

# ROLLING

**AUSTRALIA**  
**No. 164**

**January/February 2006**  
**Happy New Year!**



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**Yuulong Lavender Estate Open House**  
**SA Club Christmas Events**  
**1800/120 Club Easter National Rally - Last Call - Register NOW!**  
**The LATEST Volvo News**  
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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



# 2006 Inverell Easter National Rally Update:

## **Urgent -Urgent -Urgent!!!**

By the time you read this the Rally is getting close. In order for the committee to finalise numbers for badges etc. it is imperative that you send your Registration form/fee into the 1800/120 Club ASAP. I know some have booked accommodation but not registered yet. It would help immensely if you could please register (see full registration information and form in 1800/120 club section). This event is a celebration of 50 years worldwide of the 120 series and 20th Anniversary of the Australian 1800/120 Club. The object is to get as many cars as possible and cars DO NOT have to be concourse to enter -JUST BE THERE- all models are welcome so owning an 1800 or 120 is not a pre-requisite but if you have one we would like to see it and you there. As an example at the last Rally where 20 years of the 242GT was celebrated Paul brought his 242GT on a trailer in need of a complete restoration so any car in any condition is welcome. It is easier if you can drive it though!!

### **Judging:**

The classes will depend on numbers entered which brings me back to registration!!

Tentatively, the classes will be 1800, 120, 140-160-244 [pre 1980], post 1980. Depending on numbers then classes can be divided into original/ restored and modified.

Cars judged by the judging panel will be looked at for originality / overall condition /preparation. This will include exterior/ interior/ engine bay & boot. This is not a white glove affair as most or all cars will be driven to the event and is not designed to discriminate or stop people from coming and judging can be optional. The judging panel will consist of members with a knowledge of the cars so all is fair.

Members will be given the chance to vote in the People's Choice Awards.

More information will be available when we know total numbers and the break up of models coming.

*Lance Phillips*

*Assistant Rally Director on behalf of the Committee*

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## ***Cover Photo Contest***

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

**DETAILS:** If you want to enter the contest, please email digital photo or post "real" photo to the Editor. All submissions for the next magazine cover must be received by the magazine deadline (on Page 1). Photos will be judged by the Victorian Committee members and the winner will have his/her photo published on the next cover. The photo must be taken by you or you must have permission from the photographer to publish the photo (that means NO photos that you just found somewhere on some web site!) Any questions, please contact the Editor. Note: If you post a photo and want it returned, please advise us and we will post your original photo back to you.




## **On the Cover this issue: Calder Track Day**

**Submitted by Ash Davies**

Ash was having a blast in the twisty bits at Calder Park Raceway in his red 240 sedan. Thanks for another great photo. 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.

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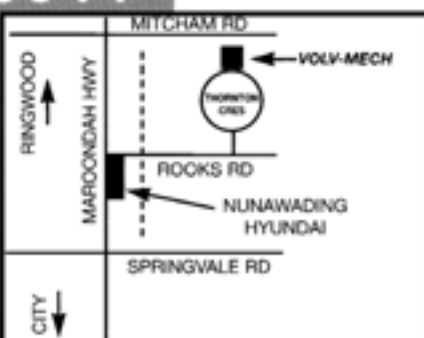
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Within the Volvo Car Club of Victoria, each model Volvo is represented on the committee by a "Register Captain" or contact person for matters concerning that group of cars. The role of a Register Captain is determined mainly by the individual, but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

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- Volvo Utes from Around the World
- New Tech Tips
- Volvos in Miniature
- A Tale of 3 Yellow 1800's
- More *Imagining*!



## **ROLLING AUSTRALIA**

**JANUARY/FEBRUARY ISSUE NO. 164**

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

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### **DEADLINE FOR SUBMISSIONS**

Next edition deadline is 10th February 2006

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

# Volvo Club of Victoria Calendar of Events

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

## January 2006

**NOTE: NO Night Meeting in January**

**Sun 22<sup>nd</sup> RACV Great Australian Rally**  
**Where:** Melbourne to Mornington, various starting locations  
**Cost:** \$30 - entry must be made prior to 16 January or entry fee increases to \$40. All proceeds go to Peter McCallum Cancer Centre. To find out what it's all about, chat with Lance Phillips or John Johnson (among others) who regularly attend. Download full details/brochure and entry forms at [www.abccc.com.au](http://www.abccc.com.au)

**Thu 26<sup>th</sup> Australia Day Historic Vehicle Display**  
**Where:** King's Domain Park  
**Cost:** Free. Entries have already closed for this event, but everyone is welcome to come and have a look at the large display of historic cars and enjoy the entertainment, food vendors and beautiful park setting.

## February 2006

**Wed 1<sup>st</sup> Night Meeting**  
Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

**Sun 12<sup>th</sup> Picnic at Hanging Rock**  
**Where:** Hanging Rock. Volvo Club members will meet at the bakery in Woodend (on the left side of the road, before the Hanging Rock turn-off) around 8AM. We'll proceed to the entry as a group at 8:30AM. Contact Heino 0425-705-045 if you get lost or are late. A great day out. Entertainment, food vendors, picnic facilities, and of course, climb the rock! Usually a large turn-out of Volvos.  
**Cost:** \$15 per vehicle. Details and map available on the web site: [http://www.mradmc.com.au/pic\\_at\\_hr.html](http://www.mradmc.com.au/pic_at_hr.html)

## March 2006

**Wed 1<sup>st</sup> Night Meeting**  
Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

**Sun 19<sup>th</sup> Drive & Lunch**  
**Where:** Starting point Williamstown at 10:00AM - You must contact Greg Sievert by 1 March if interested 03-9397-5976 (AH) or email [gsievert@tpg.com.au](mailto:gsievert@tpg.com.au). We'll organise a drive and stop for lunch somewhere along the way. Maps/info will be distributed at starting point or via email.  
**Cost:** Petrol & Lunch  
**Note:** All Club members welcome, not just CH-plated cars.

## April 2006

**Wed 5<sup>th</sup> Night Meeting**  
Guest speaker information see website [www.volvovic.org.au](http://www.volvovic.org.au)

**Fri 14<sup>th</sup> Volvo 1800/120 Club 20th Anniversary Rally at Inverell NSW - Easter 2006**  
-Mon 17<sup>th</sup>  
This promises to be a GREAT event, and we hope to have many cars attending from Victoria. Rally registration forms are available in this edition of the magazine, or printable version online at [www.volvovic.org.au](http://www.volvovic.org.au) (go to the events section). Victorian members, please advise Lance Phillips if you plan to attend so we can get a feel for how many are driving up from VIC. Lance is the VIC/SA/WA rally assistant for this event, and can be reached on 03-9707-2724 or email [lancephi@cyberspace.net.au](mailto:lancephi@cyberspace.net.au). Best to get those registration forms to the 1800/120 club ASAP and make your motel bookings before it gets too late.  
**Note:** Special Use Voucher req'd for CH-plate cars. See Justin.

**Sun 16<sup>th</sup> Kyneton Easter Air Show, produced by the Woodend Rotary Club**

**Where:** Kyneton. An option for those not attending the rally. Contact Heino ASAP if you are interested and we will arrange with the organisers for entry passes for drivers of display vehicles. Display cars must be in place by 9:30AM.  
**Cost:** TBA (display vehicles & driver free - book in advance if you plan to display a car at the show). Flyer available - let Heino or Greg know if you want a copy.

**Sun 30<sup>th</sup> Volvo Club of Vic Display Day - in conjunction with the RACV British & European Motoring Show**

**Where:** FLEMINGTON Racecourse Car Park this year! Melways 28G12. Back to the old venue, which has been much improved over the past several years. Gates open at 8:30AM for display cars and 10:00AM for spectators. The club will provide a free BBQ for all members. People's Choice voting with trophies awarded for winners. A great day out - let's make it a big one this year!  
**Cost:** \$12 per display vehicle (including occupants). Spectators \$12 each. Children free. Details available on the AOMC web site: [www.aomc.asn.au](http://www.aomc.asn.au)

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

**"It's a Boy!"**

**"It's a Girl!"**

**"It's a ... VOLVO?!"**



## BIRTH ANNOUNCEMENT



**Chris Stanford (Heino's better half) is the proud adoptive mother of this dark blue 1971 164. A little TLC and it'll be ready for the show!**

# THE EDITOR'S DESK

Greg Sievert

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## It has arrived!

Yes, 2006 has arrived, and it has thankfully been tsunami-free so far. It seems like we were just ringing in 2005 - time flies when you're having fun (or too busy to have fun - or a lot of both!)

As you well know by now, it's not the New Year's arrival that I have been awaiting (and no, it's not because I will be turning the big four-oh in '06). My Christmas present arrived on the 22nd of December, safely in one piece after its near round-the-world sea cruise. (I probably could have enjoyed a round-the-world sea cruise for what it cost me to get it here, but I guess that's not the point!) If it were a suitcase, it would be covered with stickers from ports ranging from the US Gulf states, east coast, Europe, Suez Canal, Eastern Africa & Madagascar, Perth, Adelaide and finally Melbourne. Instead, it is a yellow 1973 1800ES, and it is now wearing Victorian CH (club) plates, so hopefully you will get a chance to see it at an upcoming event. If not before, then at the 1800/120 Club National Rally in Inverell over Easter (April 14th-17th) in Inverell, NSW. If you haven't sent your Rally Registration Form to the 1800/120 club yet, please do so ASAP so organisers know how many people/cars to plan for.

It's been a busy couple months for the Victorian club, with a dyno day, the Christmas presentation luncheon, the Voldat tune-up/safety check day and BBQ, and the Yuulong Lavender Estate harvest festival. For most of us, it was

just too much to attend the Winton Fun Day on the 18th of December. Several of us were interested in attending, but the timing was unfortunate being just before Christmas and just after a frenzy of club events. Hopefully we will get a good crowd at the next one and have good participation in the upcoming



Home at last: a happy Greg & the 1800ES

Motorsports events in 2006. Watch the web site for details.

I don't usually plug services or vendors in this column, but I have to pass on some information to those of you who need an A/C recharge in your Volvo. I recently had the 240 A/C re-gassed with a hydrocarbon-based refrigerant (not the new R134A) which doesn't require any changes to the system (assuming it is functioning OK but just needed a shot of gas). We're really happy with the result, and the cost was a fraction of converting to R134A gas. Dale at D&L Automotive (03 9877 5500, 72 Railway Rd.,

Blackburn) performed the service and specialises in Volvo repairs. It might be worth giving him a call if your system works but just needs a top-up due to a very slow leak (i.e. gas leaked out over 5 years). The hydrocarbon-based gas is marketed under the brand name "HyChill HR12", and yes, it is flammable, but so is the petrol in your petrol tank! I'm not worried...and I'm now cool!

HyChill have a web site for the technically-minded:

[www.hychill.com.au](http://www.hychill.com.au)

Check out the events calendar for plenty more to do this summer. Now that the ES has arrived, I'd like the club to consider having a "CH Plate" drive on a regular basis, so if you any ideas or would like to help organise, let me know. Everyone would be welcome (new cars and old), and I envision setting a start point and time, then driving to a lunch or brunch spot or other place of interest, then making our own way home. If you do have a CH-plated car, check out the AOMC web site [www.aomc.asn.au](http://www.aomc.asn.au) (of which the Volvo Club of Vic is a member). Their events calendar is massive, so you should be able to find something on almost any weekend. If you are unsure of the rules for usage of a CH-plated car, the club secretary (Justin) has copies of the usage guidelines handbook available for purchase for \$5.

Regards,

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# President's Report

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## NOW HEAR THIS:

### A Very Happy 2006

We should be well into 2006 by the time you read this. Most of Australia has already had a taste of 40 degree plus days. It amazes me that cars designed in the colder climates of Northern Europe can cope so well with our hot summer weather whilst cars designed and built in Australia struggle to cope. Sitting in peak hour traffic on a sweltering day in a modern Volvo just seems to make it a little bit more bearable. I hope you all had a wonderful Christmas and New Years Eve and all got the presents you wished for. My partner Christine got a new (well not yet but it will be) 1971 164 amongst the presents in her stocking. Apparently she had admired it a few times when we were at Voldat for the December night meeting and the Tune Up Day so JJ was persuaded to part with it.

Our annual Christmas party was held at the Waverly RSL on the 4th December and we had 36 members attend. A big thanks goes out to Lance Phillips for organising the venue for us. The meal and company were great and after the meal we adjourned to the members lounge for the prize presentation and raffle. Everyone went home with a Christmas present. I must

take the time to thank those that provided raffle prizes, John Johnston and Voldat, Carson and Murphy, Paul Frisk, SMS Consulting and Ash Davies and DVS. Also thanks to Mark Hoffmann who volunteered to do the trophies this year. Congratulations to all the trophy winners from last year's British and European Car Show. This year's British and European Show will be back in its old home of Flemington Racecourse on the 30th April so I hope to see double the number of Volvos.

During December a small band of us descended (and ascended and U turned) upon the Yuulong Lavender Festival. This is a traditional event attended by the Mercedes Benz Club. Stuart Boydell and partner Nicola (who has a long family connection to the Lavender Estate) requested a Volvo presence and Stuart decided to lead us on a merry drive. While the roads appeared on the map as main bitumen roads I think one of the logging tracks we ended up on was far from being classified a road. Greg was all U Turned out but do not despair Stuart, we all thoroughly enjoyed it. Whilst there were only three Volvos I look forward to making this an annual event.

A few events of note that are coming up are the **RACV Great Australian Rally on Sunday the 22nd January** and the **19th Annual**

**Picnic at Hanging Rock on Sunday 12th February.** The big event for this year is of course the **National Rally conducted by the P1800 / 120 Club at Inverell NSW over the Easter weekend.** (See Lance Phillips' note in this edition about getting your registration forms in to the 1800/120 club ASAP. Ed.)

Heino Nowatzky

### You might be a true Volvo owner if...

- You start reading Haynes manuals for fun!
- Stay in the car at the shopping centre for looking at other Volvo's!
- You own all brochures of all model years
- You replaced the paintings in your living room for volvo calenders
- You think you can brake from 100-0 kmh in just 25 meters!
- You think your 245 hits 200 kmh!
- You think that your 144 is better than the neighbour's V40
- You didn't name your car...you let it name itself.
- You feel embarrassed driving borrowed/rental cars for fear they will create the wrong impression.
- You ever wonder why VW still makes the old Beetle, but you can't find a new 240 anywhere.



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# Victorian Events Coverage

## Night meeting - 3 November

Guest Speaker: Michael from Black Magic Car Care & Phone Hook-up with Marco from MTE

A big thankyou to Michael from Black Magic Car Care for giving a demonstration of Black Magic cleaning products at the November night meeting. Quite a few cars go a free tyre clean (maybe only 1 tyre though!) Black Magic also donated a large hamper of cleaning products as a door prize (won by the Nowatzky family - there's strength in numbers!) I think Dion will have his work cut out for him over the holidays!

We also had a phone hook-up with Marco from MTE, thanks to Mark Richardson. There was a good discussion about engine computer enhancements for the later model Volvo Turbos (850 onwards), and a few myths were brought up and possibly debunked. We appreciate Marco taking the time to chat with us. If anyone is interested in an engine computer upgrade for their car, contact Mark Richardson. We're hoping to get the TME folks out to Australia sometime if enough people are interested in having their cars upgraded.



**XTC's new location in Keilor & Cam's 360-2.3 with hot wheels!**

## Dyno Day #2 - 3 December XTC Auto, East Keilor

There was a decent turn-out of cars for the 2nd Dyno Day (MUCH better weather than last time), but unfortunately the AWD capabilities of the dyno were questionable. The machine had recently been shifted from XTC's old location, and apparently the AWD calibrations were off, resulting in some disappointing numbers for the V70R-AWDs (Brennan Weir & Noel Bruin). I didn't get a list of the other cars that ran on the dyno, so maybe whoever has it can email the details to me for the next magazine. Thanks Cam for organising the day. I still want to see

some vintage Volvos on the dyno - maybe my ES, and a 122 and a 144? When's the next one Cam? Great to see Noel and Lyn from Canberra, who drove down for the Christmas luncheon the following day.



**Checking out Noel's performance goodies!**



**Noel & Lyn & their V70R-AWD**



**Heino nervously watching as the \$70T5 runs through the gears, praying it puts out more kW than Chris's 850R!**



**The gang hanging out by the dyno**



**Brennan's V70R-AWD working hard**



## Christmas Presentation Luncheon

### Waverly RSL - 4 December

This year's Christmas presentation was a luncheon, instead of the usual dinner. It worked out quite well, and the venue was fantastic (thanks Lance!) We started with a reasonably-priced & tasty meal, followed by the presentation of the Display Day awards in a separate private function room. Based on the attendance and the location, we might consider making it a tradition. Unfortunately the attendance award wasn't announced - see the Membership Secretary's column this issue for details.



**Above: Member receives 2nd place award certificate from Heino. (Member's face deliberately blurred to protect the guilty!)**



**Left (3 pics): Everyone enjoying the food (& some REALLY enjoying the company!)**



**The crowd awaiting awards & door prizes**

## Voldat Events: BBQ - 3 December & Tune-up & Safety Check - 17 December

Thanks again to John Johnson for providing a venue for the December night meeting BBQ as is our usual custom. We had a great day for it, and a large turn-out. Luckily the monsoon rains/wind that hit a day or so earlier (oops - Heino, where did you lose that table off the trailer?) had passed, and we were treated with a nice evening.

Due to a dancing competition being held on the weekend of the 10th (at least John has his priorities set straight!), the tune-up and safety check



**Mark James' 1800 in front of Voldat**

was postponed a week. Ask John about the dancing - I think he and Sandra are in the top ranks of Aussie dancers - way to go! As for the tune-up day, we again



**Right: Group admiring Len Ward's 544 at Voldat BBQ**



**A 265 going to Volvo Heaven (Valhalla?)**



**What the? Spare tyre in front on David's 343. YES - it is a FULL-SIZE spare. It's the rubber drive belt; that'll get ya on this machine though**



**Caz showing off his labour of love: "Organ transplant" of B230FT engine into his 940**



**"Gee, this 142 looks a dream! I wonder if Johnno will sell it cheap?"**



**"With that crowd around my 142, the price is going up, up up!"**



**Thankfully, modern cars don't require steering box adjustment; (unlike the pre-240 Volvos)!**



**John in his new-tidy workshop**



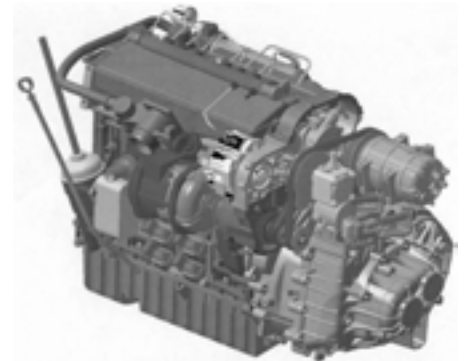
**Mark R checking over an 1800E**

had a large turn-out of cars and members, and great weather (is there a pattern emerging here?) Thanks to John and his helper for the day, Mark Richardson, for inspecting, tuning and pointing out any potential issues on the cars that were evaluated.

On the day, there was an adoption that took place - Heino, being addicted to 1-series cars, bought another 164. This one is for Chris, and promises to be a show winner some day...right Heino? As people crowded around the celery-green 142, John could see dollar signs, but I don't think there were any takers on the day. Some of us also raided John's parts bins for necessary parts. He's amazingly well-stocked with new and used parts from 1800s to 240s and more.

### **New \$80 Revealed:**

Justin Chiew provided these spy photos of the new S80 at the last minute - so I'm squeezing them in here. Do a Google search and you might find some more. The engine appears to have the accessories (power steering and A/C) mounted backwards to save space for crashworthiness.



## Yuulong Lavender Festival - 11 December

Stuart Boydell (and partner Nicola) organised a scenic drive out to the Yuulong Lavender Estate (near Mount Egerton). Unfortunately only 3 Volvos attended, but this event is well worth considering for everyone next year. The Estate holds an annual harvest festival, and the Mercedes car club turns up in large numbers (probably 50 Mercs in attendance). It would be great to get more Volvos there.

The Estate itself is incredibly picturesque, and there's a lot to do there on the day. A jazz band was playing for most of the day, and there are arts & crafts vendors, massage, gourmet foods and of course every lavender-based product you could imagine (and some you couldn't, such as lavender jam and lavender mustard!)

Nice place to pick up some last-minute Christmas gifts, and spend time wandering through the gardens and lavender fields. Another unique aspect was the beautiful llamas, which are traditionally used in the harvesting of lavender (not sure why - maybe the web site tells? Google it!)

Next time we won't trust the Melways, because the route Stuart planned turned out to be rather less sealed than the lines on the map showed. We made a half-dozen U-turns to preserve the Volvos from rough unsealed roads, and finally ended up driving more or less along the highway. All in all, it was a great day, and should definitely put it on the calendar for 2006. Stuart and Nicola - keep me informed as to the date this year.

*Regards,  
Greg*



**Nicola & Stuart relaxing as we wait for our Devonshire tea. Delicious fresh scones with lavender-blueberry jam & cream**

## Yuulong Lavender Festival

**Photos (Clockwise, from right):**

- Heino, Stuart, Wayne & Nicola with Tina's 164E and Stuart's P1800
- The Llamas with their harvest of lavender
- Jazz band
- Attendees enjoying the day and wandering through the fields of lavender on the estate
- Greg & Wayne's 240, with a fraction of the Mercedes Club cars in the background





## 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.

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- 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#

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- SIDE IMPACT PROTECTION SYSTEM

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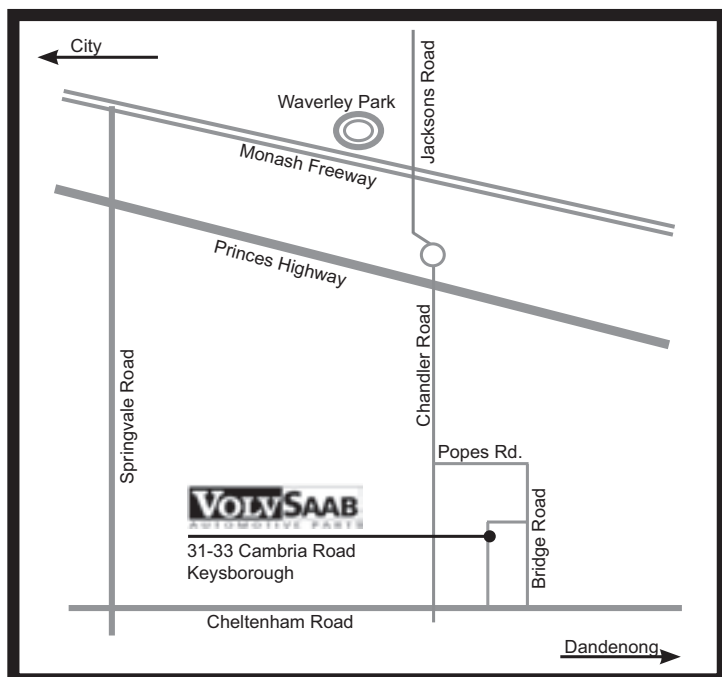
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\*Price excludes dealer delivery (\$1,950) & statutory charges. ^Savings based on recommended retail price for third row seating package & leather trim. #Savings based on price difference from recommended retail price of \$69,950 (XC70) & \$61,950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



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**Saturday 8.30am to 12.30pm**





# The SA Pages

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

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(INCORPORATING WESTERN AUSTRALIA)**  
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Joan & John Peace (08) 8294 3183  
Graham Cadd (08) 8387 5065  
Alex Davis 0414 423 505

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P.O. Box 218, Torrensville Plaza, SA 5031

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

## SA Club Events Calendar

Please see the next page for the 2006 SA club calendar, through June. The remaining events (July-December) will be published in upcoming editions. Ed.



## Summer 2005

Well it is Christmas again, and where did the last few months go! October saw us at Pine Point again attempting catch a feed of Blue Swimmer Crabs. We failed... Thankfully, Plan B was implemented with Barry and Ken cooking up a storm under the watchful eye of John P. Snags and salad were the order of the day for what has become a popular event on our event calendar. Many thanks to the Judd family for making us all welcome at their "shack".

Barely time to catch our breath and the Christmas Pageant was foremost in our minds. Each year it is a privilege that members of the car club continue to be invited to drive floats or assist in other roles with this South Australian icon event. Our bimonthly club meeting on the Friday night before was the shortest on record for President Dave - most of us had an early start for the Pageant next morning. The weather was mild and a crowd of around 350,000 flocked to the city to watch the floats and characters weave their way through the city streets. Keep an eye on your local Channel 9 TV station on Christmas morning and you may catch a replay of the parade.

Lastly the Christmas dinner was held on November 28 at a café at Larg's Bay in Adelaide's North. About 40 club members and family filled the café to capacity for an enjoyable three course meal and chin wag. And yes, Santa dropped by to help spread some Christmas cheer. Our thanks to Helen and the events committee for all their efforts this year, and we look forward to some new adventures next time we meet.

Trusting you all have a safe and Merry Christmas

*Craig R.*

## Photo Albums: Pine Point Crab Shack



**Wading & Raking**



**A couple were caught...**



**Ken & Barry cookin', John P supervising**



**Relaxing after lunch  
ALBUM CONTINUED >>>>**



# VOLVO CAR CLUB OF SA 2006 EVENTS through June

## JANUARY

27<sup>TH</sup>, 28<sup>TH</sup>, 29<sup>TH</sup> & 30<sup>TH</sup>

### Mount Gambier Veteran & Vintage Car Club

#### 42<sup>nd</sup> Australia Day Tour

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

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

## FEBRUARY

26<sup>TH</sup>

### Belair National Park – Gold Escort Ground

BYO Picnic Lunch

Depart McDonalds – Cross Roads **10.00am** sharp

## MARCH

10<sup>TH</sup>

### Club Meeting

7.30pm – Glandore Community Centre

12<sup>TH</sup>

### BBQ Lunch at Club President's House

Depart Victoria Hotel **10.00am** sharp

BBQ supplied.

BYO chair, drinks and salad to share.



## APRIL

9<sup>TH</sup>

### Talisker Silver-Lead Mine Walking Trail

Depart Victoria Hotel **10.00am** sharp

Bring walking shoes if interested in doing the walk.

BYO picnic lunch.

After lunch enjoy a leisurely drive to Cape Jervis for afternoon tea.

14<sup>TH</sup>, 15<sup>TH</sup>, 16<sup>TH</sup> & 17<sup>TH</sup>

### National Rally – Easter 2006 Inverell, New South Wales

If interested contact Ken or see the information elsewhere in Rolling Australia

## MAY

12<sup>TH</sup>

### Club Meeting

7.30pm – Glandore Community Centre

20<sup>TH</sup> & 21<sup>ST</sup>

### Banrock Station Wine & Wetland Centre

Enjoy a leisurely walk along the board or just enjoy the views from the observation deck.

### Monash Adventure Playground

Fun for all ages

### Cobdogla Irrigation & Steam Museum

Stay overnight in the Riverland and enjoy the local attractions.

Further details will be provided closer to the date.

## JUNE

4<sup>TH</sup>

### Fleurieu Peninsula Food Trail

Depart Victoria Hotel **9.30am** sharp

Bring a picnic lunch or pick something up along the way.

Enjoy a drive down the Fleurieu Peninsula and sample many of the local produce.

### Morning tea at "The Almond Train Carriage Café"

Tastings will include:

- ❖ Cheese
- ❖ Wine
- ❖ Confectionery
- ❖ Olives

Lunch at Goolwa followed by a visit to the Goolwa Wharf Markets.

Visit to the "River Dolls of Goolwa" – Entry \$5.00 per person.

**For further details please contact the events committee:**

Graham  
Ken  
John & Joan

(08) 8387 5065  
(08) 8293 2784  
(08) 8294 3183

Ralph  
Tricia  
Alexander

(08) 8298 4941  
(08) 8248 5081  
(08)0414 423 505

Please note entry fee prices are only a guide and may change without notice

## Photo Album, Pine Point Continued



**The gathering at Pine Point**



**The infamous "\$hack"**

## Christmas Pageant



**New additions**



**Club members at conclusion of another pageant**



**Everybody loves Santa!**



**Christmas Dinner**



**Christmas Dinner Tables**



**Kids eagerly awaiting Santa**



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# Brickbats & Bouquets

with "Grumpy"

## THE WEIRD, THE WONDERFUL & THE WACKY!

My award for this year's ugliest car goes to the 2005 Rolls Royce. Why anyone would pay \$300,000 for this tank-like piece of metal is beyond my comprehension. Apparently there are 6 Australians who have paid one million dollars each for a current V12 Maybach. A company you may remember built tank motors in the 1939-45 War ... very appropriate.

Car designers spend a lot of time dreaming up an aggressive front for their latest car, but seem to tack the rear on as an afterthought. Take a look at the latest Renault Megane - it is the funniest-looking bum this side of the black stump.

The post-war years spawned some weird and original designs such as the Messerschmitt 500, a tandem two-seater with 3 wheels. A sort of a crazy mix between a motor car and a motorcycle. But it had a cockpit canopy like a plane so you could race around on a wet day and stay dry. A later 4-wheel version with a 200 cc motor could reach 120 kph. An example was seen racing at Canberra at the Shannon's 2001 Rally.



**Messerschmitt**

The first ten years after World War II were fairly dull with British and European manufacturers dusting off their pre-war designs and struggling to replace bombed out factories, and facing a shortage of sheet steel for bodies. The cars were bland and dull.

Australians before 1939 had generally bought big American cars which were much more suited to our long distances and rough roads - many of them dirt or gravel. Suddenly faced

with a shortage of American currency we had to make do with British cars. Most were too small, but even the "big" cars such as the Humbers and Armstrong Siddleys were too low to the ground and underpowered for our rough conditions.

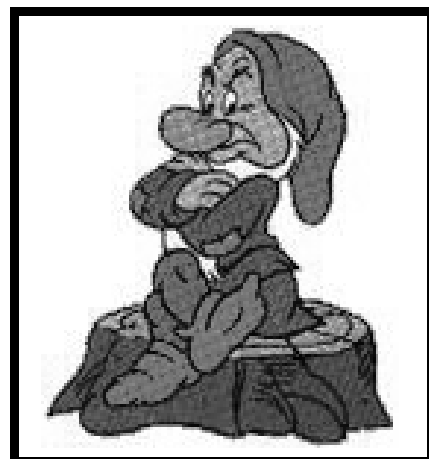


**The new Rolls Royce**

On the other side of the Pacific our friends the Americans had no limitations. Having won the war single-handedly, they rapidly swung back into production and each year produced cars that were longer, wider, lower and more powerful than the model before. The one car I like from this period was the Studebaker Golden Hawk GT. Then suddenly the Americans became disenchanted with their big cars and discovered the "Compact". The smaller manufacturers rushed to fill the gap. Sadly enough it was Studebaker who lopped half a metre off both ends to produce the "Lark" - a very ugly stubby vehicle. Some found their way to Melbourne and were bought by the Victorian Police. Their modified V8 motors gave the police very fast patrol cars; unfortunately their drum brakes were not capable of stopping the cars.

It is claimed that the GM Firebird II [1956] concept car was the inspiration for Batman's "Batmobile"... *Holy Moly!*

Have you noticed the latest big four wheel drive vehicles? They are big, black, and brutal with fancy mag wheels and high speed tyres, with plastic panels on front and rear. If used for crossing Central Australia in mid summer the black



would probably overload their air-conditioning systems.

Serious 4 x 4 vehicles should have lug tyres to cope with sand dunes, strong steel bumpers [for scrub bashing] a power winch [to cope with bogs]. Rubber flooring ... to hose out after a six week trip across the top. But what the hell; the hardest trips these shining mammoths seem to do is delivering little Mary and Johnny to their private schools!

Which brings us to Volvo. With the exception of the P1800 most of the body designs have been dull, safe and reliable. The 444 of the late 1940's had a delightful rear with a strange little bonnet sitting on two large heavy front guards. The 740 [beloved by many] has a similar problem. It is almost as if the front and rear half were designed by different people. Front sleek and sweeping, rear square and boxy ... one critic said "it would look better when they finished getting the packing cases off the back".

So there you have it. Of some cars as of some kids ***"only their mothers could love them!!"***

*Grumpy*



**GM Firebird II of the late 1960s - turbine powered!**



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# The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

## Happy New Year!

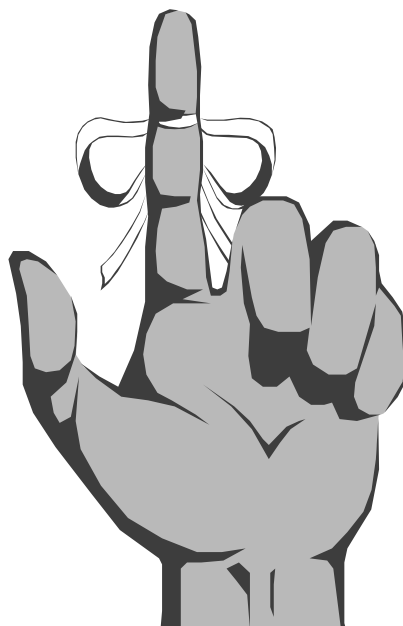
We hope everyone had a wonderful and safe Christmas with family and friends. Looking forward to a new year of Volvo-ing.

## Volvo Club of Queensland Website

The new website should be up and running as you read this. As mentioned last issue, we would like all club members to submit a photo of the car for the gallery. Please email your pics to Helen or Brad. Please try to keep the photos relatively small in size - no more than about 200 Kilobytes as many people do not have access to Broadband. If you do not have access to the Internet then you can pass on your photos at a club meeting and they can be scanned and sent back to you. If you'd like to submit articles for the site please do. Again, email to Helen or Brad.

## Easter Rally 2006 - Inverell

Members are encouraged to book their accommodation now for next Easter's 1800/120 Club Rally in Inverell. Bookings are going quickly. Inverell is only about a 5 hour drive from Brisbane and looks like it will be a great weekend. See full rally details and registration forms in this edition of Rolling, in the 1800/120 club section. Please get registration forms to the 1800/120 club ASAP!



## VCQ COMING EVENTS:

**January 22, 2006 - Daisy Hill State Forest Park. Picnic and AGM.**

You should have received a separate flyer about this meeting. All members please make the effort to attend this meeting and have your say on the future of the club.

**March 19, 2006 - Drive to Crow's Nest.**

**April 14 to 17, 2006 - National Volvo Club Rally, Inverell.**

It's great to see several members of VCQ will be attending this event. There is talk of meeting somewhere along the way and travelling together.

**Note:** If you have any suggestions for future events, please contact Grahame, Helen or Brad.

## 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

## Repairing 740 Bumpers

You may recall, last issue, I mentioned the bumpers on the 740 were looking pretty shabby. I finally got motivated enough to do something about them. I suspect the previous owner parked the car by feel judging by the amount of filler especially in the front bumper. Further evidence of this is that the driver's side tail light is newer than the other side.

Sanding the bumpers took a few days. Initially I was hoping to simply remove the surface and find reasonably good condition plastic underneath. Alas, as I began sanding the filler began to show through and it became clear why the bumpers were painted in the first place. If the job had been done

## Tech Day November 20th 2005

The Tech day was held at the Hunt's house. In attendance were Grahame and Helen (740 and 760 Turbo estate), Vic & Eunice (740 Turbo), Terry and Gay (arriving with Vic) and Brad Wightman (940 GL). Russ, from Hinterland Volvo at Nerang (850 T-5) joined us later in the day. The ladies went off to the new Westfield shopping centre for their morning of retail therapy while the blokes talked Volvo. Vic, Grahame and Terry fitted a towbar to Vic's 740. Brad "supervised" (in other words, I sat on my rear-end and watched - too many cooks spoil the broth!). An early afternoon storm saw a frantic rearranging of cars to get them all under cover but fortunately it missed us. Thanks to Helen and Grahame for hosting this event.

**HAPPY NEW YEAR**



**740 front bumper full of filler**



**740 front bumper after painting**

properly we possibly wouldn't have suspected anything. It became clear that these bumpers would need to be repainted. There was disagreement over what colour they should be painted. Dad liked the existing colour (pale grey), Mum preferred them to be dark grey (close to the original colour) and me?...Well it's not my car anyway! I'm just the "fortunate" one who gets to do the job... In the end, they were painted black using K&H Bumper and Trim paint. I have used this on my 940's rear bumper with good results. I gave each bumper three coats and the results were very pleasing - well worth the effort involved. The 740 now looks like the well cared for car that it is.

I will be placing a more detailed article on VCQ's new website with more photos in the near future.

*Brad*

## **VOLVO NEWS & PRESS RELEASES**

### **Volvo Perfectly Poised for 2006**

- New all-wheel-drive S40 T5 AWD & V50 T5 AWD join range
- Introducing S40 S at \$39,950 w/ Geartronic automatic
- Introducing V50 S at \$42,950 w/ Geartronic automatic
- V70 wagon reintroduced
- S60 range repositioned
- All-new C70 Convertible arrives 3rd quarter

2005 was a good year. Volvo Car Australia improved sales by better than three percent for the second year running.

In particular, all-wheel-drive XC70 and seven-seat XC90 performed strongly leading the premium SUV segment in year-on-year growth.

For 2006, Volvo Car will continue its winning ways with the introduction of several new model specifications - namely the S40 S and V50 S - to sharpen the value position for its sedan and wagon range. In effect, Volvo Car will widen its potential customer base by providing a consistent price walk through its model range - beginning with the S40 S (with Geartronic automatic) at \$39,950 to the XC90 T6 at \$79,950.

"An economist may have an impressive term for our value repositioning," said Alan Desselss, General Manager of Volvo Car Australia. "I call it a smart business move which will introduce new customers to Volvo."

"I look at the four essential elements - safety, quality, performance and value - and Volvo is well positioned with each model across the premium segments," said Desselss. "With those elements in place, we're confident in 2006."

### **S40 S & V50 S**

At \$39,950, the S40 S will play an important role in Volvo's aggressive strategy and offer genuine consumer appeal. The S40 S offers a long list of comfort features as well as Volvo's proven safety features such as the highly praised whiplash WHIPS system, Inflatable Curtain (IC) and side-impact SIPS occupant protection system.

The 125kW, 2.4-litre five-cylinder engine and five-speed Geartronic automatic give S40 S and V50 S a legitimate performance edge in a market segment populated by four-cylinder competitor models.

The S40 S is joined by the V50 S wagon at \$42,950. Both the S40 S and V50 S are built in Europe at Volvo's Ghent plant in Belgium. It is true to say Volvo is European designed, European engineered and European built.

### **S40 T5 AWD & V50 T5 AWD**

Topping the S40 and V50 range, Volvo Car Australia introduces all-wheel-drive agility to the already quick, turbocharged 162kW S40 T5 and V50 T5. All-wheel drive is achieved using a computer-controlled Haldex-Volvo coupling to engage drive to the rear differential.

The all-wheel-drive S40 T5 AWD and V50 T5 AWD replace the front-drive T5 sedan and wagon immediately.

The features list, too, has been improved for model-year 2006 with heated front seats, self-dimming interior mirror, six-stacker in-dash CD changer, 12-speaker Premium sound system, and larger disc brake package.

A sublime balance of sure-footed agility, traction and power is accompanied by a wide torque band peaking at 320Nm from 1500rpm to 4800rpm.

S40 T5 AWD with six-speed manual boasts an ADR 00/81 fuel figure of 9.6L/100km and 0-100km acceleration in 7.1 seconds. The heavier V50 T5 AWD is a tad slower off the mark at 0-100km/h in 7.2 seconds.

S40 T5 AWD is priced at \$54,950, and V50 T5 AWD is priced at \$57,950. Both are offered with choice of six-speed manual or five-speed Geartronic automatic. This corresponds to a value repositioning in excess of \$9500, inclusive of additional features.

The S40 T5 AWD and V50 T5 AWD offer exceptional performance, comfort and value against their German rivals.

### **V70 LE wagon**

The V70 LE wagon rejoins Volvo's MY06 model range at \$52,950.

V70 LE is powered by a 125kW, in-line 2.4-litre five-cylinder engine and five-speed automatic. With world-leading occupant protection, leather

upholstery, leather steering wheel, power driver's seat with memory, wood interior inlay, 60/40 split rear seat with luggage net, in-built child booster cushions, IAQS cockpit air filtration system, and an exceptional sound system, the V70 is functional, versatile and excellent value.

Seen as the quintessential Volvo, the V70 LE is expected to immediately regain sales dominance in the premium wagon segment.

#### **\$60 LE and \$60 AWD Repositioning**

In keeping with the value and specification adjustments to the S40 sedan range, the larger S60 LE and S60 AWD also receive attention. The S60 LE is now priced at \$49,950, while the 154kW, turbocharged 2.5-litre S60 AWD is realigned at \$59,950. Both models are equipped with leather interior, five-speed automatic, IAQS, power driver's seat with memory, and world-leading occupant protection.

#### Volvo sedan price walk:

S40 S - \$39,950  
S40 LE - \$44,950  
S60 LE - \$49,950  
S40 T5 AWD - \$54,950  
S60 AWD - \$59,950  
S80 2.5T - \$75,950

#### Volvo wagon and SUV price walk:

V50 S - \$42,950  
V50 LE - \$47,950  
V70 LE - \$52,950  
XC70 SE - \$56,950  
V50 T5 AWD - \$57,950  
XC70 LE - \$64,950  
XC90 LE - \$69,950

XC90 T6 - \$79,950

#### **C70 Convertible**

The all-new C70 Convertible will be revealed at the Melbourne Motor Show on February 9. The unique three-piece metal hardtop converts the C70 from coupe to convertible at the push of a button. The three-metal roof panels tuck away neatly; yet still allowing for storage space.

The C70 will arrive in Australian dealerships during the third quarter. Two performance and specification levels will be offered: the 125kW C70 2.4i and turbocharged 162kW C70 T5.

While the C70 was designed totally in-house at Volvo Car (Southern California and Gothenburg design centres), the all-new convertible will be built in Sweden at the Uddevalla plant by Pininfarina Sverige AB, a joint-venture company 60 percent owned by Pininfarina and 40 percent owned by Volvo Cars.

#### **Issued by:**

Todd Hallenbeck



**Garry & Ken in central Australia**

Public Affairs Manager  
Volvo Car Australia  
65 Epping Road  
North Ryde, NSW 2113  
(02) 9020-1613  
0412-259-635

#### **Volvo Adventurers Celebrate 25th Anniversary of Global Odyssey**

Twenty-five years ago this week, two tired adventurers and their battered Volvo 245 DL wagon completed a record-setting around-the-world driving odyssey. The trip would see them zigzag across Australia on route to a spot in the Guinness Book of World Records and establish for Volvo a well deserved reputation for durability and reliability.

Today, adventure driver Garry Sowerby and the trusty 1980 Volvo 245 DL wagon will ride again through the streets of this Canadian port city to celebrate the anniversary of establishing the world's record for circling the globe by car: 74 days, 1 hour and 11 minutes.

With navigator Ken Langley, Sowerby's trip began and ended in Toronto and saw 26,738 miles (43,00km) counted on the Volvo's odometer. Their quest (called Odyssey 77) took them across North America, through Australia, India, Pakistan, much of Europe, behind the Iron Curtain into communist Eastern Europe, and around Scandinavia.

They soon realised that a host of places had vastly inferior roads, little infrastructure for visitors and no car service.

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





**The 245 on its record-breaking journey**

One of their biggest challenges was gaining lost time during the Australian leg. The pair chose a zigzag continental crossing that started in Sydney and took in Brisbane, Rockhampton, Mount Isa, Tennant Creek, Alice Springs, Coober Pedy, Eucia and Kalgoorlie before concluding in Perth in a frenzied 10-day dash over roads that were still years away from being paved.

"The Australians were incredible," navigator Langley wrote in his log. "They were interested, friendly, curious; but above all, helpful. They were very kind to us."

The trek spawned Sowerby's Halifax-based adventure driving enterprise. He has since gone on to claim three additional world records. The trip put him and his remarkable Volvo 245 DL wagon on the cover of the Guinness Book of World Records, into a parade of auto shows and personal appearances on two continents, and a stint in the Petersen Automotive Museum in California.



**Garry with "Red Cloud" now**

The blue-and-white Volvo (known as "Red Cloud"), now with more than 450,000km on the odometer, has been for "a spa treatment" to be clean for the anniversary appearance. Other than washing and polishing, the car is little changed from its days of setting records.

Powered by the rugged 2.1-litre Volvo B21A engine with a single SU

carburettor, it utilizes a four-speed manual transmission with electric overdrive.

For its rugged dash around the planet, the wagon was outfitted with upgraded springs and shock absorbers, a revised exhaust, under-car protection, additional lights and little else.

More utility than luxury, the 245 wagon was one of the most popular models sold by Volvo in 1980 and was a staple part of the Volvo line from its introduction in 1974 through the close of production in 1993. Nearly 960,000 of the rugged 245 wagons were built during a period that helped establish the Volvo reputation for durability and reliability with generations of buyers.

To celebrate the 25th anniversary, Sowerby will tour Halifax (where the car was originally built) on Friday in a 7 hour, 41 minute, 11 second encore, with stops at places and events that represent the 21 countries on the original world tour. Following the tour, the car will be on display at Volvo of Halifax.

For further information please contact:

Todd Hallenbeck  
Public Affairs Manager

### **Not your average Volvo**

T6 Roadster is a hand-built hotrod based on Volvo components and a twin turbocharged in-line six-cylinder engine from a car manufacturer more widely known for safety and function.

Fabricated entirely by hand, painstaking effort went into creating every part. You won't find a mail-ordered headlight or a grille on the T6 Roadster. What you do find are OEM Volvo parts including a 200kW twin-turbocharged 2.9-liter in-line six-cylinder engine from an S80 donor.

Where you find the engine, however, isn't under the bonnet. Behind the doors neatly tucked under the bum is the engine and automatic gearbox. In the transplant process, the engine and five-speed Geartronic automatic now spin the rear wheels.

Far from standard and nearer to the extreme, the engine stays comfortably cool via some lateral thinking. The deck lid automatically lifts when a preset

temperature is reached inside the engine compartment.

In the nose behind the fabricated egg-crate grille is a small compartment containing the mechanicals for the functioning ABS brakes and the top-notch audio equipment.



**T6 Roadster**

The custom fabricated frame utilizes rear subframes from the donor S80. If you didn't notice, the stainless steel wishbones for the independent front and rear suspensions are fabricated. Makes mounting the 20x8.5-inch front wheels and 22x10-inch rear wheels that bit easier. Volvo C70 spindles, custom carbon-fibre leaf springs and a shortened S80 steering rack can be found up front.

Around back are S80 front spindles and lower trailing arms with remote-reservoir Ohlins shock absorbers. The rear coil-over shocks, incidentally, are centrally mounted in the engine compartment. Braking up front is handled via six-piston calipers and 330mm discs. The rear discs carry across from the Volvo S80.

Inside, the T6 Roadster looks as if it rolled off the Volvo factory line in Torslanda, Sweden. Aside from the seats, the instruments, headrests, shifter handle and pedal assembly are all tattooed with a Volvo part number. A steering wheel from a Volvo S60 adds a sporty look, while the instrument panel has been hand fabricated to locate the gauges centrally in the passenger compartment.



**"Boot" hides an S80 engine**

### **XC70AT Concept Car**

The XC70 AT features a turbocharged 2.5-liter in-line five-cylinder engine normally found in the V70 R sport wagon. But where the V70 R cranks out a digestible 220kW, the XC70 AT gets very busy with a Garrett GT2835R turbocharger and ipd/MTE Stage III software to lift the output to 305kW at 6200rpm.



**XC70AT: Ready for action**

The torque curve gets big and fat consuming 398 lb-ft at a low 4000rpm. The XC70 AT uses the same six-speed automatic transmission that is standard in the XC90 V8 and the 2006 V70 R. Making sure all four wheels get the most of the broad torque curve is Volvo's computer controlled all-wheel-drive system by Haldex.



**Extreme ride height!**

New on the production XC70 for 2005 is Volvo's Four-C dual-mode adaptive chassis control system. The driver can choose between Sport and Comfort. Taking this concept to the next level, ipd developed a customised independent air ride suspension offering 100mm of adjustability via dash-mounted buttons. Add in the ipd designed 100mm lift kit and the XC70 AT can ride up to 200mm higher than the production Volvo XC70.

Additional accessories include a generator, high-lift jack, spare jerry can and tyre and remote exterior battery terminal connections.

### **New C30 Revealed at Detroit International Auto Show**

The photos here are from the web - showing Volvo's C30 Concept Car (mildly-disguised version of the upcoming production vehicle). Let's hope it arrives in Australia sooner rather than later. It's tipped to go into production in late 2006, based on the S40/V40 and Ford Focus platform, and has styling cues from the 1800ES. I want one!



# Treasurer's Report \$\$

Christina Nowatzky

0425-740-858 (AH)

nowatzkyt@optusnet.com.au

## MONEY BUSINESS

Account balance on 16th December 2005 is: \$4,140.17. The last magazine Treasurer's report was on the 10th October 2005. At that time, we had a bank balance of \$7,456.62.

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

### INCOME:

Membership Subscriptions: \$380.00  
Meetings: \$56.00

Advertising & Sponsorship: \$100.00  
Magazine Contributions (1800/120 Club & Volvo Club QLD): \$451.52

Events: \$850

**GROSS INCOME: \$1747.52**

### EXPENSES:

Hall Hire & Suppers (2005): \$41.05  
Magazine Printing (Nov/Dec): \$959.20  
Magazine Postage (Nov/Dec): \$405.29  
Reimbursed Expenses: \$100.00

Public Liability Insurance: \$860.00  
Events: \$1071.20

**TOTAL EXPENSE: \$3416.74**

**NET INCOME: \$-1669.22**

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

Christina Nowatzky

# Membership Report

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



## Happy New Year everyone!

It is my pleasure to announce the winner of the Volvo Club of Victoria attendance award:

### Congratulations Dion Nowatzky!

Both Greg Sievert and Dion Nowatzky shared first place but Greg was ineligible to win because he is a committee member. Below is the top 10 attendance listing for the club.

## New Member List

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

Name		Car
Barry	Minster	P1800ES
David	Gloster	850
Alexander	Isaac	264GLE
Peter & Dee	Bergles	P1800S
George & Suzi	Alex	P1800
Maida & Peer	Skaarup	122, 850R

## Club Permit Scheme (CPS) for VIC

All club members who have a Club Permit (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, address and contact information. For more information about the Victorian CPS/CH plates please purchase an AOMC CPS handbook from the Club Secretary (\$5). Summary information is available from <http://www.aomc.asn.au/> or <http://www.vicroads.vic.gov.au> and type in "Club Permit".

Club Permit Holders are strongly advised to keep a copy of the AOMC CPS Handbook in their Club Permit vehicle. Remember that a Club Permit is not a cheap type of registration, but a permit for the restricted use of an unregistered vehicle. Where the interpretation of the CPS is unclear, the AOMC recommends that the permit holder take a conservative position!

Given the significant benefits and modest fees, users of the CPS must consider it a privilege rather than a right. Abuse of the scheme could result in far-reaching implications to the individual, their club and the Permit Scheme in general, such as:

- Fines for driving an unregistered vehicle, or
- Loss of your individual Club Permit, or
- Loss of your club's authority to operate the Club Permit Scheme, or
- Cancellation of the Club Permit Scheme for all enthusiasts.

Please note that **you must be a financial member of the Volvo Club of Victoria to operate a vehicle with a Club Permit** where the authorising hobby car club is the Volvo Club of Victoria.

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



Name		Rank
Dion	Nowatzky	1 (tie)
Greg	Sievert*	1 (tie)
Heino	Nowatzky*	2
Wayne	Bowers*	3
Ash	Davies*	4
Christina	Nowatzky*	5
Ben	Winkler*	6
Lance	Phillips	7 (tie)
John	Johnson	7 (tie)
Noel	Bruin*	8
Eric	Johnson	9
Peter	Hoffmann	10

\* - Indicates committee member

## Membership Status

Number of members: 169  
Number of expired members: 39  
Number of current financial members: 130



# The 1800/120 Pages

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

## VOLVO 1800/120 CLUB AUSTRALIA INC.

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

### eGroups site:

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

### 123GT web page:

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

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#### 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.



## National Rally 2006

The 1800/120 club are busy preparing for this year's National Rally in Inverell, NSW. Please get your rally registration form in to the organisers ASAP. See next pages in this magazine for full details.

## What's in My Garage?

Finally, after thirty three years of ownership, I can now answer that question. Our 1972 1800E has a garage to call home!

Prior to this it always had to make do either in sharing a parkade under an apartment complex, or sheltering under a carport. Not having a garage was really desirable in its early years. In a climate not that different than its birth place in Sweden, the early years were spent in Ottawa Canada. Where road surface salting is a winter way of life, the best parking spot is in the bitter cold to give rust a lesser chance of forming because of a warm garage.

Then we headed west to the Canadian Pacific Coast. By this time the 1800E no longer was our only means of transport. Weekend jaunts and holiday use meant a carport cover was essential to divert the sometime torrential rains of thirteen winters.

Its next home became a shipping container on its way to Australia where

a moving company storage warehouse became home for three years while we redirected our move to include three years in the Middle East.

In 1992 possession was finally possible with our move from a unit to a house in Brisbane with a carport. This became a "home on blocks" until 2003. Now we live in Warwick, and have a garage.

Although our vehicle has crossed two oceans and travelled many sea miles, the odometer hasn't. With just over 61,000 original miles, one might say it is hardly broken in. The Pirelli Cinturato P3s are the second set of tires - the original Swedish Goodyears lasting 45,000 miles. In the boot can be found Michelin (once studded) snow tires.

Now roadworthy in the legal sense with restricted Queensland plates (the left hand drive issue), we are getting ready for the trip to Inverell in April 2006. The original gold metallic paint still glistens as new and the matching gold interior still has that familiar smell of leather.

As number 1826353 039234 (manufactured in April 1972 and 180 vehicles from the last E made) it may be the youngest E in Australia. It certainly is one of the few with left hand drive (are there now 3 or 4?); and perhaps represents Australia's longest continuous ownership of an 1800, or longest continuous ownership of one from new?

James Dillon  
Warwick Qld  
(07) 4661 4437

*(Jim - Thanks for your story. If you send me a photo, I'll include it in the next magazine! See you at Inverell. Ed.)*

## MAJOR NSW EVENTS FOR COUNCIL OF MOTOR CLUBS

6 - 8 January	Newcastle Heritage Classic	Newcastle Harbour
20 - 22 January	Fiat al Monte	Mt. Panorama - Bathurst
26 - 29 January	Aust. Factory Performance Car Nats	Mt. Panorama - Bathurst
12 February	NRMA/CMC Presidents Picnic	Cook Park - Dolls Point
19 February	Sydney Super Swap	Clarendon - Richmond



## PROGRAMME

### National Rally - Easter 2006 - Inverell, New South Wales

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

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

#### FRIDAY - 14th April

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

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

#### SATURDAY - 15th April

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

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

#### SUNDAY - 16th April

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

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

#### MONDAY - 17th April

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

1800/120 CLUB  
AUSTRALIA



# REGISTRATION FORM

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

Name: ..... Partner/Children: .....

Address: .....

..... Postcode: ..... Email: .....

Vehicle Reg: ..... Year: ..... Model/Body: .....

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

### Registrations - Good Friday at the Inverell Tourism Centre

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

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

\* All drinks are additional to meal/entertainment costs.

**TOTAL**

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

Entries and cheques made payable to:  
The Treasurer  
Volvo 1800/120 Club Australia Inc  
PO Box 6522  
Tweed Heads South, New South Wales 2486  
Email: ozamazon@tpg.com.au





## ACCOMMODATION & ATTRACTIONS

### National Rally - Easter 2006 - Inverell, New South Wales

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

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

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

#### MOTELS (per night)

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

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

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

#### ATTRACTIONS/DESTINATIONS

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

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

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

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

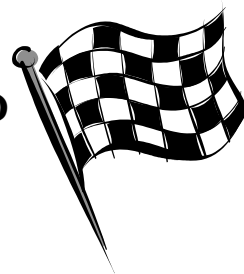
**Inverell Art Gallery** - see some of the regions finest artists work on display and for sale.

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

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

# MOTORSPORTS REGISTER

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



## **October 31, 2005 (Melbourne Cup Day Eve) - Calder Track Night and Motorkhana with the Nissan Datsun sports owners club**

Ben Winkler and myself entered our 240s in the event with the Nissan Datsun Sports Owners club, from the information on their website and chatting to club representatives via email it seemed like a pretty easy going, laid back event.



**Ash & the 260Z preparing to run**

Ben, Dad and I spend time on the weekend prior going over both our cars to make sure both were as ready as they could be. We swapped Ben's 19mm front swaybar for a 21mm front bar and urethane bushes, Ben fitted high-performance 'Raging Moose' stickers, adjusted tyre pressures and generally made sure nothing would fall off.

We got to the track nice and early around 4:00pm. Dad came along with the Patrol full of spares and a few tools, etc

Ben and I lined up in the queue of cars waiting to get inspected, the queue was long but it provided the opportunity to look around at some of the competition. From very early on it looked at though we were in WAY over our heads. There was an ex- George Fury Group A R30 Nissan Skyline, a plethora of Skyline GTRs, all of which were modified in some way and many were fitted with slicks. There was a Ford GT40 replica, a 1970 Ford Mustang Coupe that had been specifically built, apparently at a cost of \$290,000, for next years targa Tasmania! The car was a work of art!

There were several modified and well prepared Datsun 1600s (quite a potent rally car in their day), a few 300zx, multiple 240Z and 260Zs, as well as a VL commodore turbo,

Triumph TR7, a Datsun 200B, a 120Y, and a couple of bluebirds.

We queued for an hour and a half and then were told, with our cars sitting in the scrutineering bay, by the CAMS officials running the scrutineering that we had to sign in before we could have our cars scrutineered, and we'd have to join the back of the line and sign in first. Not a good start.

We signed in and after some minor dramas with organizing AASA licenses instead of the CAMS licenses that most competitors had, we re-joined the back of the queue of cars to be inspected.

The night was organized into two events being run simultaneously; a motorkhana and a supersprint session.

Ben and I were grouped with a few other cars and we set off for the motorkhana course.

I ran before Ben and did a first run of 35.34sec with horrendous amounts of wheelspin.

Ben did a great first run of 34.2 and drove brilliantly, with the softer suspension setup obviously being beneficial on the tight, 1st gear course.

Initially we had three motorkhana runs each, my second run being my fastest, a 34.98, bouncing off the 6250rpm rev limiter and still fighting wheelspin. My third run started out fast but ended terribly as I nearly collected a cone coming into the finish garage.

Ben's best time in the first Motorkhana session before running in the supersprint was a 33.15

We both next moved onto the circuit for supersprints with our group. The supersprint was organized into one warm up lap, followed by three flying laps and a cool down lap.

Ben and I were placed together for our run with Ben leaving approx 15 cars lengths in front of me. We both did fairly well and kept most of the cars that started behind us in our mirrors, I



**Peter Jackson Nissan**

tried desperately to catch Ben (after my poor performance in the motorkhana) but still finished behind him by 3 car lengths.

The supersprints were quite tricky, with the front straight being very well floodlit and some corners up the back of the track being quite dark.

We next queued up for another supersprint session, with the wait between runs providing ample time to park the cars, let them cool down and sit with our 'fans' in the stand.

The Mustang was absolutely amazing to watch and did the fastest lap of the night, a 1m02sec!

Ben and I lined up again for our second run. We started a little closer this time and I managed to pass Ben and another car on the way into turn one.

Ben went back to the Motorkhana course, to further improve his earlier



**Ben at Motorkhana gates**

times, while I queue-jumped and joined whichever group had a free spot in it to get more track time.

I set my fastest ever time around Calder in my 3rd run, a 1min21.55sec (previous best was a 1min23.4sec)

In my final run I lined up on the front of the starting grid alongside a Datsun 260Z, I looked in the mirror as the other cars were lining up on the grid and amongst the other cars I saw the \$290,000 Mustang, a Mitsubishi Lancer Evo, the Group A Skyline, an R33 GTR Skyline and thought to myself "Holy crap!"

I ran well against the R33 GTR on the back section of the track and was gaining on him over a lap, despite the amazing straight line speed difference, and I think had the session been longer than 3 flying laps I would have eventually managed to pass it.

Ben did another four motorkhana runs, and did a best time of 30.4sec which placed him 5th overall in the motorkhana field of 39 entrants - not a bad way at all for him to spend his birthday weekend, while I only managed 25th.

As expected though, both Ben and myself placed down the back of the 57 entrants in the circuit event, I finished 38th and Ben finished 47th.

The event itself was a lot of fun, although the level of competition was certainly far greater than we've become used to.

### **Tech talk:**

### **Volvo 850, C70, S70 and P1 V70 sump guard explained**

850, C70, S70 and P1 V70 cars are quite a bargain at the moment. For considerably lower prices than newer models, these cars offer fantastic levels of appointment, T5 and R models offer awesome performance, and some models have the added safety of all wheel drive.

With their rise in popularity in the second hand market, we have a new breed of Volvo enthusiast with new expectations, requirements and concerns with looking after their vehicles.

While many new owners of these vehicles and owners who have owned one for a long time will agree that protecting the aluminium sump is a concern, there seems to be quite a lot of speculation and mis-information floating around in Volvo circles at the moment about sump guards for 850, C70, S70 and P1 V70 Volvos.

This provides a good opportunity to present some facts, information and reasons why, regardless of what brand or sump guard you do fit, fitting a sump guard to one of these cars is inexpensive insurance.

### **V70R vs. house bricks**

Some of you may well remember the story of the encounter between Noel Bruins saffron orange V70R and some bricks that fell from the back of a truck they were following on the way to a track day at Winton in April 2004.

As a result of Heino's driving and a certain amount of luck Noels V70R survived a load of house bricks falling from the back of the truck they were following with only some minor scratches and scuffs to the front bumper and a dint in the oil filter. Things could have been a LOT worse.

### **Gravel roads and unseen objects**

Some owners live on gravel roads, which after grading are often left with loose, uncovered rocks that can flick up when driving along. This isn't a problem if we're driving our trusty, robust, pressed-steel sumped 240 with a sump that sits happily high above the road surface.

Enter the newer 850, C70, S70 and P1 V70 with a lower ride height, and a lower sump made from aluminium and it becomes obvious that further caution needs to be taken.

### **The new vs. the old**

While these cars are still rather slab-fronted, especially when compared to the newer shaped Volvos, the front wheel drive or all wheel drive layout and transversely mounted ("east-west") engine and gearbox makes under-bonnet space very busy indeed. Up front in direct airflow is the radiator and, on turbo models, the intercooler, these take up a considerable amount of the frontal area of the vehicle.

These cars, unlike a 240, are a rear-steer arrangement, where the steering rack is behind the centreline of the front wheels. The rack is fed via the power steering pump mounted up high on the cool side of the engine.

The exhaust manifold (and turbo if applicable) is on the side of the engine closest to the firewall, with the system following the firewall down and exiting the engine compartment to follow the lines of the floorpan.

Forward of the steering rack is the aluminium sump which, if you have the car off the ground you can quite easily see, sits quite low in the front subframe/engine cradle, and taking into consideration the shape of the remainder of the floorpan this doesn't really promote airflow, air slides under the front of the car and exits at the rear with little deviation.

240s on the other hand have quite a substantial heavy crossmember, the engine is mounted high in comparison to an 850 and with the shape of the chassis rails, air can flow either side of the sump. Air is directed for radiator cooling via the 'scoop' in the front spoiler and through the grille.

### **What sump guards are available?**

There are several sump guards currently available for 850, C70, S70 and P1 V70 cars, some options include:

- *Volvo Genuine 'Grille Guard'* - available from a Volvo dealer, or resellers such as Volvcare. Robust tubular steel frame rather than a 'plate' design, with 20mm longitudinal tubes. Fits in existing bolt holes. Part number 9451 758 (black) for AWD models and 9451 954 (silver) for FWD models. Approx \$170.00 AUD



**ipd skid plates**

- *ipd Skid Plate* - available from ipd or resellers such as VP Tuning. Hydro-cut aluminium plate, over 1/8" thick. Strong, light construction. Fastening is via the supplied 13mm bolts and 'rubber well nuts' that plug into holes in the front of the engine subframe. Part number DG5370AWD for AWD models and DG53850 for FWD models. \$198.00 USD (from the ipd website)  
\*\* This replaces the previous steel version offered by ipd



**DVS aluminium sump guard**

- *DVS Sump guard* - available from DVS or resellers such as Volvcare and VP Tuning. The same sump guard is used for both FWD and AWD models. Features a 'hump' for the bevel gear on AWD models, which also adds strength. Fastening is via machine screws supplied, sump guard slides into the slot already in the subframe.

Aluminium checkerplate is used for its lightweight and strength  
\$215.00 AUD

While each of these options represent an alternate way to deal with the issue, all will provide adequate protection against most road debris and will in no way contribute towards increased engine temperatures.

All three variations do not need to be removed for general maintenance work and servicing.

### ***What's with the holes?***

Unlike the 'open-air' design of the Volvo Genuine 'Grille Guard' and the ipd Skid Plate which features several large diameter holes, the DVS Sump guard doesn't feature holes, with the exception of a cut-out for the oil filter and a central hole for sump-plug removal.

None of the literature on ipd's website, in their catalogues and in the skid plate fitting guide refers to these holes implying that they are for the purpose of cooling. While cooling may be the purpose for these holes, they may well be there to reduce weight when this design was previously made from steel.

The Volvo Genuine 'Grille Guard' is more of a grate design than a 'pan', and like a grate, is made up of strong longitudinal bars, which also allow easy inspection of the underside of the engine but may not keep out smaller stones and other debris (this may very well be a non-issue though).

Due to the shape of the subframe, engine layout and the shape of the remainder of the floorpan, The DVS Sump guard doesn't feature any additional holes. Engine, turbo, and under-bonnet temperatures are in no way affected by having the sump guard fitted. It's lightweight, yet strong, aluminium checkerplate construction.

### **Further information:**

- Volvo selected used car accessories catalog - Volvo 850, S70/V70.  
This catalog may still be available from Volvo Dealers
- IPD website. <http://www.ipdusa.com>  
IPD catalogue: 850 - 70 series - 40 series - S60 - S80 - XC90
- DVS website.  
<http://members.optusnet.com.au/ashd Davies/dvs>  
Email: [ashd Davies@optusnet.com.au](mailto:ashd Davies@optusnet.com.au)

### **Local Motorsports Information**

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

Wakefield Park website:  
[www.wakefieldpark.com.au](http://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](http://www.sdmahillclimb.com)  
Holden Sporting Car Club of Vic  
website: <http://www.holdenclub.com/>

### **AN AOMC PROVISION, FOR PLACEMENT IN CLUB NEWSLETTERS**

### **NOTICE: VICTORIAN CLUB PERMIT SCHEME**

VicRoads has received a number of enquiries recently concerning the use of vehicles issued with Club Permits operating outside of the conditions of the Club Permit Scheme. The following information is provided for the interest of motoring club members.

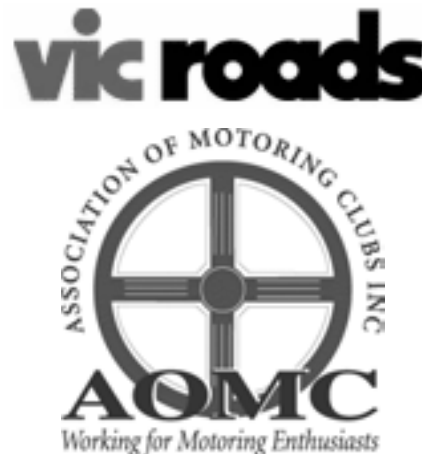
The Club Permit Scheme allows the members of VicRoads approved clubs to use their vehicles for a low cost that reflects the limited use of their vehicles.

Vehicles issued with Club Permits can only be used on a highway in connection with official activities organised by or under the auspices of an approved club, and in preparing the vehicle for such club activities. There is also a provision for a club to issue a 'Special Use Authorisation' so that members can use their vehicles for 'one-off' activities such as a family wedding providing there is no commercial gain associated with this use.

Any use of a vehicle issued with a Club Permit outside of these conditions can lead to the vehicle operator being issued with an infringement notice for owning or using an unregistered vehicle which carries a fine of \$500.00. Furthermore, it is also an offence for a person to knowingly pay the incorrect transport accident charge.

Where a veteran, vintage or classic and historic vehicle is intended to be used beyond that permitted under the conditions associated with the Club Permit Scheme, full road registration is required under the Road Safety Act 1986.

Further information concerning the Club Permit Scheme can be obtained from your respective motoring club official. Information relating to full road registration is available from VicRoads Telephone Information Service on telephone number 13 11 71.  
*VicRoads*





**Frisk's Garage**

**VOLVO SERVICE & REPAIRS**

PH: 9762 9353  
FAX: 9761 1593

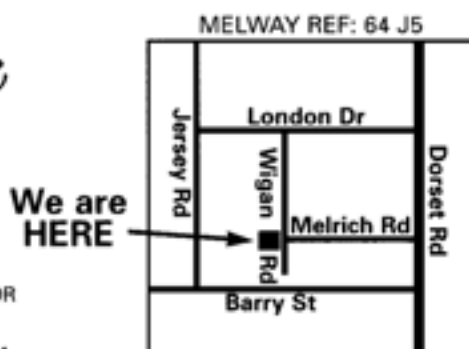
4 Wigan Road,  
Bayswater 3153



**Frisk's Garage**

**Paul Frisk**  
MANAGING DIRECTOR

**Marshall Hornby**  
SERVICE MANAGER



# 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](http://www.volvovic.org.au) for a three-month period for \$5 (+\$5 for photos) by contacting the Editor.

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

**1977 244DL** (Reg TBA), White, auto, approx. 200,000ks, air-conditioning, tow bar, 80% tyres, new steering rack, idler arms & exhaust, reg 11/2/06, good general condition. The auto trans casing is cracked & leaking has not been driven trans still working no other damage. Price \$200.00 Phone Craig AH (03) 9459 5389 or e-mail [craigk48@bigpond.net.au](mailto:craigk48@bigpond.net.au) (5Jan06)

**1972 144 De Luxe** (LJW 500) Automatic. Mileage is 240,000, color is Honey Brown. Mechanically OK except for flat battery and cracked windscreen. Body is showing rust under windscreen, and in boot. Original



owner lived in the country (Violet Town) and sold to us in 1999, although he was in his late 80's and did not drive it at all in his later years. Serviced regularly. Sell for \$500. The car is located in Bentleigh. Phone Mark on 0417 200 078 or (03) 5995 0402 A/H. (3Jan06)

**1980 242GT** (TEB-611) Shadow tone: GT dash: 256,000 ks: Regd until Nov. RWC.



\$3950. Phone: Colin on (03) 9801 6462 AH (5Jan06)

**1968 P1800** (TBA reg) 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 \$18,500 or offer - needs some minor body work. Parting with my "baby" after 27 years. Phone Susanne B/H (07) 3404 3109 A/H 0417 742 632 (28Nov05)

**Parts for sale: 940SE body**, 1992 model. Silver body with: doors, side windows, diff and speed sensor, in tank fuel pump, suspension, rear bumper, and more. Great for parts or panels. Damage to right hand front corner. Without: engine, transmission, interior, dash, bonnet, headlights or tail lights. \$250 ONO. Contact Caz Telfer 0423-685-153 (10Oct05)

**Parts for sale: VX3 cam.** Very popular for improving torque and power for models 240, 740 and 940 and possibly others. Give your car some more grunt for cheap. Price: \$140 ONO. Contact Caz Telfer 0423-685-153 (10Oct05)

## New styling products for S/V70:

Soon to be released are styling headlights for S/V70 in black or chrome.



Also some redesigned wagon tail lights are on the agenda. Pricing TBA.



Phone Mark for more details 0403 814 545 (10Dec05)

**1973 144** (unreg) Silver colour, cloth upholstery, twin carb, manual, sunroof. Some rust. Suit restoration or wrecking. Ph. Mark (03) 5963 3236 or 0409 237 270 (10Oct05)

**1973 144DL** (AD 2357) Reg'd to June 06, Yellow with brown cloth -very good condition. A collectable of the future. 165,000 miles, auto, aircon, single carb. \$1500 with RWC. Ph. John on (03) 5281 5256 (4Oct05)

**1965 1800S** (RKK 840) cream with red upholstery: 90,000 miles in excellent condition: Immobiliser/alarm fitted: Regd in Vic until 02/06: RWC supplied: Ph: Jodie



0418 666 256 or 03 9866 1402: Price \$17,500 (14Nov05)

## New Volvo Models arriving soon:

Volvo XC90 V8 scale 1:18 and 1:43



C70 Convertible. 1:18 and 1:43



BTCC 850 1:43

240 sedan and wagon 1:43

120 models 1:43

Phone Mark for more details 0403 814 545 (10Dec05)



# Pierre Collet Motors

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

**VOLVO SPECIALISTS**

**LMCT 5717**



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

**Fax: 9888 5075**

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

**1971 144 Grand Luxe** (PWH 646) Genuine 49,000 miles. Auto, A/C, 1 fog light (broke other). B20E, running, used fortnightly, club



plates, original documentation. \$1000.00. Ph. (07) 4693 1484 nights. Jason Huggins VCQ member. (16Oct05)

**1972 164E** (LRO 130) Maroon w/ maroon interior, t-bar auto, second owner, excellent condition, no rust, new Michelin tyres, service history, many genuine accessories & spare parts included. \$1200 negotiable. Located in Gippsland. Ph. Barry Hicks (03) 5189 1255 (10Oct05)

**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!

**1973 144GL** (unreg -unfinished project) Converted to carby: Free to a good home; Ph Frank on (03) 5792 1821 (4Oct05)

**1970 1800E** (ANH16X) Asking \$22,000 ono, colour is British Racing Green, All numbers matching car. Car underwent full interior and suspension restoration less than 2 years ago. Interior in tan leather and suspension

consists of custom made King springs all



around with Bilstein Sports shocks and Pedders upgraded roll bars front and rear. Receipts for approx. \$17,000 to get it to this condition. Used only on weekends and serviced regularly. Contact Rafael on 0404 538 941. (12Oct05)

**1963 122\$** (Rego TBA) B18 four door sedan. One family (it belonged to my mother). Body Graphite grey, red upholstery. In good to very good condition. Serviced by John Fleming; RWC will be available after



October 10th. Registered till September 2006. Price \$7,500. John Dawborn Ph (03) 9726 8244 (26Sep05)

**1970 1800E - PRICE REDUCED!** (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. **\$16,000** (Negotiable) Ph: 03 9727 1522 Lindsay Witherby, Mooroolbark Victoria. Email: [witherl@tpg.com.au](mailto:witherl@tpg.com.au) (3Sep05)

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

**1972 164E** (LGG 171) \$1500neg. Ex-John Pearey. Only 100 955 miles. Very good condition inside & out. White with blue interior. Air conditioning. 175bhp, B30E



engine, automatic transmission (3 speed). Service history. Contact Mark (03) 9380 5119 or 0405338244, or email [markgbrett@yahoo.com.au](mailto:markgbrett@yahoo.com.au) (17Sep05)

### 1800 Window Regulator 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

**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 814 545

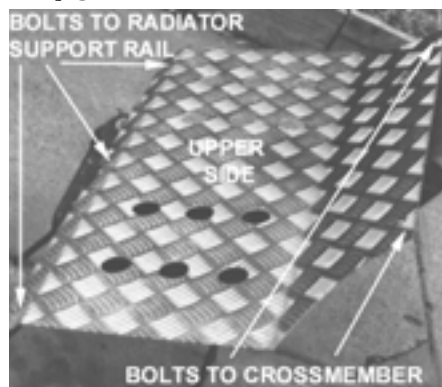
### DV\$ 240 Strut tower to tower braces.



Suit B21/B23/B230 powered 240 series. Kit includes 5mm steel top plates, aircraft quality adjustable heim joints, 25mm OD chrome-moly cross bar and high-tensile fasteners. Powder coated in *Charcoal Metallic Pearl*. \$210.00

### DV\$ 240/260 Aluminium checkerplate sump guards.

Suit 240/260 series.



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

### DV\$ 240/260

#### adjustable front

#### swaybar link sets.

Suit 240/260 series. Includes adjustable heim joints and height-adjustable threaded rod, appropriate spacers, urethane bushes and high-tensile fasteners. Ideal for lowered Volvos, enabling the sway bar to be set at optimum angle after

installing lowered springs. They allow fine-tuning of front-end stiffness and are easily adjustable. \$150.00

### DV\$ 240/260 Adjustable panhard bar.

Includes adjustable heim joints and



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

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

# DVS

## volvo performance parts

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

**ashleigh davis**

0412 709 695

[ashdavis@optusnet.com.au](mailto:ashdavis@optusnet.com.au)

### DV\$ 850, \$70, V70 strut tower to tower

**brace sets:** Same features as the 240/260 kits. Powder coated in *Charcoal Metallic Pearl*. \$270.00

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

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

**DV\$ - Davies VolvoSport.** Ph. Ash Davies 0412-709-695 or Email

[ashdavis@optusnet.com.au](mailto:ashdavis@optusnet.com.au). WEB site: <http://members.optusnet.com.au/ashdavis/dvs>

### PLEASE Notify the Editor by email

[gslievert@tpg.com.au](mailto:gslievert@tpg.com.au) or 03-9397-5976 when item(s) sell!

# VP Tuning

## Volvo Performance Parts

**Mark Richardson**

PO Box 2002  
Seaford Vic 3198  
Australia

mobile: 0403 814 545  
fax +61 3 9775 5302  
[mkr@alphalink.com.au](mailto:mkr@alphalink.com.au)

# Volvo Car Club Of Victoria

## Membership Application/Renewal

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



<p><input type="checkbox"/> <b>New Application</b> (1 year membership from date of payment.)</p> <p><input type="checkbox"/> <b>Renewal</b> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>																																																
<p><b>First Name:</b> (Mr/Mrs/.....)..... <b>Surname:</b> .....</p> <p><b>Partner's Name:</b> (Mr/Mrs/.....).....</p> <p><b>Membership number if known</b> (8 digits - example 20040612) .....</p>																																																	
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<p><b>Contact Details:</b></p> <p><b>Phone:</b> (.....) ..... <b>Mobile:</b> (.....) .....</p> <p><b>Email:</b> .....</p>																																																	
<p><b>Your Car(s) Details:</b> <span style="float: right;">(Engine number can be found on Registration Certificate)</span></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Model</th> <th style="width: 10%;">Year</th> <th style="width: 15%;">Colour</th> <th style="width: 15%;">Reg. No.</th> <th style="width: 15%;">Engine No.</th> <th style="width: 15%;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>		Model	Year	Colour	Reg. No.	Engine No.	Body Style	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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<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 <a href="mailto:waynebowers@unite.com.au">waynebowers@unite.com.au</a></p>																																																	
<p>Please send this form with payment to <b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b> Thanks for joining or renewing membership with the Volvo Car Club of Victoria.</p>																																																	

# AT YOUR SERVICE

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

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

## NEW SOUTH WALES

Arncliffe	Purnell Volvo	(02) 9567 0000	CSP
Brookvale	Northside Volvo	(02) 9938 3355	CSP
Chatswood	Northside Volvo	(02) 9412 7555	CSP
Coffs Harbour	Bellbowrie Motors	(02) 6656 8700	CSP
Dubbo	Dubbo Heyer Automotive	(02) 6884 9577	CSP
Gordon	Northside Volvo	(02) 9418 5522	SP
Gosford	Advanx Motors	(02) 4324 5744	CSP
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
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## 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
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## TASMANIA

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

## VICTORIA

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

# VOLVO

## VICTORIA, Continued

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

## WESTERN AUSTRALIA

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

## BODY SHOPS

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

## NEW SOUTH WALES

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

## QUEENSLAND

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

## SOUTH AUSTRALIA

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

## VICTORIA

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

## WESTERN AUSTRALIA

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

\*C = Sales SP = Service and Parts



## On the Back Cover:

Mark James' 242GT at the 2005 Volvo Club of Victoria Display Day



<p>Member Magazine for the Volvo Club of Victoria, South Australian (inc. Western Australia) Volvo Car Club, Volvo 1800/120 Club of Australia &amp; Volvo Club of Queensland</p>	<p>Print Post Approved PP 032699/00016 Volvo Club of Victoria P.O. Box 3011 Moorabbin East, VIC 3189</p>	<p><b><u>SURFACE</u></b>  <b><u>MAIL</u></b></p>	<p><b>Postage Paid Australia</b></p>
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