything on the bench using the vacuum pump, gauge, and 5 volt power supply, and made sure the relay engaged at 10 in-hg and closed at 14 in-hg. Time to put it in the car and



Mysterious things inside Black Box

hook it up!

In addition to the automatic mode, I wanted to retain a manual mode as well, so I wired everything up to a 3-position toggle switch (no, not a rocket launcher switch!) This way we can run in economy mode (off), automatic mode or "on all the time" mode. Now for the test drive. Wow, what a transformation! It's amazing how much different the car feels when you don't have to fumble around for the "on" switch when you want a bit more oomph. Now, it's a seamless engagement of the supercharger as soon as you put your foot down, and for economy and between shifts, the magnetic clutch is disengaged automatically. Works like a dream, and we haven't even had to reconsider the on/off points. Our initial guess was spot on.

While the black box, power supply and MAP sensor are quite small, it still adds to the spaghetti of wiring under the glove box. Some day I'll have to rip out all the wiring and do it all again, putting everything in nice black sheathing and getting rid of any excess wire. I did take the opportunity to tidy up the relay "centre" near the battery.



Relay Cover

With the addition of driving lights, air horns and the supercharger, I had 3 relays mounted on what used to be the power steering reservoir bracket. Using one of the readily-available electronics project boxes from Dick Smith, I made up a cover for the relays that hides them neatly out of view, and prevents them getting wet or having the wires get knocked loose.

The next project will be finally installing that electric engine cooling fan (and removal of the belt-driven fan). Once I do that, I think I'll be able to come up with some real estate for the cold-air inlet duct. Currently, with the large fan shroud taking up half the engine bay, I'm scratching my head as to how to run the ducts without cutting a hole in the battery! Don't try that at home! For more info or questions, feel free to email me on gsievert@tpg.com.au

Regards,
Greg

PS: See the Victorian club events pages for coverage of our recent Dyno Day - I was happy with the results of the supercharger project, as I think it provided a respectable ratio of power gain-per-dollar.



Still working on that elusive Cold Air Induction!

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!

1987 240GL Wagon. One owner, excellent buy. 10 months reg. Silver Grey, auto, AC, Excellent inside and out. RWC (full service history at Volvo Car Centre). 113,000km. \$6,850 o.n.o. Ph. (Wk) 03-9545 2471 9am - 4pm (17Aug05)

1963 122S (HWE 734) 4-door saloon, B18D motor. Cream (re-ducoed 12 mo ago), red upholstery (seats recovered), new clutch, master cylinder, gas shock absorbers (rear), new rubbers, etc. New battery. Very good



order throughout. Always garaged, regularly serviced. One previous owner (we purchased in 1971) and it has been our ever-reliable family transport over the years. With RWC. \$8500. Ph. Terry on 03-5339-4127 (17Aug05)

Want to build a V8 Volvo? 264 set up for V8 for sale (no motor or gearbox, but has bits to convert to V8). Unreg. Phone Rob on 03-9733-1561 for details. (14Aug05)

1800 Window Regulators Repaired: Do you have trouble winding your window up? Repair of Volvo 1800 window regulators. New gear fitted. \$110.00. Ph. John Johnson on 03-9553-1091 (11Aug05)

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. **PRICE REDUCED** to \$15,000 ono. Contact Guy Smith, NSW (02) 47398127 or guysmith2@bigpond.com (Revised 11Aug05)

Soon available: die cast Volvo XC90 V8 scale 1:18 / 1:27. It has opening doors, bonnet, tailgate. Price TBA. Great Christmas gift for



the Volvo lover! Phone Mark on 0403 814 545 or a/h 03 9775 5302 (10Aug05)

PARTS FOR SALE: 1 Volvo limited slip diff. to fit 140 series, 4.3 to 1 ratio, disc to disc. \$1750.00 ONO. 1 set of Superlite wheels 15"x7" with tyres to suit 140 series \$600.00 ONO. 1 set of Superlite wheels 14"x6" with wheel nuts and 2 tyres \$500.00 ONO. 1 set

VP Tuning / MTE October 05 special.

*Want to start spring with some extra power?
Then we have a great offer for you!*

During the month of October we can offer you 15% discount (that's an extra 5% off!) on ECU upgrades for Volvo club members.

It doesn't matter if you drive an 850, S/V40 or newer Volvo.

Prices are: \$1165.00 for Motronics (850,X70)

\$1275.00 for EMS 2000 (S/V40)

\$1385.00 for ME7 (X70,S60,V70,S80) all incl. GST.

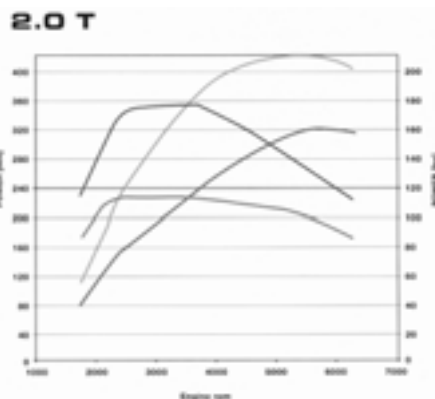
Power gain is anything from 30hp (22Kw) and torque from 75Nm for the 850.

So if you have always thought of getting more out of your Volvo turbo why not take advantage of this very special price!

These ECU upgrades are a software download style which means there is no "chipping" or piggy-backing into wiring harnesses as some other companies do.

The upgrades are all engineered to maintain factory emission levels and to read factory fault codes.

For more information call Mark on 0403 814 545 or a/h 03 9775 5302 or visit www.tme.com or www.mte.se



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

of Volvo Alloy wheels with big hubcaps and fitted with AO32R tyres in good nick \$750.00. Phone (02) 6295 1115, Fax (02) 6295 9309, email fox@webone.com.au (8Aug05)

1966 1800S (22603H) Original condition, 4 new Michelin tyres, spare motor gearbox & Diff. Asking \$15,000. Contact Henry



Petterson (02) 64956430 Pambula NSW. (11Aug05)

1978 245DL (FZY-926) Light Blue/beige cloth: VG Condition. 2 owner, 153,000kms, manual, aircond, power steer, cargo barrier, regd 9/05. New battery/screen & exhaust system. Ph. Barry 0418 344 768: \$3500 with RWC (4Aug05)

1800E. 4spd with OD, AC, dark red with black interior. CD player, factory mags. Fully restored - excellent condition. Asking \$18,000. Located in Templestowe, VIC. Contact George on 0425-755-955 or (03) 9852-0933 (BH). (5July05)

1976 244 (QQW 054) Orange, 309,770 km. No RWC. Working well. New Tyres & Battery, engine good condition. \$750.00



Located at Mirboo North (can deliver to Melbourne) Ph. 03 5668 8275 or email menzies@esat.net.au (4Aug05)

1972 1800ES (551 CYD) White with blue upholstery. Very good condition. 183000kms. She is a 4 speed manual with electric overdrive & registered to Dec 05.



Best offer over \$15K & under \$18K. Sale due to need to upgrade caravan! Ph 07 5494 3891. Email jwenban@iprimus.com.au. Maleny Qld. (1Aug05)

1989 740 GL (RTU 413) 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. Can view in Melbourne. \$3,500 as is. Ph. Rowland Baldwin 0421 052 214 (27Jul05)

Set of 4 Volvo Virgo 5-Spoke alloys. Very Good Condition. Price: \$250.00. Ph.

Mark Hoffmann 0402 0711 86 or 03 9335 3946 (27Jul05)

Wrecking, 740 8+8 GLE wagon, no drivetrain or wheels. Make me an offer. Ph Kevin 03 5348 5701 (20Jul05)

Wheels- four 15 X 6 Performance to suit 122. \$50 each. Ph Kevin 03 5348 5701 (20Jul05)

1970 122S (OB132), 2 door, white with red interior. Very good condition, registered until July 06. B20 engine, twin SU's, head restraint



front seats, split brake system. \$8,500. Contact 03 9600-1628 (AH) or oystein_berg@acslink.net.au (9Aug05)

FREE PARTS! Good 240 seats about 1988, Camel colour. Front Guards 244,240, black bumpers & spoiler 244. Various early 244&264 grills, LPG gas cyl. and mount for 2 series (5 yrs old) Ph. Euan Rose 03 5977 4896 (21Jul05)

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)

Wanted: on LPG - Sedan or wagon, Auto or manual. 244 model preferred. Above required due to increase in country travelling in 2005 & later. Private buyer (club member). Or, will purchase LPG from another car. Ph. Graham on 03-9806-0821 (6Jul05)

244 DL for sale. Sedan, auto, good condition. Used daily. Ph Graham on 03-9806-0821 (6Jul05)

1967 122\$ 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)

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)

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 0419379371 or email abbott@cyberspace.net.au (2Jun05)

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)

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)

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.

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 AH (07) 3849 4405. (26May05)

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

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



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

1993 940 Turbo Wagon (TME 469) 7 Seat. Huge Reduction. Leather interior, Electric windows, climate control, tinted windows, alloy wheels, heated seats 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 air-bags, 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)

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)

If items don't sell, please consider reducing the price. You may have sentimental attachments to your car, but that doesn't help the resale value! Let somebody else give it a new home!

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)

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.

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.

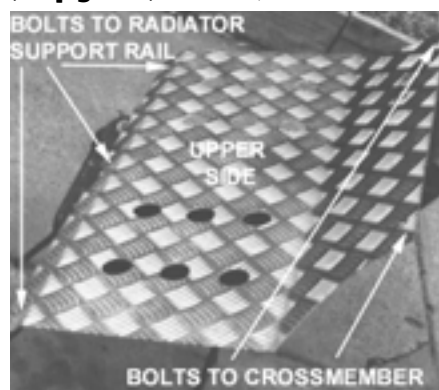
DVS 240 Strut tower to tower braces.



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

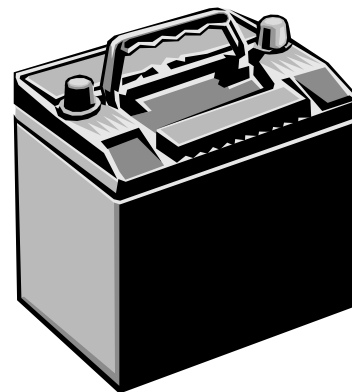
DVS 850/\$70/V70 sump guards: Suit 850/\$70/V70 cars from 1993 to 2000, including AWD

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

Need a new battery? Jason (Volvo Club of Vic member) reports: I just had the



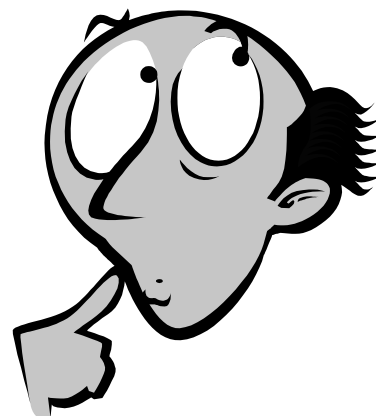
battery changed on the 850. I went to a factory that imports and makes their own batteries. They are branded Apollo, Mercury and Rocket batteries. They are happy to give a discount to Volvo club members. I purchased the highest crank power battery that would fit in the 850 and it was less than half the price for a smaller battery from RACV. Their details are:

Peninsula Batteries,
625 Waterdale Road
Heidelberg West, 3081
Ph. 03-9455-1200

Ask for Trevor Morel - Warehouse Manager.

Note: no guarantee that you'll get the same deal as Jason. It pays to shop around, but this place may be worth calling! Ed.

HUMOUR SPOT: A Volvo Club Member (who shall remain unnamed!) with a slight



touch of Alzheimer's disease, when asked how he was getting along, replied "I meet a lot of new people each day!"

Please contact the Editor
gsievert@tpg.com.au when items sell.

Volvo Car Club Of Victoria

Membership Application/Renewal

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



<p><input type="checkbox"/> New Application (1 year membership from date of payment.)</p> <p><input type="checkbox"/> Renewal (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>																																																
<p>First Name: (Mr/Mrs/.....)..... Surname:</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Membership number if known (8 digits - example 20040612)</p>																																																	
<p>Postal Address:</p> <p>..... Post Code:</p>																																																	
<p>Contact Details:</p> <p>Phone: (.....) Mobile: (.....)</p> <p>Email:</p>																																																	
<p>Your Car(s) Details: (Engine number can be found on Registration Certificate)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Model</th> <th style="width: 10%;">Year</th> <th style="width: 15%;">Colour</th> <th style="width: 15%;">Reg. No.</th> <th style="width: 15%;">Engine No.</th> <th style="width: 15%;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>		Model	Year	Colour	Reg. No.	Engine No.	Body Style
Model	Year	Colour	Reg. No.	Engine No.	Body Style																																												
.....																																												
.....																																												
.....																																												
.....																																												
.....																																												
.....																																												
.....																																												
<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

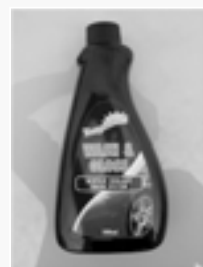
1300 554 944

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



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**