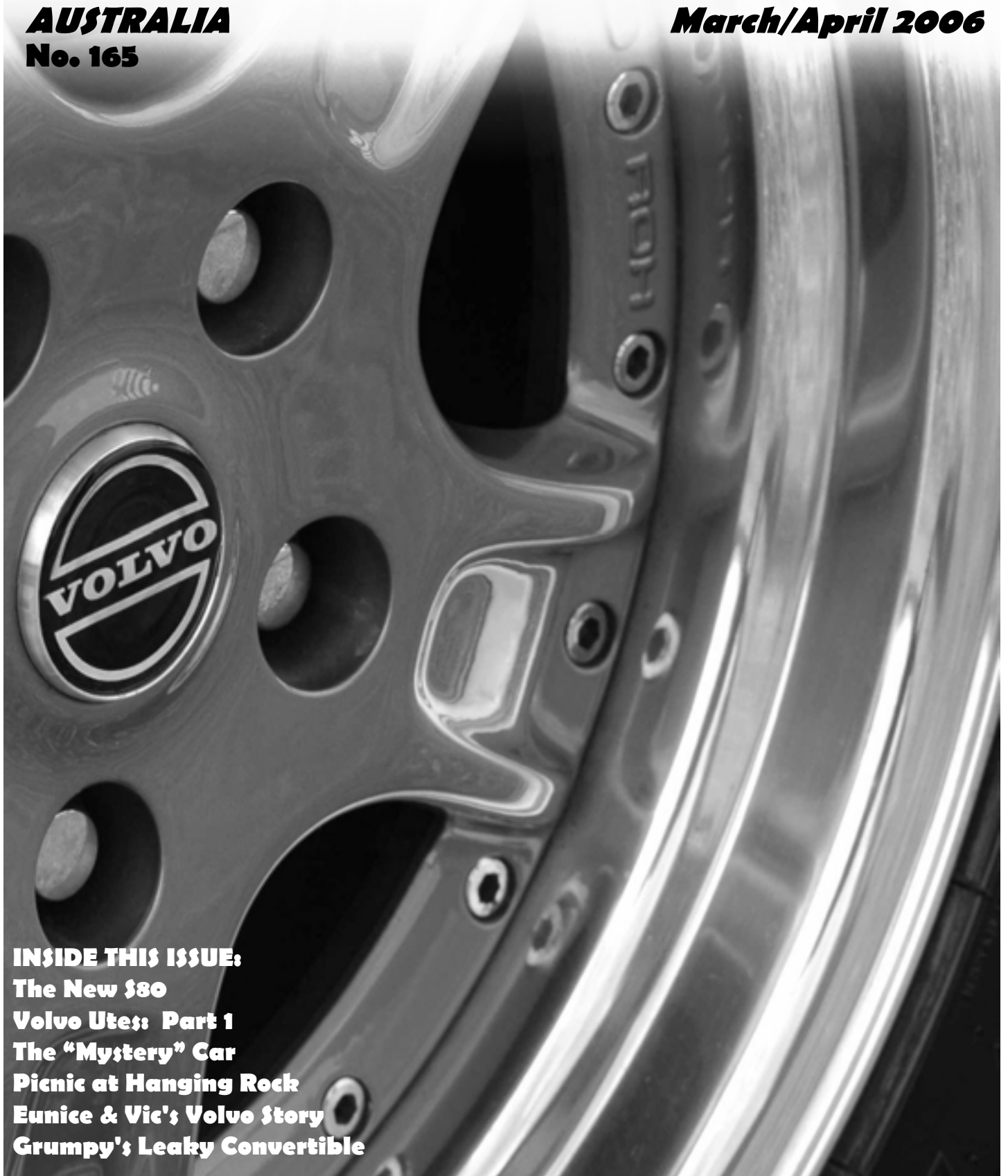


ROLLING

AUSTRALIA
No. 165

March/April 2006



INSIDE THIS ISSUE:

**The New \$80
Volvo Ute's: Part 1
The "Mystery" Car
Picnic at Hanging Rock
Eunice & Vic's Volvo Story
Grumpy's Leaky Convertible**



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



HOT EVENT: Victorian Display Day

DATE: Sunday, 30th April

TIME: 8:30 AM (display cars); 10:00 AM (spectators)

LOCATION: Flemington Racecourse, Epsom Rd, Flemington

DETAILS: The club's annual Display Day, in conjunction with the British & European Motoring Show. Now back at the improved Flemington Racecourse venue, it will be bigger and better than before. The club BBQ trailer will be onsite providing a free BBQ lunch for all club members. Come and enjoy a fantastic day out. We always have a large turn-out of Volvos (40-50 cars - let's make it even bigger this year!) Wash your car and bring it along for display - cars don't need to be in concours condition. People's Choice awards in many categories. For further info, contact Heino.

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: 1800 Alloy Wheel

Submitted by Derek Lark

Derek has an incredible modified 1800, and this close-up of one of the alloy wheels makes for an excellent cover. Those of us who attended the Canberra rally were lucky to drool over it (beautiful Saffron colour with cream leather interior/dash). 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.

WELCOME: NEW ADVERTISER - Gerry Lister's "Volvo Downunder Spares"

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Gordon Scrambler, John Johnson

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Robert & Shirley Kaub

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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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In Upcoming Issues:

- Full details of the new C30 production model
- Volvo Utes: Part 2
- New Tech Tips
- National Rally Photos/Coverage
- Volvos in Miniature
- "Our First Volvo" stories
- Status update on Editor's project cars - "the engine is out!"
- A Tale of 3 Yellow 1800's
- More *Imageneering!*

NOTE: We're considering producing a 1-2 page colour PDF file (with current photos) to be emailed out to members in conjunction with the magazine. Please advise Editor if you want to be on distribution.

ROLLING AUSTRALIA

MARCH/APRIL ISSUE NO. 165

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

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DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th April 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
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.

March 2006

- Wed 1st Night Meeting**
Guest speaker Jason, discussing police forensics investigations.
- Sun 19th Drive & Lunch in Yarra Valley**
NEW STARTING POINT: Lilydale BP (Cnr Maroondah Hwy & Nelson Rd - just over 1km past the centre of Lilydale) at **10:00AM**. The drive will be through some of the most fun roads around the Yarra Valley - well worth attending by anyone who enjoys an interesting and fun drive. Bring handheld CB radio if you have one available and also have a full tank of fuel to start the day. You must contact Greg Sievert by 1 March if interested 03-9397-5976 (AH) or email gsievert@tpg.com.au. Maps/info will be distributed at starting point or via email. **For those on the west side of town, we can arrange to meet up at a convenient location** at around 9AM to enable the rendezvous at 10AM in Lilydale if there is sufficient demand (let me know when you RSVP).
Cost: Petrol & Lunch
Note: All Club members welcome, not just CH-plated cars.

April 2006

- Wed 5th Night Meeting**
Guest speaker information see website www.volvovic.org.au
- Fri 14th Volvo 1800/120 Club 20th Anniversary**
-Mon 17th Rally at Inverell NSW - Easter 2006
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 (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. 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 16th 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 30th 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

May 2006

- Wed 3rd Night Meeting**
Guest speaker information see website www.volvovic.org.au

June 2006

- Wed 7th Night Meeting**
Guest speaker information see website www.volvovic.org.au

July 2006

- Wed 5th Night Meeting**
Guest speaker information see website www.volvovic.org.au

August 2006

- Wed 2nd Volvo Club of Victoria AGM**
Free dinner to all paid-up members who attend.
7:00 PM dinner, **8:00 PM** meeting start.
Location: Camberwell Tennis Club

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?!"



4WD 240 Wagon!?!



This was spotted on the Turbobrick web site...
It's real, and the owner says it goes great!

President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS: Club Permit Scheme

We have received a discussion paper from the Association of Motoring Clubs Incorporated (AOMC) discussing changes to the Victorian Club Permit Scheme. For those that don't know the AOMC is the representative organisation for Victorian Motoring Clubs and of which the Volvo Club of Victoria is a member.

The changes to the club permit scheme under discussion are in line with similar changes that have occurred in South Australia in recent years. This would include ninety days use of the vehicle without the need for 'special use vouchers' but would require the keeping of a Vehicle Use Log Book. Other proposed changes are about how the authorised clubs and the AOMC administer the scheme and include sections on inspections by club Safety Officers and requirements for modified vehicles under the scheme. The Volvo club of Victoria is lucky in that we are well served by two-experienced Club appointed Safety Officers in John Johnson and Paul Frisk. The much 'anticipated changes' (if we could be so bold) would also allow the club membership secretary to have access to the VicRoads database for the purpose of identifying members and cars

registered under the Volvo Club of Victoria, something that has not been previously available to us.

How do the proposed changes affect you the members with cars currently under the Club Permit Scheme or those looking to utilising the scheme in the future? If the proposal is accepted you will have ninety days use of your car. You must be a financial member of the authorising car club for the period of the registration cover. You must keep a logbook, which will be



issued initially by VicRoads but endorsed by the Club's Membership Secretary (including period of valid membership). All other road rules and regulations apply and VicRoads, the Police will have access to vehicle ownership details (similar arrangements as per existing full vehicle registrations). Furthermore the relevant Club's authorising officer as well as nominated AOMC representatives will have the ability to monitor the scheme and receive information from VicRoads.

The Committee has responded favourably to the AOMC with agreement on the proposed changes and some additional factors such as linking the scheme to the stolen vehicles database (not currently done) and fully supporting the role of authorised clubs Safety Officers in inspecting vehicles and deciding on acceptable modifications.

I will provide more information as it becomes available. Many if not most of you operating cars under the current scheme would agree this is a step forward and would support the changes, however, if anyone wants additional information do not hesitate to contact either myself or Wayne Bowers the membership secretary.

Also now is a great time to remind you to get your cars ready for the British and European Car Show on the 30th April and once again in Flemington. Remember cars do not have to be concourse just give them a birthday by giving them a bit of a clean. Any Volvo is welcome on the day and you never know you just might walk away with a trophy or certificate. We will have the club trailer there on the day with a BBQ and soft drinks. I hope to see you all there.

Heino Nowatzky



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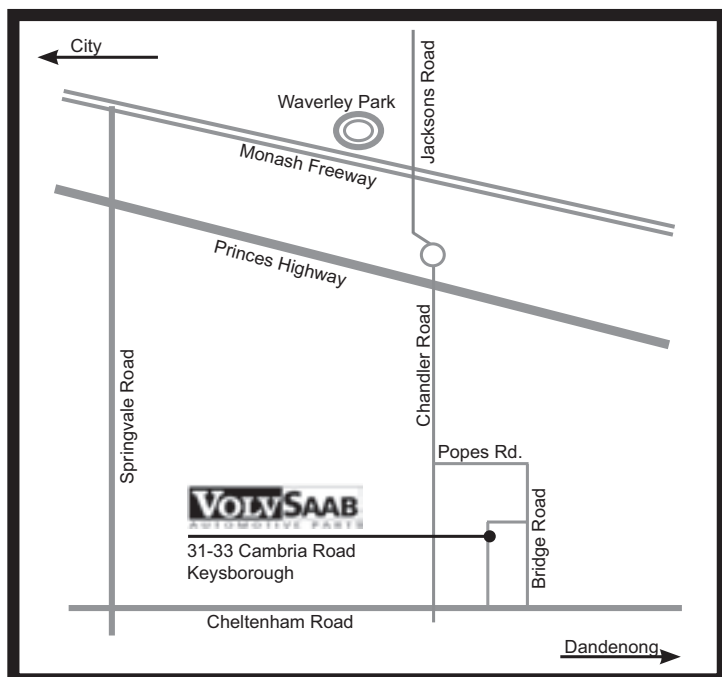
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THE EDITOR'S DESK

Greg Sievert

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Ready, Set, GO!

Hi All. As you read this, the 1800/120 Club Inverell Rally will be bearing down on us like a freight train. [If you haven't sent in your registration forms by now - you had better be calling the organisers ASAP to confirm your attendance!] Those of you who are planning to attend are probably beginning to think about what urgent maintenance needs to be performed on your car prior to making the drive.

We've had the opportunity to take the 1800ES to a couple local events to check things out. The January Great Australian Rally (Charity event for the Peter McCallum Cancer Centre) was a real test of many cars' cooling systems. Along the slow drive from Federation Square in Melbourne to the morning tea stop in Hastings, we saw quite a few cars broken down on the roadside, probably the victims of overheating in the 43-degree heat. Luckily I had the A/C charged the day beforehand, and it performed quite well (air outlet temps in the range of 6-7 degrees C) considering it was designed in the early 70's. As discussed in a previous issue, we re-fitted a more efficient (& larger) condenser for use with R134a refrigerant, and I had already installed a modern rotary compressor in lieu of the pathetic York piston-type compressor.

Many of the American-delivered 1800s had A/C systems fitted at the dealers at the time of purchase - including my ES. The system for the E/

ES models was developed in conjunction with Volvo and a Dallas (TX) based company (if memory serves me correctly). Volvo offered it as a genuine accessory, and it fits neatly under the passenger side instrument panel (on LH drive cars, for which it was designed). Unfortunately, it wasn't designed for RH drive markets, although it looks like it might be possible to retrofit it with a bit of customisation. Of course there are aftermarket under-dash A/C systems available and I'm sure quite a few 1800's have it fitted in Australia.

While on the subject of maintenance, I've discovered that the cast iron exhaust manifold on the ES is cracked. I was hoping the exhaust leak was only a perished manifold gasket, but it's not so easy now. The stock manifolds for the injected cars aren't available new (and if they were they'd probably cost a mint), and they are difficult to find used. I decided to go with a new ipd ceramic-coated tubular exhaust header ("extractors" in Australian-speak, although there is really only one extractor on a 4-cylinder car, if I comprehend the lingo correctly! Or is each of the 4 tubes considered an extractor? Pardon my ignorance.) Unfortunately there has been a delay in order/delivery of the header, so I'm now getting worried about whether I'll have it in time for the rally. The other issue is the transmission leak, which has been an effective rustproofing system for the past 10 years. I had hoped to replace the leaking gaskets/seals, but again it's

a matter of timing. In any case, I don't think either issue will prevent us driving the car to the rally.

In other news, Volvo has been in the spotlight at several international motor shows (most recently Detroit) with some exciting new products. We previewed the C30 sport hatch photos in the last issue, and we now have some better photos of the upcoming S80 luxury sedan. See the press releases in this issue (or check out the various Volvo corporate and "spy photo" sites on the web). On the "classic car" front, see Heino's report about the proposed changes to the Victorian Club Permit scheme for classic & historic cars. When and if the changes are adopted, it should make owning a historic car on CH plates more rewarding in that you'll be a lot less restricted in where and when you drive the car.

Finally, I'd like to personally thank John Grant for consistently providing a humorous and informative column for the magazine ("Grumpy" for those of you not in-the-know). It's great to have support and contributions, and John sets the benchmark for his on-time delivery and consistency. Thanks John, and keep it coming!

Regards,

PS: If you haven't heard, mega-miler Irv Gordon recently underwent bypass surgery and had some complications. The latest news was that he is recuperating. The club has sent a "get well" card, and we wish him all the best and hope he's in the driver's seat again soon.

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with "Grumpy"

SOFT-TOP or SOFT in the HEAD?

Do you dream of flying down the Great Ocean Road in a sexy open red car? Well think again! My first two cars were "convertibles" to use that old-fashioned word for a car with a roof that folds down. Now there are three types - the original bit canvas that Henry Ford used on his T Model to protect the driver and passengers from the worst of the rain.



The ill-fated Ford Capri - known for leaky soft tops!

These days the single skin is made of vinyl fabric and it has the advantage that when folded down it only takes up a small amount of room. Then there is the two-skin type that has the advantage of more insulation from noise and heat [and cold] but is bulky and is much more difficult to stow out of sight. Finally there is the folding hard top - a wonderful piece of ingenious piece of engineering in which a steel roof [in several sections] slides back and folds into the trunk assisted by numerous electrical motors and complicated switch-gear. As one car tester commented, *"With the roof*



New C70 with folding hard top in place - no leaks!

folded, forget about putting an overnight bag in the trunk, the space remaining will be enough for a small woman's hand bag and a tooth brush."

My main problem with my convertibles was roof leaks. The first car was only three years old and had a canvas roof that leaked. So I got a can of canvas water-proofer and painted it - only problem was after a few up and down movements the roof leaked again in the folds. The other problem

was when parked on a side slope [as by the kerb on the steeply cambered road] after a heavy shower of rain the driver's seat would be flooded, resulting in a very cold and wet bum.

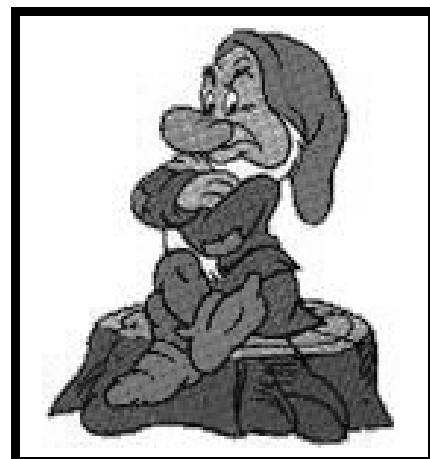
So I went to motor trimmer and had a completely new roof made in vinyl fabric.

The first winter the car was warm and dry but by the second winter the roof had shrunk and I had to keep a large beach towel to mop the seat dry before driving off.

So you think of driving around in the summer with the roof down the whole time? Think again, the mid-day sun in Australia is not only hot enough to fry eggs on the road surface but will fry the brain and body. Curiously enough, I enjoyed my open cars most after

dark on a hot summer's day; and [wearing warm clothes] on a sunny **winter's day**. A long trip in an open car will dry out the eyes and nose as well as present problems with dust and bugs.

In mid-summer with the roof folded down and the tonneau cover zipped into place your car will look great



parked by a four hour meter. But beware of zipping down the panel over the driver's seat and jumping in. The trapped air in the car is as hot as a cannibal's cooking pot just coming to the boil! Ouch!

Looking at the fabric roof on a new BMW convertible recently, I could see the same bit of fabric over the top of the doors intended as a tiny rainwater gutter just as my cars had years ago. I will bet in a few years time as the roof shrinks and wears the owner will have wet interior.



Volvo's new C70 Convertible is two cars in one

So there you have it - convertibles are great to look at and be seen in, but not a great thing to own long term.

Grumpy

[Soon you'll be able to enjoy the pros of a convertible without many of the cons. The new Volvo C70 has a retractable hard top that's sure to be a lot more water-tight and vandal-proof than the soft tops of yesterday's convertibles. Ed.]



The 1800/120 Pages

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

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123GT web page:

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

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NOTE: All Magazine Submissions

to the Editor, Greg Sievert.

See Page 1 for details.

National Rally 2006

If you haven't already registered for the rally - what are you waiting for? The confirmed attendance list below from George Minassian was current as of late January. If you're not on it, you'll be missing out big-time!

Membership/Financial

Club membership for 2005/06 stands at 105 financial members at the moment with the loss of only 5 members who did not renew their membership.

Bank account:

\$11,772.79 investment account

\$4,707.46 cheque account

Rally deposits included in above figures:

\$5,450.00

Regards,

George

What's in My Garage?

In the last issue, James Dillon introduced us to his 1972 1800E. Here's a photo of his great-looking car. Thanks, James, for sending the photo.



If you want to see the car in the "flesh", make your way to the Inverell Rally!

Inverell Rally List

1	John Johnson and Sandra Lewis	Victoria	1800S
2	Lance and Pam Phillips	Victoria	242GT
3	Brad and Glennys Wightman	Queensland	940
4	Kevin and Margaret Greenaway	Queensland	164TE
5	Greg Sievert and Wayne Bowers	Victoria	1800ES
6	Roger and Marian Pearson	NSW	1800ES
7	Graham Jones and Janet Thomson	Queensland	122S
8	Jeff and Pam Moon	Queensland	1800S
9	James and Noela Dillon	Queensland	1800E
10	John Grant	Victoria	122S
11	Darren, Lisa and Dylan Robertson	NSW	1800S
12	Robert Bakker	Queensland	122S
13	Martin, Michelle and Peter Hellemons	NSW	122S
14	Rod and Kareen Patton	Victoria	122S
15	Craig Rasmussen	South Australia	122S
16	Grahame and Helen Hunt	Queensland	760GLE
17	Len and Wendy Ward	Victoria	144
18	Thorben Hughes	Victoria	240
19	Rex and Edith Sneyd	NSW	1800E
20	Guy and Cheryl Smith	NSW	1800E
21	Ken and Ronda Bayly	South Australia	122S
22	Walter and Sandra Gowans	Victoria	1800E
23	Helen and Barry Judd	South Australia	1800S
24	Erik Ullner	South Australia	164E
25	Victor and Eunice Austin	Queensland	740Turbo
26	Terence and Gaye Carey	Queensland	242GT
27	Stuart and Patricia Allsopp	NSW	144DL
28	Ron and Denise Howarth	Queensland	122S
29	Phillip and Brenda Rasmussen	Queensland	122S

NSW CHAPTER NEWS

SHANNONS EASTERN CREEK CLASSIC

Sunday 27 August, 2006
Eastern Creek Raceway NSW

Any members who would like a ticket to attend and display their 1800/120, please contact Guy Smith on guysmith2@bigpond.com or phone (02) 47398127. Cost is \$10 per car, not refundable. Money to be paid prior to event.

Guy Smith

MYSTERY CAR

Kevin Greenaway has submitted this photo of a car he spotted in Chile while on holidays. He said it took him quite a while to discover what it was. Do you know? If so, email your response to the editor (gsievert@tpg.com.au) and we will publish the guesses and the correct answer in the next issue of *Rolling*.



Close-up of Mystery Car grille logo



MAJOR NSW EVENTS FOR COUNCIL OF MOTOR CLUBS

10-12 Mar 06	MG CC Festival of Sports Cars Race Series	Oran Park Raceway
10-12 Mar 06	Veteran CC 50 th Blue Mountains Rally	Lithgow
11-Mar-06	Motorfest 2006	Myall Park- Hawks Nest
12-Mar-06	Austin Centenary Display	Castle Hill Showground
24-26 Mar 06	HSRCA Historic Racing	Eastern Creek Raceway
1-2 April 06	Goulburn Swap Meet	Goulburn Showground
2-Apr-06	Picton R.O.M.P.	Picton Showground
4-5 April 06	2 nd GEAR and GEAR Motorsport	Wakefield Park Goulburn
5-10 April 06	Rolls Royce Owners Club National Rally	Orange
9-Apr-06	All Chrysler Run	Fagan Park Galston
12-15 Apr 06	Bathurst International Motor Festival	Mt Panorama Bathurst
13-16 Apr 06	GTR & XU-1 Torana Nationals	Mt Panorama Bathurst
14-Apr-06	V.W National Rally	Goulburn
14-17 Apr 06	Volvo 1800/120 National Rally	Inverell
23-26 Apr 06	Cadillac-La Salle Club National Rally	Tocumwal
5-7 May 06	CMC Thredbo Jazz Festival Tour	Snowy Mountains
12-14 May 06	Buick Nationals	Raymond Terrace
4-Jun-06	CCHCC Central Coast Swap Meet	Gosford Showground
9-11 Jun 06	HSRCA Historic Racing	Oran Park Raceway

1800/120 CLUB
AUSTRALIA



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
Friday Evening Meal Inverell Club - Greek Buffet	Adult: \$25.00 Child: \$15.00		
Saturday Lunch/Outing Copeton Dam - Packed Picnic Style	All: \$10.00		
Saturday Evening Meal Transport Museum - Gourmet BBQ/Music/Poets	Adult: \$25.00 Child: \$15.00		
Sunday Presentation Dinner Riverside Centre - Seafood Extravaganza	Adult: \$30.00 Child: \$20.00		
Monday - Farewell Breakfast Transport Museum	FREE!		
Registration: \$50.00 Includes a Rally Pack			\$50.00

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

* All drinks are additional to meal/entertainment costs.

TOTAL

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

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



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.

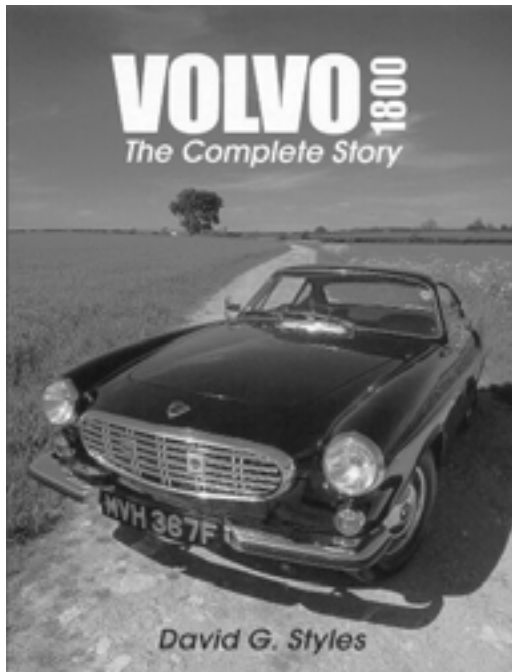
The Gem Centre - see sapphires being cut and original jewellery settings on display.

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.

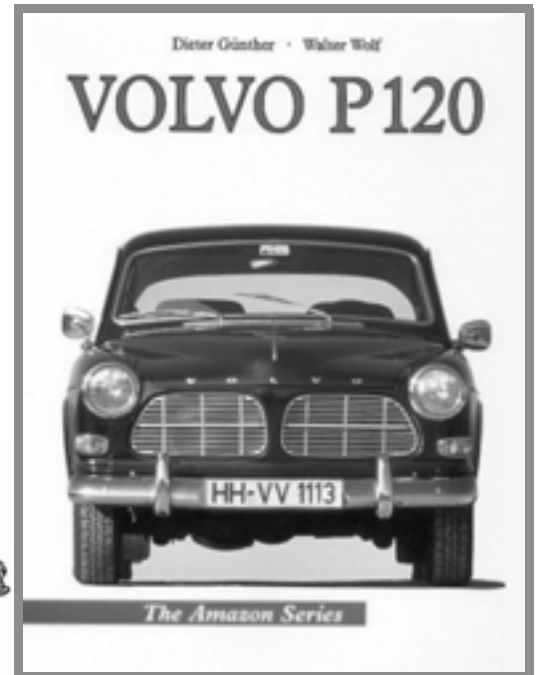
VOLVO BOOK OFFERS



SPECIAL

**Buy both
books for
\$100**

inc. p&p



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

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

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

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

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

240/260 Register

Mark Hoffmann

03-9335-3946 (AH)

vol244@hotmail.com

Dear Club Members,

Welcome to this issue's 240/260 Series Register Page. On this occasion, my article begins on a rather sad note. Most of you will recall reading an article on these pages in a recent edition of *Rolling*, in which Mr. Bill Gibson from the UK told us about his pride and joy - an immaculate white early-model 164 - a car well-known by enthusiasts on the local Volvo scene. I made Bill's acquaintance after selling him an accessory for his car via online auction site Ebay some months prior, and had regularly corresponded with him on matters Volvo ever since. Sadly, I was recently informed by Bill's partner that Bill died tragically and unexpectedly of a heart attack in mid January. I am grateful that Bill's family was able to let me know of his passing during what must be the most difficult of personal circumstances, and have sent a card expressing not only my condolences, but also those of our club members in that we appreciated Bill's contribution to our magazine, and in the sense that as a group of enthusiast sharing a passion for the Volvo brand, we are all part of a global community.

On a lighter note, this month's contributions comes from Greg Taylor of Bullaburra in NSW, who drives a rather unique 1982 264 sedan which he is in the process of modifying. Greg writes...

My little story starts 12 months ago when I had a 60 series Cruiser that I sold, and was looking for a car to get to work in. I was advised by the accountant (wife) that it would be preferable if it were cheap to run and safe. Hunting through the Trading Post I found a 264 with a Holden V8 running straight LPG. So, after going for a test drive I found I had to have it. The car was advertised for \$2500.00. I didn't knock them down much but got it for \$2300.00.

Now I've had the car for a year and the specs are as follows:

It's a silver (badly crazed) 1982 model 264 with a 74 model Holden 253 motor and a Trimatic transmission. After looking over it I found it had about 5mm free play in the left side of the steering rack, the front and rear rotors were warped, and it had broken front power windows & door pockets.

But luckily about 3 months earlier for \$300.00 I got a 244GLE off Ebay to fix up, but the rust in it was just too bad. It had a good steering rack and good rear rotors, front door pockets, front power windows and a genuine Volvo rear spoiler so they have all been transferred across.

I was thinking what a waste of money the rusted car was until I got this other car, but not now!

What I have modified so far are:


- Slotted front ATE rotors off Ebay
 - Repainted the car in Mercury Silver (Ford BA colour)
 - Replaced front guards and bonnet off 244
 - Custom made grill
 - Driving lights behind grill
 - Tinted Windows
 - Pioneer MP3 Player
 - Fitted 24mm front & 21mm Rear Sway Bars
 - Oil pressure Gauge
 - 215/60/15 Yokohama C-Drive tyres
- To be installed soon:
- Rebuilt worked 308 (Crane cam, HDT intake manifold, ACL pistons & bearings, Balanced, High-volume Oil pump)
 - Turbo 700 4-speed auto gearbox from a SV90 Statesman.

The best part of a V8 install is the sound it makes, and the looks you get from youngsters as a Volvo goes passing them by. It generates great torque from about 1500 rpm upward. To overtake, there is no need to change down gears - just accelerate; the 80 - 120kph times are great. To give an idea the car does 0-400m in the low 16s currently and tops out at just on 200kph. Ah, the fun I have! (see photos).

Thanks for that, Greg! I know there are 200 Series cars in our club, similarly modified with V8s under the

BMW & VOLVO SPECIALISTS

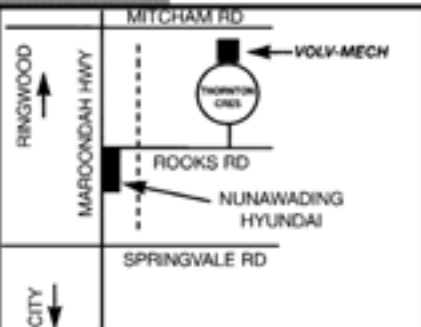
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bonnet, so if you are into that type of Volvo performance and would like to get in touch with Greg, please let me know, as I'm sure he would be keen to share ideas.

I must say that Greg got my attention when he mentioned that

genuine Volvo rear wing spoiler for the 240 bootlid, as to date I was only aware of the rubber lip type which features on some of the GTs in our club. The field of 200 Series accessories is an endless learning experience! On the home front, the hunt for that elusive immaculate

late model 240 wagon to add to my fleet continues, so I hope to be able to fill this space with content on my new acquisition shortly. Until then, I wish all members pleasant and safe motoring.

Mark Hoffmann



**Greg's Holden
V8-powered
264 Sedan**



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MOTORSPORTS REGISTER

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

We would still like to encourage members, particularly younger members of the club, to come along and watch or even participate in some fun days or track days. Some club members catch up on weekends for working bees on cars, usually organized at the last minute. If you'd like to join us tinkering around, or would like to join

us for a chat about getting your own Volvo on the track, etc please give us a call or email.

Anyone with a roadworthy car, and a helmet can participate in track days and we'd love to have you along to help represent the club. Listed below are just a few of the events over the coming months. Should you be

interested in attending any of the events listed or if you're aware of any other events that might be of interest, please contact:

Ash Davies - email:

ashd Davies@optusnet.com.au

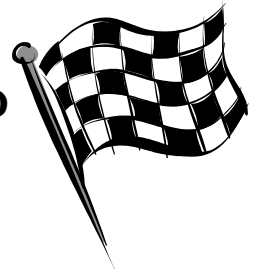
ph: 0412 709 695

Noel Bruin - email:

volvocrazy@bigpond.com

ph: 0419 633 462

Ben Winkler - ph: 0417 391 322



Local Motorsports Information

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

Wakefield Park website:

www.wakefieldpark.com.au

Winton Motor Raceway website:

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

Calder Park motorsport:

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

SDMA website:

www.sdmahillclimb.com

Holden Sporting Car Club of Vic

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



HORSEPOWER

Is not measured by the size of your exhaust tip.
Don't be a dickhead

MOTORSPORTS REGISTER EVENTS CALENDAR

UPCOMING EVENTS:

- **N\$W Hillclimb Championship Round**
Fiarburn Park, Canberra ACT
More info: <http://sdmahillclimb.com/>
Saturday, April 22 - Sunday 23.
- **M\$CA Phillip Island Sprint**
Contact Ash Davies for more info.
Sunday, April 23 (TBC).
- **\$DMA Hillclimb**
Fiarburn Park, Canberra ACT
More info: <http://sdmahillclimb.com/>
Sunday, April 30.
- **M\$CA Winton Driver Training/Sprint**
Limited entries, contact Ash Davies for more information.
Saturday, May 13 - Sunday 14 (TBC).



Frisk's Garage

VOLVO SERVICE & REPAIRS
4 Wigan Road,
Bayswater 3153

PH: 9762 9353
FAX: 9761 1593



Paul Frisk
MANAGING DIRECTOR

Marshall Hornby
SERVICE MANAGER

We are
HERE



**VOLVO CLUB OF QUEENSLAND**

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LABRADOR, QLD 4215

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Email: hghunt@onthenet.com.au

Web site:www.volvoclubqld.org.au**PRESIDENT**

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Helen Hunt

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ROLLING SUBMISSIONS OFFICER

Brad Wightman

wightnineforty@optusnet.com.au

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

**AGM Attendees**

VCQ COMING EVENTS:

26 March, 2006 - Drive to Crow's Nest and Cabarlah Markets

Bring a picnic lunch. For this trip there will be two meeting places. Choose which best suits you. 1. Turn North off the Warrego Highway onto the Brisbane Valley Highway (the road to Esk) and park on the road side. Meet at 9am for a 9.15am departure to the second meeting point in Esk. 2. Meet at the Park in Esk on the corner of the Crow's Nest turn-off. BBQ Lunch at Chris Hope's (new member - welcome aboard!) house at Mountain Camp.

14-17 April, 2006 - National Rally at Inverell

It's great to see several members will be attending this event.

21 May, 2006 - Tech Day and Terry & Gay's house

11 Roland Court, Peak Crossing. 10am. A great event that has proven popular in the past. Come along and talk Volvo's all day. Get advice on a specific issue with your car. Ladies will be "Wine Tasting". BBQ lunch.

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

Historic Racing Calender

- For more info contact Helen & Grahame.

March 12 - Historic Mt Cotton Hillclimb**April 29 to May 1 - Warwick Historic Races (HRCC)****August 5 to 6 - Queensland Raceway - Historic Races****November 11 - 12 - Noosa Historic Hillclimb**

Annual General Meeting

On the 22nd January 2006 a few members arrived at Daisy Hill State Park to discuss various aspects of the club. In attendance were Helen and Grahame (760 Estate), Brad (940GL), Vic and Eunice (740 Turbo), Terry and Gay (242GT) and David (240 Estate). Topics discussed included election of people to various positions; Club website and membership fees. Members should have received a full report detailing all of this.

Web Site

The new club web site is slowly coming along. Brad has been having a few teething troubles trying to load photos onto the site resulting in much gnashing of teeth and occasional profanity. Hopefully, they should be fixed by now.

www.volvoclubqld.org.au

How we became Volvo owners

by Eunice & Vic

Eunice owned a Mini that was slowly dying and, on getting some inheritance money, went looking for a car. Eunice did her research on cars and wanted a reliable, safe car to take children to their various sports.

When talking with Vic on the matter and telling him that she liked to look at a Volvo, Vic's remark was "A f.....g what!!! Why not a Jaguar, Citroën or Peugeot, but NOT A VOLVO as they have the streamline of a brick!" Because of Eunice's persistence on how safe these cars were they went looking. Eunice's request was not red, no mag wheels. When going to work one day Vic spotted a Volvo in a car yard (Albion Car Centre). On the weekend Eunice and Vic went looking and found the 240 - Red station wagon with mag wheels. After speaking with the

Easter Rally 2006 - Inverell

The dates are fast approaching! 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 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

salesman and saying Eunice had a white Mini (1964) but deleted to mention that the front right hand door didn't open and it was nearly dead. The salesman offered \$600 car unseen so they went home to bring the car back to the car yard. When they arrived with the Mini, the Salesman nearly had a heart attack but still kept his word and the purchase was signed and sealed. Vic at this stage owned a 1964 type three VW and he loved it. After many trips in Eunice's red Volvo, Vic came to love the car and started looking in papers for Volvo's for sale, he then purchased his green 240 GL sedan that he came to love and his statement was "he would never sell this car". One day while grandchild (Aaron) was on the computer at our house he went into the cars section and there was a Blue 740 Turbo 1989 for sale in Bundaberg. So after many phone calls Eunice and Vic went by Tilt Train to Bundaberg and purchased the Turbo and then drove it home. Vic said the 740 was beautiful to drive but a bugger to work on compared to a 240.

Speaking with John Knox and saying he bought a new car John asked, "What are you doing with the Green car?" Vic said, "Do you want to buy it?" and John said yes so it has gone to John's home.

Our son David has a 1987 240 GL sedan and our daughter had two Volvos. The first one she sold and the second one was killed on Ipswich Road, and due to having a large family she has had to buy a Japanese people mover. Shame Volvo don't make a people mover.

So this is the Austin story of how we became Volvo owners and we have been Volvo owners for 21 years, and no intention of changing brands.

Eunice & Vic Austin



For 940 fans: rally car in the Volvo Original Cup

VOLVO NEWS & PRESS RELEASES

Performance Inline Six Powers All-New Volvo S80

In concert with the all-new Volvo S80 sedan, Volvo Cars unveils a highly efficient six-cylinder inline engine. The engine, designed and developed in-house by Volvo Car, features an advanced induction system which contributes to the engine's considerable power output and impressive fuel efficiency.

Confronting the engine's designers is the additional challenge of space. Several design innovations yield an engine that is remarkably compact. As a result, the inline six-cylinder engine is installed transversely in the engine compartment, which contributes to impressive impact safety.

"I'm confident this will be one of the most impressive six-cylinder engines on the market," says Derek Crabb, Vice President Powertrain at Volvo Cars.

The new six-cylinder engine is of an all-new, compact design. Its main structure is made entirely of aluminium alloy. Swept displacement increases by 270cc; the new engine measures 3.2 litres against the 2.9-litre six-cylinder engine it replaces.

Power produced by the 3.2-litre engine peaks at 175kW and torque reaches 320Nm. This corresponds to increases of 31kW and 40Nm.

The compact, 3.2-litre engine has been designed to be mated to Volvo's new six-speed automatic transmission. And the entire driveline has been designed together with the rest of the car to create a harmonious, refined, high-class driving experience in every respect.

Two engines in one

The engine features a range of very technically advanced solutions. An advanced valvetrain and a variable intake system produce an efficient power delivery that can be exploited throughout the rev range, thus promoting

alert response and excellent performance. At the same time, the engine is very fuel-efficient.

The valvetrain features VCT (Variable Cam Timing) and CPS (Cam Profile Switching) on the inlet side - two key elements in providing the engine with excellent driveability and flexibility.

CPS (Cam Profile Switching) is a means by which the inlet valves can follow one of two different inlet camshaft lobe profiles depending on



The 3.2 litre 6 cylinder in the upcoming S80. This engine is only 15 mm longer than the 5 cylinder engine.

engine speed and load.

In normal driving, with normal throttle opening and low engine revs, fuel consumption is modest at the same time as torque is sufficient to provide good driveability.

In more enthusiastic driving involving wide open throttle and high engine revs, the engine responds instantly to the accelerator and provides a massive thrust of power, both at low and at high speeds.

"In principle, Cam Profile Switching creates two engines in one," explains Crabb. "We can unite widely differing demands on the engine and easily meet the requirements of customers with entirely different wishes. For instance, we can equally easily satisfy customers who prioritise performance as well as those who are more interested in driving comfort and fuel economy."

VIS (Variable Intake System) has been equipped with two throttle flap valves which adjust the intake manifold volume to suit the current driving situation. This results in a uniformly high and broad torque curve.

"Through precise interplay with the flap valves, we actually get three different torque curves that are integrated with one another," says Crabb. "Consequently, we can exploit

the engine's capacity to the maximum and extract the highest possible power throughout the rev range. The result is alert response to the accelerator pedal at both low and high speeds, with both generous power and good driveability."

Compact format contributes to impressive collision safety

Although the engine offers quite large displacement of 3.2 litres, it has extremely compact exterior dimensions. The complete engine package is only 3 millimetres longer than Volvo's current five-cylinder engine. The total engine length is 625mm.

"A compact format is a matter of safety," explains Crabb. "It is particularly important that the engine takes up minimal space longitudinally in the vehicle. Volvo's engines are fitted transversely and a compact engine thus has more space to move inside the engine compartment in the event of an impact that deforms the car's front. This helps reduce the risk of engine penetration into the passenger compartment."

The engine itself cannot be made all that much smaller since the cylinder spacing and block structure are roughly the same as in the five-cylinder engine. Instead, the focus was on building the entire installation, encompassing the engine, automatic transmission and ancillaries, in as compact a package as possible. One additional condition that had to be taken into account was that the transmission would be a six-speed automatic.

Integrated drive system with Shaft-In-Shaft design

The compact dimensions of the transversely mounted, inline six-cylinder engine are ensured by locating the ancillaries, such as the power-assisted steering pump and air conditioning compressor behind the engine in the space above the gearbox.

Consequently, there is no front-end drive of the ancillaries. Instead they are driven via gears by the rear end of the crankshaft. This engineering solution is known as READ - Rear End Ancillary Drive.

The alternator is directly driven and installed on the engine block. This solution means that the entire engine and transmission package takes up minimum space, particularly in the car's longitudinal direction.

By designing the drive system in the form of a small gearbox with an intermediate shaft inside the driveshaft

- known as a Shaft-In-Shaft design - it was possible to ensure a very short package. The two shafts are driven by different gears that give them different speeds (one speed for camshaft drive and one for the ancillaries).

"We are very proud of this compact solution," relates Crabb. "A lot of highly advanced development work was required in order to arrive at a design that ensures smooth and quiet operation."

The vibration damper too, which compensates for vibration in the six-cylinder engine's relatively long crankshaft, has been moved inside the engine block. The IVD (Internal Viscous Damper) is of the fluid type and is an unusual solution in the context of passenger cars.

"All told, the new six-cylinder engine offers a premium experience in every respect," comments Crabb. "This applies to its performance and fuel efficiency, and also to its driving comfort and the sound of the engine. The fact that the engine's design also helps enhance safety isn't something the customer usually thinks about, but it is naturally a central part of Volvo's product concept," he adds.

Built in Wales

Volvo's new six-cylinder engine will be built in Ford's modern engine factory in Bridgend, Wales. The factory was built in 1980 and had already manufactured 10million engines by 2001. In recent years, considerable investments have been made to meet the stringent quality requirements imposed by the Premium Automotive Group (PAG).

"Bridgend is a dedicated engine production unit," explains Crabb. "The factory builds many of the six- and eight-cylinder engines for PAG's various brands. Although the new Volvo engine is being built in Bridgend, it was specified, designed, engineered and developed entirely by Volvo. The engine will start series production in the first quarter of 2006."

Issued by:

Todd Hallenbeck

Engine specifications

Engine type:	6-cylinder inline, petrol, normally-aspirated
Engine location, drive:	Transverse, front-wheel drive
Displacement:	3192 cc
Bore x stroke:	84mm x 96mm
Block material:	Aluminium
Cylinder head material:	Aluminium
Valves per cylinder:	Four
Number of camshafts:	Two
Maximum power:	175kW at 6300rpm
Maximum torque:	320Nm at 3500rpm
Fuel consumption (est):	9.9 litres/100km (combined)
Emissions levels:	ULEV II, Euro 4
Weight:	180kg

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V8 Power, AWD Poise and Scandinavian Luxury Enrich Sophisticated \$80

Volvo's all-new S80 enters the ultra-competitive luxury sedan market with deserving confidence and with a distinctive, dynamic design language, direct focus on high comfort, poised driving properties, and world-class safety.

Performance and power are entrenched priorities in the luxury sedan segment, and Volvo Car's commitment to delivery these qualities yields an enthusiastic and refined combination of 235kW V8 power and all-wheel-drive performance.

Volvo Car also reveals a significant and entirely new inline six-cylinder engine in the bid to attract the most demanding car buyers.

The all-new Volvo S80 will be revealed to the public at the international motor show in Geneva on 28 February. The luxurious S80 in next scheduled to arrive in European dealerships during June.

"The all-new S80 is entering an immensely tough sector where the competition is razor-sharp and the customers have very high expectations. We are now challenging the best in the segment with a very special car. It radiates what we call 'Scandinavian Luxury', clean and elegant lines and intelligent function where every single detail has been designed with the user's well-being in mind," says Fredrik Arp, President and CEO of Volvo Cars.

Inviting and intelligent

By Volvo definition, Scandinavian Luxury radiates a different, more human prestige by combining aesthetics and technology in an inviting and intelligent way. Scandinavian Luxury is expressed in the S80 through precise and elegant design, technology that gives the user practical benefit or sheer enjoyment in every single detail - and a sense of responsibility in the form of world-class safety and environmental care.

Scandinavian Luxury differs from traditional luxury, which bases its appeal on being elitist, expensive and excluding.

"The new S80 is about evolutionary design. All the shapes and materials represent a continuous development of our design language. On the outside we have given the S80 a more compact and dynamic stance. Inside we have created an even more inviting atmosphere with refined materials and colours that blend smoothly with smart, user-friendly technology," explains Volvo Cars' design director Steve Mattin.

Power by V8 or by I6

The second-generation S80 receives Volvo's compact, transversely fitted V8 and six-speed automatic transmission. Offering the pleasure of 235kW and 440Nm of torque, the V8 is compact with a 60-degree configuration. With four catalytic converters and advanced electronics, this engine, which was first introduced in the Volvo XC90, is one of the cleanest V8s on the market and the first V8 to

meet ULEV II emission requirements.

DSTC (Dynamic Stability and Traction Control) is fitted as standard to S80 V8 with all-wheel drive.

The all-new S80 also introduces an entirely new naturally-aspirated 3.2-litre six-cylinder engine, a unit so compact in length that it is approximately the same size as Volvo's five-cylinder engines. The new I6 engine mates to a six-speed automatic transmission because the camshaft drive mechanism and the ancillaries have been relocated and partially integrated into the engine block itself.

From displacement of 3.2 litres, the new engine produces 175kW and maximum torque of 320Nm.

The S80's engine range also includes in Europe the latest generation of Volvo's in-house developed five-cylinder turbodiesel with 138kW and 400Nm of torque.

New warning system

The safety level is world-class. Among the S80's safety features are a patented structure with further development and new active safety systems.

The all new S80 will be the first Volvo model to feature Adaptive Cruise Control with Collision Warning and Brake Support.



Clean lines of the new S80 Interior

This system encompasses two functions:

Adaptive Cruise Control automatically maintains a selected distance from the vehicle in front.

Adaptive Cruise Control can be disarmed but it doesn't lay dormant. The system continues to monitor distance to the vehicle in front. If that distance reduces rapidly, the system senses a potential collision. The system alerts the driver by activating a buzzer and warning lights. At the same time, the braking system is alerted and prepared to brake with maximum effectiveness.

The new S80 has active Bi-Xenon headlights that point the beam of light in turn with the bending road to provide the best possible visibility.

The advanced PCC (Personal Car Communicator) remote control unit is a world first. PCC features a number of intelligent functions. Even before the

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driver gets to the car, he or she can check the security level, for example if the car is locked or whether the alarm has been activated. A heartbeat sensor warns if someone is hiding inside the car.

World-class audio system

The all-new Volvo S80 can of course be equipped with Volvo's Premium Sound audio system. A Digital ICE Power amplifier from Alpine, Dolby Pro Logic II Surround and loudspeakers from Dynaudio of Denmark interact to create an audio experience of superb quality.

"We are convinced that the all-new Volvo S80 will be a very strong contender. It will win over and impress many new customers. We expect 70 percent of our annual volume of 50,000 cars to be purchased by customers who do not drive a Volvo today," says Fredrik Arp.

Volvo Interiors Are Air-Quality Pick by Ecology Center

An independent study by the Ecology Center declares that the interiors of Volvo's cars emit lower levels of toxic substances than other car makes.

The Ecology Center, based in Ann Arbor, Michigan, recently presented a study (Toxic at Any Speed: Chemicals in Cars & the Need for Safe Alternatives) of the toxic chemicals used in manufacturing car interiors.

Flame retardant PBDE and phthalates, which are used mainly as a softener in plastics, were included in the study. These chemical substances can migrate, particularly at high temperatures, from plastics and textiles. A car's occupants may thus be exposed to these substances, for instance, through the respiratory system.

Certain types of phthalates and flame retardants can promote genetic mutations and can subject car occupants to health hazards.

The survey reveals that concentrations of PBDE in dust and on the windscreen of some cars can be up to five times higher than in the home. Because many people today spend a lot of time in their cars, car interiors thus have a significant effect on human health.

Volvo cars have the lowest phthalate emissions

The Ecology Center selected 11 different makes of car built between 2000 and 2005 for the study. The results show that the interiors of Volvo's cars have the lowest emissions of

phthalates. There was even a lower incidence of flame retardant PBDE in Volvo's models than in most other cars, which according to the Ecology Center makes Volvo a world leader in the area of interior air quality. The Ecology Center encourages other car manufacturers to follow Volvo's example.

Dedication to a firm goal

"In an age when many people suffer from asthma and allergies, it is only natural for Volvo Cars to offer its customers a safer environment even inside the car," comments Anders Kärrberg, Environmental Director at Volvo Cars.

Volvo achieves its high interior air-quality standards by using selected materials and by ensuring the air entering the car's cockpit via the climate-control system is properly filtered. Volvo has been working for

many years on creating a clean interior climate which is also suitable for people who are particularly sensitive, such as those suffering from asthma and allergies.

"The textiles and leather used in our cars meet stringent Oeko-Tex standard 100, which ensures that fabrics and hides have been thoroughly tested to check for certain allergy-inducing substances. We also work with contact allergies and are phasing out toxic substances such as certain phthalates. Volvo's IAQS [interior air quality system] has also been developed to clean the air and reduce the risk of allergic reactions inside the car," concludes Kärrberg.

The Ecology Center is an environmental protection organisation. The Ecology Center works to promote a clean and healthy environment, not least through education and the implementation of various projects.





The SA Pages

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

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NOTE: All SA Club-related Magazine
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SA Club Events Calendar

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



VOLVO CAR CLUB OF SA 2006 EVENTS through August

MARCH 10TH

Club Meeting

7.30pm – Glandore Community Centre

12TH

BBQ Lunch at Club President's House

Depart Victoria Hotel 10.00am sharp

BBQ supplied.

BYO chair, drinks and salad to share.

APRIL 9TH

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.

14TH, 15TH, 16TH & 17TH

National Rally – Easter 2006 Inverell, New South Wales

If interested contact Ken or see the November/December 2005 Rolling Australia

MAY 12TH

Club Meeting

7.30pm – Glandore Community Centre

20TH & 21ST

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 4TH

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.

JULY 14TH

Annual General Meeting

7.30pm – Glandore Community Centre

17TH

Mannum / Macclesfield

Lunch in a local hotel.

Further details closer to the event

AUGUST 13TH

Victor Harbour

Depart Victoria Hotel 9.30am sharp

Visit to the Fleurieu Big Shed – Craft Market & Design Centre.

On to the "Wild Rose Garden & Miniature Village" for morning tea. Bring your own or purchase from the tearooms.

Entry Fee into the Village Adults - \$5.00, Children - \$3.00,

Concession - \$4.00.

BYO Picnic lunch at a Park in Victor Harbour followed by a visit to "Protea World"

Treasurer's Report \$\$

Christina Nowatzky

0425-740-858 (AH)

nowatzkyt@optusnet.com.au

MONEY BUSINESS

Account balance on 10th February 2006 is: \$2704.24. The last magazine Treasurer's report was on the 16th December 2005. At that time, we had a bank balance of \$4,140.17.

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

INCOME:

Membership Subscriptions: \$1460.00

Meetings: \$48.00

Advertising & Sponsorship: \$30.00

Magazine Contributions (1800/120 Club & Volvo Club QLD): \$740.65

Sales (Club Permit Book): \$5.00

GROSS INCOME: \$2283.65

EXPENSES:

Magazine Printing (Jan/Feb): \$720.01

Magazine Postage (Jan/Feb): \$315.75

Reimbursed Expenses: \$191.65

Bank Operating Costs: \$15.15

TOTAL EXPENSE: \$1242.56

NET INCOME: \$1041.09

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



Hello Members,

Thank you to all the members that have updated their membership information on their renewal forms. This helps keep the database up to date. As a reminder to all Victorian members, please use the renewal form we send out with your magazine when renewing and make sure to list the payment amount and sign the form. The renewal form will be sent out when your membership is ready for renewal.

Number of expired members: 11

Number of current financial members: 145

New Member List

A big welcome to the following new club members who have joined the

Name		Car
Travis	Ellis	940GL
Benjamin	van Wissen	244GLE, 142S
George & Suzi	Alex	P1800

Victorian club over the past few months:

Membership Status

Number of members: 156

If you have any queries about your membership please feel free to contact me via email

waynebowers@unite.com.au or phone



(03) 9397 5976.

"RE-BIRTH" ANNOUNCEMENT

Actually, this one's a bit different. Mark Richardson has "saved" a 760GLE. It now becomes the first "Born Again" feature car in *Rolling*.

As Mark put it: "This car was saved from being recycled for new Holden parts!! The car's heart was believed to have stopped but after proper diagnosis it was just a split internal radiator causing the red fluid to mix with other important oily fluids." See Classified section for more info as the car is looking for an adoptive owner.



Share your adventures with us.



The ULR Group welcomes Volvo Car Club Victoria members.

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MELWAY™ MAP 2E REF B8

Victorian Events Coverage

RACV Great Australian Rally - 22 January, 2006

The prediction was for a hot day and it was a hot hot day with a total fire ban.

John Johnson and I had entered the 262 and 242GT respectively complete with air conditioning!! The third one of the usual trio, Phillip Perkins was replaced with Greg & Wayne in the recently arrived from the US yellow 1800ES complete with regassed air-conditioning.

So, three cars with aircon made the trip decidedly more pleasant all round. The objective after leaving Hastings which is the morning tea break was to find a shady tree at Mornington- everyone else had same idea so we missed out although I was only pipped at the post by an 1800S [MG Car Club member!!] who took last spot.

The numbers were down due to the heat and a lot decided to leave early so a tree was found to enjoy some shade before leaving see photos]

I believe the temperature at Mornington could have been up to 10c degrees lower than at home which was nudging 43C. [41C at Mornington according to the digital



Line-up of cars at Federation Square



Greg's ES at Federation Square



Lance's 242GT & John's 262 at Hastings morning tea stop



John's 262 on the luxurious grass Concours field



Lance's 242GT, Greg's ES and John's 262 eventually grouped in the shade at Mornington



John, Greg & Wayne enjoying the day, despite 41-degree heat

temperature probe I had on the day Lance! Ed.]

The heat aside there were quite a number of displays including new car dealerships, entertainment and plenty of food stalls.



Another 1800 (non-member car) on display at Mornington

Although with reduced numbers there was still an awesome display of Classic cars and we enjoyed the outing as usual. John & I hope Casey Council stay on board as a sponsor to maintain a starting point at Fountain Gate Shopping Centre, which is pretty close to home for us. Greg & Wayne started from Federation Square and tripped down the Nepean Highway to Frankston and then onto Hastings for morning tea.

As a result of the day we gained a new member with a 940GL who came over to look at the cars and have a chat so welcome to Travis Ellis from Rosebud.

Unfortunately my car is not eligible for the Australia Day Rally so I could not join John & Eric on that day. Another great day out!!

Lance Phillips, on behalf of John Johnson, Greg Sievert and Wayne Bowers

Australia Day Historic Vehicle Display - 26 January, 2006

John & Eric Johnson (John in the 1800 and Eric in the Chevy) and John Grant (122) attended the Australia Day display in King's Domain park. It was reported to be a fantastic day as usual. *[Unfortunately I didn't make it this year - so no photos! Ed.]* The event is open to cars over 30 years old, and numbers are limited. Next year, let's try to get more Volvos there - planning is the key with registrations closing in November. We'll try to get more advanced notice this time around - John, please keep it on the radar and give us a head's up.

Picnic at Hanging Rock - 12 February, 2006

This year's weather for the Picnic was incredible - clear, cool breezes until mid-afternoon, and no sign or wind, rain or fire! In past years we've had the lot, so it was a refreshing surprise for what is usually a hot time of year. The fine weather brought what appeared to be record crowds - it took us at least an hour to do just a cursory look-see of each area, and cars were still coming in at 11AM. The event regularly draws over 2000 cars, but this year there were probably 3000. If it had 4 wheels, there was likely to be one there! (Even if it had 8 wheels, it was likely to be there - see photos!)

We had a good turn-out of Volvos as usual. After meeting at the bakery



The Volvos on display at Hanging Rock Park

Greg's 1800E's



James' 1800E

Walter & Sandra's 1800E



WHAT THE? 8-wheeled Cadillac with built-in BBQ and spa - insanity on wheels!



in Woodend for a coffee and delicious pastries, we drove as a group up to the park.

Getting into the park was no problem, with no delays thanks to the addition multiple entry points by the organisers this year. We had the windows down in the ES, and it was fun to hear comments from bystanders as we slowly drove through the park to our eventual picnic spot. "What kind of car is that?" "Oh, I've never seen one of those before - it's a VOLVO?" "Gee, that's one of those Saint cars, but it's a wagon - cool!" "Wow, that sure has a low roofline - how would you fit into it?" You get the picture! I was even surprised to hear quite a few people say they like the yellow colour - guess it's back in fashion this year! I must admit that James' freshly-painted turquoise

1800E and the yellow ES looked great together - flower power (or is it "revenge of the pastels"?). Bright colours seem to be coming back - just take a look at the latest Ford FPV range and Holden Monaros and HSV's. It's a shame we didn't have an orange 145 or something as well to really blind the crowds.

Heino brought the club Gazebos, so we had shade all day even though the cars ended up in the sun in the afternoon. Most of us brought a picnic lunch and enjoyed that under the gazebos, but there is plenty of food available on-site from various vendors.

The Volvo line-up this year was a great range - 122S & 123GT, 1800E (x2) and 1800ES, 144GL, 262C, 244GLE, 264GLE, 740GLE, 850 sedan & wagon, and Soko's V70R (13 club cars in total).

In addition to those, there were a C70 Coupe and C70 Convertible parked elsewhere amongst the masses of cars.

If you haven't attended this event in the past, you really don't know what you're missing. The variety and quality of cars that show up make it a car-lover's dream, and the relaxed atmosphere make it a great day for a picnic. There's also the opportunity to walk up to the top of Hanging Rock for a fantastic view of the surrounding countryside, and explore the visitor's centre for interesting history of the region. Put it on your calendar for next year and plan to attend!

More Hanging Rock. Clockwise from top: The Volvo line-up; Stephen's 123GT; Soko's V70R; Heino's 144GL; John's 262C



Volvo Utes: Part 1

Models up to 1974 (pre-240 series)

I've always had a bit of a fascination with Utes, even before I knew what a "Ute" was (we call them "pick-ups" in the US). So, when I discovered Australia's love of this practical (or is it?) vehicle type, I started searching the web for Volvo

Utes, thinking it might be of interest to club members. Over the years, I've found a lot of photos, and I'm sure there are many more out there. In several parts, I'll show some of the better conversions and let you be the judge. Enjoy the show!



Really nice PV Ute



122 Ute - I like the proportions!



145 Ute



Very original-looking 444 Ute



A heavily-customised 544 Ute



I know - not a Ute - an awesome "143" Panel Van!



544 Ute from the Dutch club that joined in on their tour of the USA in 2005



Chop-top 142 Ute - looks like 262C doors & screen



Looks like a 544 Ute (1965 model) from Germany - what about the truck-style exhaust stacks? Hmmmm...



Photo shop job on my 1800E - done about 10 yrs ago!



"V Ranchero" - 164-based Ute with name stolen from the US Ford car-based Ute of the 70's & 80's. Note the 122 tail lights! Nice touch! It doesn't appear to have a functional tailgate.



Classifieds: Cars & Parts

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

FREE ADS for club members. \$5 fee applies to non-member ads (+\$5 for photo). All ads will run for a maximum of two issues unless the editor is notified for an extension. **Please notify the editor when vehicle or parts are sold.** Editor reserves the right to edit or withhold ads if necessary. Ads may also be placed on the club web site www.volvovic.org.au for a three-month period for \$5 (+\$5 for photos) by contacting the Editor.

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

1974 164E (Reg TBA). Auto. Very comfy and heaps of power. Yellow w/brown interior. Needs nothing, lots of new parts. Comes **with or for sale separately similar model parts car** with perfect engine and body. Package deal \$1000 ono or email me if you want one or the other. Cars are in Tassie but delivery could be arranged for reasonable price. danzetah@yahoo.com.au or Ph. Dan on (03) 6391 1262 (21Feb06)

1964 1800S (Unreg). Damaged due to unfortunate collision with fallen tree branch. Fully restored within last 10 years. Bare metal re-spray Candy Apple Red, ROH 4-spoke wheels. New upholstery, dash, door trims. \$1500 recently spent on mechanicals including reco steering box. Front end damage, not drivable, will start, very repairable. \$6,500. Contact Mike (03) 9947 4944 (BH) (21Feb06)

1989 760 GLE (Eng No. B280F1289527 0030143) Auto, silver met. Sunroof, cruise control, beige leather interior. With only 157K km. This car was saved from being recycled for new Holden parts! The car's heart was believed to have stopped but after proper diagnosis it was just a split internal radiator causing the red fluid to mix with other



important oily fluids. This car is too good to be recycled but it does need some TLC and parts to get back on its feet. I am sure that there are some willing club member to do this although it has the V6...but it is the better one! Doesn't need much for RW but if

it ends up unwanted it will still end up as parts...but to save other Volvo's! To view the car contact John at Voldat (03) 9553 1091 or call Mark on 0403 814 545 (10Feb06)

1996 850 SE 20V (Reg TBA) Manual sedan. New Bilstein/Koni shocks with C70 springs. 183,000 km. New thermostat & brake pads. 3-owner car. New clutch 18 mos. ago. Tow bar. Excellent cond. \$11,500 with RWC & reg to 12/06. (03) 9759-6254 (1Feb06)

850 Parts for sale: TME stainless exhaust system for 850/70-series (\$650). Power chips x2 for 94/5 850 (\$450). K&N air filter - as new (\$90). Magnacore silicone spark plug leads for 850 (\$200). (03) 9759-6254 (1Feb06)

1973 164E (QPS 395) Wine red, automatic, 11 months reg. Good car inside. Needs a paint job. Plus 2nd 164 (1974) for parts - too much to mention. Sell both for \$2200 ONO. For info, contact Gordon on (03) 5825 5382 or 0400-827-707 (10Feb06)

1966 122S (JME 184) Type 1324HF. Two-door sedan, light blue with black upholstery. One owner since new, excellent condition.



Full service history plus box of spares. \$12,000. Contact: Rene (03) 5974 3657 (6Feb06)

1969 Volvo 122 (2 door) partly restored. Chassis No. 1333425316484 All the body has been bead blasted and prepared for painting, a lot of new Volvo panels have been used in the project. The body is perfect, awaiting paint and was prepared by an old master panel beater. Asking \$5,000. **Also 123GT Motor & Gearbox (Overdrive)**, No. 4968 61 3742 along with about 3 Volvo 122S Cars in parts, so many parts it would be hard to list them all. The owner would like to sell all this as a job lot, for further details & price negotiation ring Ray on 0418 213320 Sydney NSW (3Feb06)

1966 122S (JOJ911) 50,000 miles (since full engine overhaul) A very original sought-

after 2 door Amazon in very good to



excellent condition. Serviced by John Johnston at Voldat. Registered until 30 Sep 06. \$8500. Ph. Raul 0413 009 719 (27Jan06)

1989 740 Turbo Wagon (RJV 178) 7-Seater. Champagne colour, Leather interior. 310,000 Kms (new motor fitted by Bilja Volvo at 305,000). Auto, A/C (new compressor), ABS, Alloys, P/S, Elec windows & mirrors, Heated front seats, New tyres. \$6500. Contact Adrian Barry on (03) 5422-6327 or 0427 508629. (13Jan06)

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 (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)

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 Benthleigh. Phone Mark on

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0417 200 078 or (03) 5995 0402 A/H.
(3Jan06)

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)

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

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)

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



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

Note: Ads run for 2 issues unless you notify the editor. Please consider reducing price and re-running the ad if items do not sell. Maybe somebody wants it, but the price is too high?

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

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)

DVS 240 Strut Tower to Tower Brace.



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

DVS 240 Lower Chassis Brace Sets.

Similar in design to the factory-fitted braces on some 260 series and some 242GT models. Our lower braces can be fitted to any 240 or 260 series Volvo, although they do require the drilling of some holes. Made from 25mm OD chrome-moly tube and come, ready to fit, with instructions and high-tensile fasteners.

Powder coated in *Charcoal Metallic Pearl*. \$45.00 per pair

DVS 240 Adjustable Panhard Bar.

Ideal for 240s with lowered suspension.

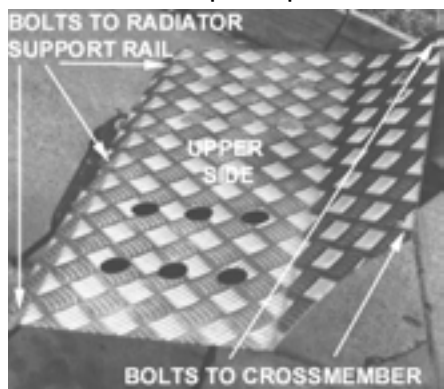


Allows diff to be centred in the body of the car, and solid links contribute to better handling. Our adjustable panhard bar also features adjustable rod ends. Includes appropriate spacers.

Adjustable panhard bars are powder coated in *Charcoal Metallic Pearl*. \$270.00

DVS 240 Aluminium Sump Guards.

Aluminium checker-plate replacement



sump guards bolt up in place of the original plastic belly pans which are prone to breaking or cracking after years of use on the roads. These sump guards were designed with this in mind, as well as those who use their 240s a little more aggressively or in

DVS

volvo performance parts

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

ashleigh daves

0412 709 695

ashdaves@optusnet.com.au

competition. The sump guards bolt up using the original holes and mounting hardware from the original belly pan. They are made from 2mm thickness (4mm high ridges) aluminium checker-plate and will fit all 240 series Volvos. \$99.00

DVS 850 & P1 C70/\$70/V70 Sump

Guard. Our aluminium checker-plate sump guards are designed to protect the sump and transmission on 850, \$70 and V70 Volvos up to 2000 model, including AWD. The sump and transmission on 850, \$70 and V70 cars are often vulnerable to damage from debris, rocks or anything else that may be lying on the road. The sump guards bolt 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. They will fit all 1993 - 2000 850 & \$70/V70 series Volvos. \$215.00

DVS 850 & P1 C70/\$70/V70 Strut Tower to Tower Brace. Same features as the 240

strut brace. Powder coated in *Charcoal Metallic Pearl*. \$270.00

ATE 850 & P1 C70/\$70/V70 280mm slotted front rotors

Suit most models, except V70R with 302mm front rotors - \$270 (Brembo rotors also available). Contact DVS.

Performance brake components

Available for most Volvo models. EBC performance brake pads also available. Contact DVS for more info.

DVS - Davies Volvoport. Ph. Ash Davies 0412-709-695 or Email ashdaves@optusnet.com.au. WEB site: <http://members.optusnet.com.au/ashdaves/dvs>

PLEASE Notify the Editor by email gsievert@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

Volvo Car Club Of Victoria

Membership Application/Renewal

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



<p><input type="checkbox"/> New Application (1 year membership from date of payment.)</p> <p><input type="checkbox"/> Renewal (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>																																																
<p>First Name: (Mr/Mrs/.....)..... Surname:</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Membership number if known (8 digits - example 20040612)</p>																																																	
<p>Postal Address:</p> <p>..... Post Code:</p>																																																	
<p>Contact Details:</p> <p>Phone: (.....) Mobile: (.....)</p> <p>Email:</p>																																																	
<p>Your Car(s) Details: (Engine number can be found on Registration Certificate)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 16.6%;">Model</th> <th style="width: 16.6%;">Year</th> <th style="width: 16.6%;">Colour</th> <th style="width: 16.6%;">Reg. No.</th> <th style="width: 16.6%;">Engine No.</th> <th style="width: 16.6%;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>		Model	Year	Colour	Reg. No.	Engine No.	Body Style
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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 waynebowers@unite.com.au</p>																																																	
<p>Please send this form with payment to Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189 Thanks for joining or renewing membership with the Volvo Car Club of Victoria.</p>																																																	

AT YOUR SERVICE

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

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

NEW SOUTH WALES

Arncliffe	Purnell Volvo	(02) 9567 0000	CSP
Brookvale	Northside Volvo	(02) 9938 3355	CSP
Chatswood	Northside Volvo	(02) 9412 7555	CSP
Coffs Harbour	Bellbowrie Motors	(02) 6656 8700	CSP
Dubbo	Dubbo Heyer Automotive	(02) 6884 9577	CSP
Gordon	Northside Volvo	(02) 9418 5522	SP
Gosford	Advanx Motors	(02) 4324 5744	CSP
Liverpool	Liverpool Prestige	(02) 9828 8123	CSP
Moss Vale	Allan Mackay Autos	(02) 4869 1100	CSP
Newcastle	Hunter Viking	(02) 4960 1200	SP
Orange	Gardoll Automotive	(02) 6362 8164	SP
Parramatta	The Denlo Group	(02) 9687 8200	CSP
Penrith	Annlyn Motors	(02) 4722 9900	CSP
Port Macquarie	John Patrick Prestige Cars	(02) 6584 1800	CSP
Surry Hills	Trivett Classic Volvo	(02) 9383 9300	CSP
Tamworth	Woodleys Motors	(02) 6766 1077	CSP
Wagga Wagga	Jason Wagga	(02) 6925 3211	CSP
Wollongong	Southern Classic Cars	(02) 4254 2070	CSP

NORTHERN TERRITORY

Stuart Park	Darwin City Moteur	(08) 8946 4444	CSP
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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.
AUSTRALIAN CAPITAL TERRITORY		
Fyshwick	Tony Farrugia Bodyworks	(02) 6280 4144

NEW SOUTH WALES

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

QUEENSLAND

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

SOUTH AUSTRALIA

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

VICTORIA

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

WESTERN AUSTRALIA

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

*C = Sales SP = Service and Parts



On the Back Cover:

Torben Toft's freshly-restored "1SAINT" 1967 1800S. More details to be published in next issue!



Member Magazine for the
Volvo Club of Victoria, South
Australian (inc. Western
Australia) Volvo Car Club, Volvo
1800/120 Club of Australia &
Volvo Club of Queensland

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