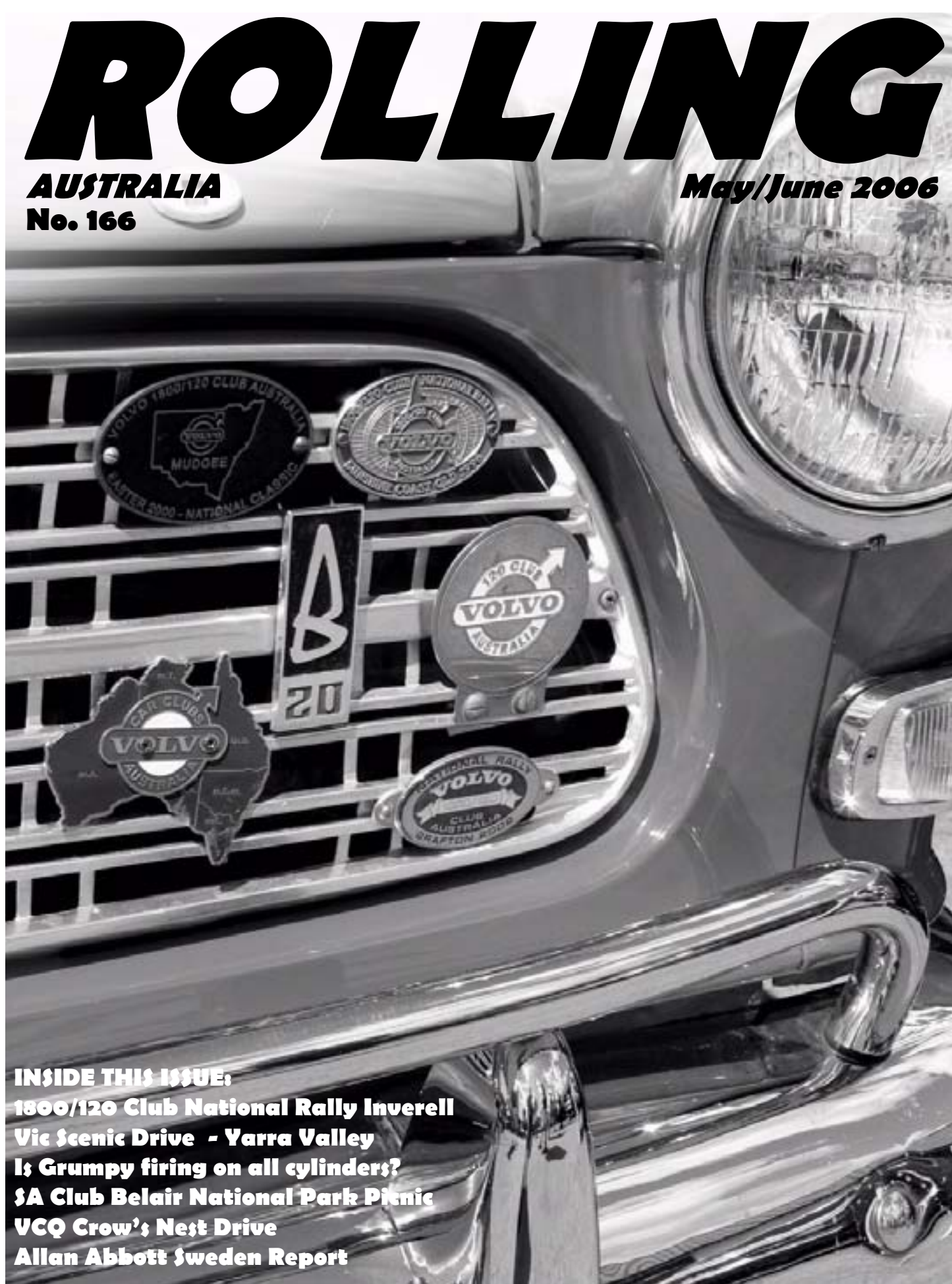


ROLLING

AUSTRALIA
No. 166

May/June 2006



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1800/120 Club National Rally Inverell
Vic Scenic Drive - Yarra Valley
Is Grumpy firing on all cylinders?
SA Club Belair National Park Picnic
VCQ Crow's Nest Drive
Allan Abbott Sweden Report



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: Frisk's Garage Safety Check/Tune-up Day

DATE: Saturday, 17th June

TIME: 9:00 AM (although you can arrive earlier to get on the list!)

LOCATION: Frisk's Garage, 4 Wigan Rd, Bayswater, PH: 9762-9353

DETAILS: Come on over to Frisk's Garage on Saturday morning to have your car thoroughly checked over. The professional mechanics will identify any items needing attention to keep your car in tip-top condition. This is a free event open to all club members, courtesy of our sponsors Frisk's Garage. Even if you don't need to have your car checked, drop by to chat with other club members, have a cuppa, and look at the other cars. See you there!

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: Ron's 122

Submitted by Kevin Greenaway

Kevin states: "The car belongs to Ron Howarth of Sandgate in Queensland. He restored the 1969 model to probably better than it was new." 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.

The ALL-NEW VOLVO C70 - pricing has now been announced. See page 2!



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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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- Victorian Club Display Day at Flemington 2006 - story, photos & winners
- More National Rally Photos
- Volvo Utes: Part 2
- Laurie's 360 Saga
- Allan's experience at the Volvo Cars Driving Academy in Sweden
- A great way to go in style? Volvo Hearses! (RIP)

Upcoming Issues:

- Stories: "My First Volvo"
- A tale of 3 yellow 1800's
- Volvos in Miniature

ROLLING AUSTRALIA

MAY/JUNE ISSUE NO. 166

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 June 2006

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Volvo Club of Victoria Calendar of Events

For the latest event information, check out the Club's web site at www.volvovic.org.au
Unless specified below, all night meetings are held on the 1st Wednesday of the month at 8pm sharp at the South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6.

May 2006

- Wed 3rd Night Meeting**
 Guest speaker information see website www.volvovic.org.au
- Sat 27th Historic Winton**
-Sun 28th Historic racing car & bike displays and historic racing at Winton Raceway. More info available at www.historicwinton.org. Presented by the Austin 7 Club.
 Admission: \$15 Saturday, \$25 Sunday

June 2006

- Wed 7th Night Meeting**
 Guest speaker: "Alloy Wheel Coating"
 Does it really work? Come to the meeting to find out!
- Sat 17th Safety Check & Tune-up Day - Frisk's**
Where: Frisk's Garage, 4 Wigan Rd, Bayswater, Phone (03) 9762-9353
When: 9:00AM
Details: Come by and take advantage of this FREE service provided by Frisk's and the Club. Have your car looked over by the professionals to help identify any safety or tuning issues, and enjoy chatting with other members about the cars we love. Arrive early to get your name on the list - first come, first served.

July 2006

- Wed 5th Night Meeting**
 Guest speaker information see website www.volvovic.org.au
- Sun 16th Winton Fun Day**
 A great way to try your car out on the track for about \$25 per person (driver or passenger). We had a large turn-out of Volvos at the event last year and it was great fun. For more info or if you plan to attend, contact Ash Davies (motorsports register captain) or visit the Winton Raceway web site at: www.wintonraceway.com.au
 All you need is a car and a helmet and \$25 - cheap entertainment!

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

September 2006

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

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

"It's a Boy!"

"It's a Girl!"

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



New C70 Pricing:

Volvo Car Australia has confirmed the price of the all-new C70, due to arrive in August this year. The LE model will start from an incredible \$69,950 and the T5 from \$79,950.

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If you haven't already received one of our preview brochures, please email C70@volvocars.com

April 2006 Sales Results

Volvo Car Australia

	Month	YTD	Change
	2006	2006	YTD
Volvo			
Volvo S40	87	274	104%
Volvo V50	40	142	69%
Volvo S60	13	61	-21%
Volvo V70	7	22	-27%
Volvo S80	0	2	-83%
Volvo XC70	47	206	41%
Volvo XC90	109	505	41%
Volvo Total	303	1,212	44%

Frisk's Garage

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 FAX: 9761 1593



Paul Frisk
 MANAGING DIRECTOR

Marshall Hornby
 SERVICE MANAGER

**We are
 HERE**



President's Report

Heino Nowatzky

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hnowatzky@ozemail.com.au



NOW HEAR THIS: National Rally & British & European

Unfortunately we were unable to make the National Rally due to work commitments. Both Chris and myself are involved in some fairly high profile and complicated projects at the moment and the period from March through to June is getting chaotic.

However the Victorian members that did manage to go have brought back many photos, well wishes and glowing reports. We will get in early to ensure we can get to Toowoomba in 2008.

The British & European Car Show has come and gone for another year. It was a very wet day. I am surprised on just how many events were affected by the Commonwealth Games but it seems to be the standard excuse for delays in Melbourne this year. For the third year in a row we have had problems with getting an adequate space allocation from the AOMC despite having more than fifty Volvo's at each years event. Firstly let me thank all those brave hearty soles that endured the wet and turned up for the day. We had a final count of 43 Volvo's on the day and I would have to guess that other than the Mercedes Benz Club we would have to be in the running for best club

attendance. Thank you to the committee members for their support and Dion and Tina for cooking the snags and hamburgers.

The results of the show & shine will be elsewhere but I can say I'm a proud father with Dion and Tina seemingly scooping the pool with three first places and the master class. Some people may be surprised with a 'modern' winning the Master Class but let me say that the Guest Judge has taken all the factors into consideration and the fact that Dion's V70 is a daily driver with over 240,000 kms on the odometer and the time and money he has put into his pride and joy (as well as coping with his father causing some minor front end damage) has not gone unnoticed. Mark Richardson graciously provided his expertise to act as our Guest Judge for this year and had to endure crawling around cars in the wet, thanks Mark.

The decision on who should get the Presidents encouragement award was made a little bit easier this year. Greg Sievert returned from a work trip to the USA around 9am on the day of the show. I rang him around 9:30am and the idea of taking his much-cherished P1800ES out in the rain did not appeal to him but he did come with the ES and he even found time to assist me with compiling the voting forms. Many of you know how long Greg has been

trying to get his ES into Australia as well as the trials of getting it here. I consider Greg a worthy winner of the Encouragement Award.

I will be having some discussions with the AOMC regarding our attendance at future events but at the moment I will get the committee to look at organising our own Show and Shine for next year in a location that will have appeal to our members and the ability to show and judge the cars under better circumstances.

Heino Nowatzky

NOTE: Due to the volume of photos and stories from the National Rally, the Editor has decided to delay coverage of the Victorian Display Day until the July/August edition of Rolling. It'll also give a much-needed head-start to the content of the next edition since it typically falls into a period where there are fewer events to cover. Ed.



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May/June 2006

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THE EDITOR'S DESK

Greg Sievert

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Are we there yet?

Hi All. Hope you're enjoying the shorter, cloudy days with rain, rain and more rain. I'm not! But we need the rain, and every year this time the days get shorter thanks to geometry and gravity or other mathematical and physical wonders of the universe. Too bad we have to set our clocks back as it would be nice to see the sun when we get home at night.

Fortunately, we were spared the rain (mostly) for the Volvo 1800/120 Club National Rally in Inverell, NSW. We did have a few showers on the trips up and back, but once we arrived in Inverell, the clouds parted and we didn't see them again while we were there - fantastic! There are other rally reports in this edition, so I won't say too much about it other than to give a huge thanks to Rex Sneyd and the Rally Committee for a job well done. I heard nary a complaint this time, which must mean that the activities were perfectly tailored to meet the needs of the attendees. That, coupled with clockwork precision in terms of organisation, meant the Rally was a resounding success. A benchmark was set for future rally committees on this one!

While the events are now tapering down due to the season changing, we have a lot of events coverage in this edition. The Victorian club held a scenic drive in the Yarra Ranges (thanks Justin) and also our annual Display Day at the British & European Motor Show at Flemington. More info & pictures in the following pages.

The 1800ES has served us well so far this year, with no major troubles to speak of in nearly 4000 km of driving since it arrived in Australia in December. I did end up pulling the steering box out to tighten up the collapsible steering shaft spline joint coupling. It was pretty obvious during the twisty sections of the Yarra Ranges drive that something needed to be done as there were about 5-10 degrees of free play in the steering wheel. Most of the play was in the spline joint, which Dad and I thought we tightened sufficiently when we rebuilt the box in August. Once I tightened the crap out of the joint, I was able to finely adjust the gear and the whole thing is now tighter than it has ever been before. Just in time for the drive to Inverell!

On the trip to Inverell, we averaged about 10.5 litres/100 km driving at or just

above the speed limit (110 kph most of the trip). I found that overtaking in a left-hand drive car was no real problem - you just have to trust your passenger! It would be nice to drive the car on the autobahn someday as it really seems to want to rev. I did open it up a bit on the overtaking manoeuvres and wish I could have driven at 150 kph the whole trip. It would have saved us about 10 hours of the 33 hours we clocked up in the car on the long weekend. Thank God for cruise control! While there wasn't a great deal to see on the inland route from Melbourne to Inverell, we did make a point



to stop on the way up at the radio telescope in Parkes. In fact, we stopped there on the way back as well to have a bite to eat at the café there - good value! The dish is worth seeing and is only a couple km off the main highway. The free visitor's centre there has informative displays and a couple of fee-payable slide/movie presentations. It would have been great if they offered tours of the dish control room, but that wasn't available. You can get relatively close-up views of the dish. Interestingly, they ask you to turn off your car (and all other electronic devices) as soon as you arrive to avoid interfering with the faint signals they're trying to pick up from outer space.

After the Inverell trip, I had about 2 days to prepare for a weeklong business trip to Detroit. Fortunately I was able to catch up with family for the weekend in Chicago on the way over, and saw quite a few

friends and previous co-workers in Detroit while I was there. That and the fact that we got a lot accomplished at work made the trip worthwhile. Unfortunately I didn't arrive back in Melbourne until the Sunday morning of the Flemington Display Day, so it was all a bit too hectic. (The 50+ hours total in transit over and back made 33 hours in the ES seem like a picnic!)

Wayne had planned to drive the ES to the display day, and I was to meet him there once I had a chance to freshen up after my flight. When I got home, it was raining and the ES was still in the garage enjoying the dryness, Wayne having taken the 240 to the display day instead due to the weather. I would have happily proceeded to the display day in the Vectra, but Heino called and convinced me to take my baby out in the rain. The rain never did really let up, so the display day was a bit of a washout. But it was all worth it when Heino surprisingly announced that he was giving me the "Encouragement Award" in recognition of the effort I had gone to in getting the ES to Australia, and maybe for taking it out in the rain when I didn't have to! Thanks Heino!

With all the events and the USA trip compressed together, please accept my apologies for this edition of the magazine being a little late. Thanks to all of you for your contributions this time around - it makes my job a lot easier when I don't have to scrape around for information to fill these pages. I've enjoyed reading your stories and reports, and I'm sure everyone reading this will too. We did have one reader write us a letter (signed "only grumpy when people don't do their research") complaining that some of our facts weren't right, and a picture wasn't what we said it was, etc. All I can say is that the articles and columns in this publication aren't meant to be an encyclopaedic reference book. In fact, some sections are just "rants & ramblings" for fun (specifically the "Grumpy" column), so please, if you want to contribute, send us some of your own articles and stories!

Until next time...

Victorian Events Coverage

Guest Speaker - Night Meeting - 1 March, 2006

A big thank you to member Jason Ferridge for giving the March night meeting attendees a great presentation on the work of the Victoria Police Forensic Services Department.

According to the Victoria Police web site: "The Victoria Police Forensic Services Department employs approximately 300 staff and is one of the largest providers of forensic science services in the world. It delivers an integrated forensic science service committed to quality, integrity and accountability to all sections of Victoria Police, the justice system and the community."

Jason (employed as a scientist at the Macleod location) gave us an impressive PowerPoint slide show presentation detailing some of the services undertaken by the department. Some of the high points of his talk described interesting methods used by the police to solve crimes. For example, did you know they have a "shoe database" that they can tap into to compare crime scene footprints to determine the brand/style of shoe worn by the criminal? If the criminal is so careless as to reverse his car into a pile of sand, it's easy to read the number plate impression left behind! If he only leaves a bit of paint from the bumper at the scene, the department can identify the make, model and colour of



the car from a very small sample of paint residue.

For the more gruesome crimes involving blood, they have a special spray called "Luminol" that can be applied to surfaces around the crime scene. The chemical reacts with iron in the blood stains and fluoresces, making it easy to see blood residue on dark surfaces where it might be otherwise undetectable.

Sometimes the technicians might be called to reassemble a shattered glass pane from thousands of fragments. With this technique, they can determine whether a gunshot through the glass may have been fired at point blank range, or from farther off in the distance.

They have facilities to review audio, video and CCTV tapes for tampering and evidence, and they can

even un-wipe hard drives to see deleted files.

The amount of trouble some criminals go to is hard to believe. Jason showed some examples of how clandestine drug labs are hidden. In one case, a drug lab was concealed by a large brick BBQ that could be lifted by hydraulic cylinders, revealing a stairway down into the lab. It was scary to see how often these labs were filled with dangerous cocktails of chemicals with no labels, often resulting in fires or explosions due to careless handling by the criminals.

As part of the gun buyback program and confiscated firearms, the department has one of the largest "gun libraries" in the southern hemisphere. This is used for reference purposes in identifying firearms and for historical research. Obviously, the collection is not open to the public!


Yarra Drive & Lunch, Sunday 19 March, 2006

On a pleasant day in March several club members met in Lilydale for a drive through the Yarra Ranges. The day's fleet comprised of Julian's Volvo 240 Estate, Ash's venerable modified 240 Sedan, Caz's 940 Turbo, Greg's immaculate P1800 E5 and finally me in a 570 to wave the front wheel drive flag.

Leaving Lilydale in the morning, the route took the cars through to

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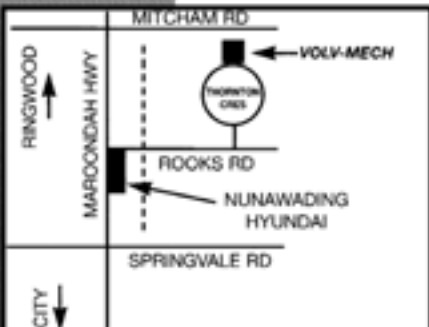
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Yarra Glen and onto Healesville via Toolangi on enjoyable roads such as Chum Creek Rd and Myers Creek Rd. Continuing onto Marysville for morning tea, we found ourselves meandering through the Black Spur section of the Maroondah Hwy. After a relaxing break, we continued up to Lake Mountain enjoying fresh mountain air, as well as providing the ideal location for group photos.

Finally we headed towards Warburton on the road with 165 bends

within merely 18 km, a.k.a. Reefton Spur, a favourite with many keen drivers. Concluding the drive, the fleet finally headed up to Mount Donna Buang, upon which views extending beyond Melbourne can be found on a clear day.

For most of the drivers, the day's roads were a new, fun and engaging experience. Few would ever find themselves wanting for cruise control on such a route; in fact the route quickly highlights any shortcomings in a

vehicle's suspension and handling. Fortunately too, Mother Nature kept the elements at bay until the end of the day.

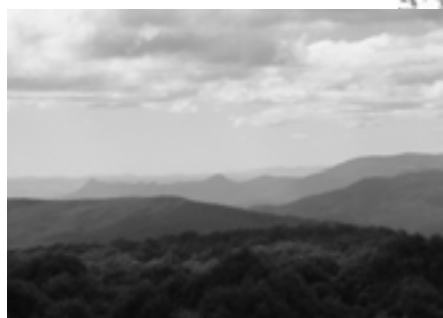
For the keen driver, the Yarra Ranges are certainly a joy. Many thanks to those who came along for an enjoyable day.

Regards,
Justin

A big THANKS to Justin for organising the drive! We had a great time.



YARRA SCENIC DRIVE



Show n Shine NSW

style:

Whilst tripping around NSW recently I had the opportunity to catch up with some members of the Volvo Club of NSW and enjoy their company. I would like to thank Ralph & Dolly Diaz especially for their hospitality and inviting me to stay for a couple of nights, which was most enjoyable.

On the Saturday I met David Higgins and his parents when I went to look at a couple of 242GTs [what else!] that are up for sale or maybe sold by now.

Sunday the 12th February was the NSW Club Show n Shine at Dolls Point, which just happened to be not far from where Pam & I were going to visit her brother so we dropped in for a look and a chat.

It gave me the opportunity to catch up with three 242GT owners as well as some members that we had not met before. The display was held in conjunction with other clubs from the Confederation of Motoring Clubs, which gave a nice cross section of cars including the rare P76 force 7 Coupe.

The weather was great although a bit windy off the ocean so there may have a bit of spray to wash off when you got home but a small price to pay for a great day out. As you can see from the photos there was a good selection of Volvos from the 1800/120 range through to a 960 and 850 wagon.

Lance & Pam Phillips
Volvo Club of Victoria



Pics from Lance & Pam's NSW visit



Ray Clarke's 480ES and 2-tone Amazon wagon

NZ Club web site:

www.volvoadventures.com/volvoclubnz.html



NEW ZEALAND CALLING!

The Editor, Rolling Australia
Dear Greg:

Just a short note from one of your New Zealand members with two photos of 2 of our 4 Volvos. The 480ES is a 1988 model with just 70,000 miles on the clock. Yes miles as the 480's in NZ were ex-UK. We have had the 480ES for 5-1/2 years now and both Anne and I really find it a great car to drive. It is very sporty and holds the road very well. The 1.7 Renault motor returns 6.3 litres to 100 km on a long trip with speeds around 110 km/h.

The Amazon station wagon is a 1967 model with 187,000 miles on the clock and we have owned it for 7 years.

Just lately I needed to renew the seat belts of the 221 S/W and wanted to retain the original fittings. I rang Wayne (Coles) at Swedish Vintage & Classic Automobiles (in Perth) who has an ad in Rolling Magazine and he was able to help me out. I was very pleased with the service that he did for me. There is no firm in New Zealand who have the authority to re-web seat belts but there is such a firm in Western Australia who can do the job and give a written certificate with the job. Well done Wayne!

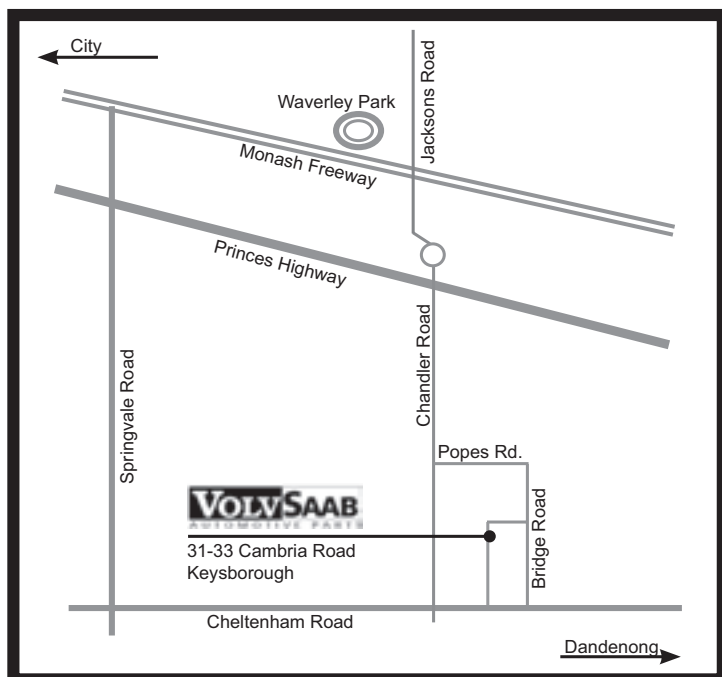
Yours in Volvo,

Ray Clarke

Vice President, NZ Volvo Club

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The SA Pages

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

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

SA Club Events Calendar

Please next page for the 2006 SA club calendar.



Belair National Park - Gold Escort Ground

26 February 2006

On our first outing for the year 12 cars, including 3 1800's, full of happy Volvo drivers met at the local McDonald's Café.

John and Joan led the pack on the drive to the Belair National Park as they said that they had visited the park many times, why then did they take a wrong turn??? **BLOODY VOLVO DRIVERS!**

We all arrived safely at a lovely reserve with shady gum trees and even a lovely Magnolia tree, the sole remains of a once pioneer garden. We set up chairs and tables and started on coffee and snacks.

We were happy to welcome Jack, Robyn and their family to their first outing with us and hope that they will join many more.



Look what we found in a hole-in-the-ground!

exploring the playground and picking the profusion of blackberries.

After a picnic lunch some of the ladies decided to start training for their "fun" walk later in the year, so we went on a 3km walk through the woods and past an old dam which once provided water for the steam trains which ran from Adelaide to the park. The walk was a round trip and it was up hill, we looked forward to the downward stretch, not so it was up hill most of the



The gang relaxing in the park

There were half a dozen young people in the group who enjoyed playing tether tennis and other games,

way and I am sure was closer to 10kms than 3kms.

The men of course stood around open bonnets talking about who knows what!!! Colin and Tricia's new 440 was well admired, I wonder if Trish will ever get a drive???

After a pleasant day catching up on news and planning our next ventures to the Riverland and further a field to Inverell, we all went home relaxed and refreshed.

One sad note to the day was the absence of Eileen Judd who passed away a few weeks earlier; Eileen had joined us on many outings and was sadly missed by all.

Joan Peace



How many MEN does it take to read a map?

VOLVO CAR CLUB OF SA - 2006 EVENTS

MAY
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"**



SEPTEMBER
8TH

Club Meeting

7.30pm – Glandore Community Centre

17TH

City to Bay Fun Run

Non-walkers support the club walkers by joining them for brunch at Glenelg after the event

Further details closer to the event

24TH

Bay to Birdwood Run

Lunch on the grounds of the Gumeracha Hospital. Details closer to the event

OCTOBER
8TH

Annual Crabbing Event – Pine Point

Depart Globe Derby, Port Wakefield Road **8.30am** sharp

Bring shoes to wear in the water, rakes, buckets and eskies

Catch your own lunch or if not in luck BBQ lunch supplied - BYO chairs & drinks

15TH

Strathalbyn Swap Meet

Hosted by the Historic Vehicles Club of Fleurieu Peninsula.

Further information re Swap Meets contact Helen Judd Secretary

NOVEMBER
4TH

Christmas Pageant

10TH

Club Meeting

7.30pm – Glandore Community Centre

26TH

Christmas Lunch

Further details closer to the event

For further details please contact the events committee:

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(08) 8387 5065

Ken

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John & Joan

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Ralph

(08) 8298 4941

Tricia

(08) 8248 5081

Alexander

(08)0414 423 505

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



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The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

VCQ COMING EVENTS:

21 May, 2006 -Tech Day at the Carey's House.

11 Roland Court, Peak Crossing. 10am start. A great event which 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 so please bring along a bottle of your favourite wine for everyone to sample. BYO 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.

August 5 to 6 - Queensland Raceway

- Historic Races

November 11 - 12 - Noosa Historic Hillclimb

Suggestions for future events are always welcome.

VCQ Members: Please note, if you haven't renewed your membership this is the last magazine you will receive.

The club is

growing

and the

future

looks

bright so

renew your

memberships!!!



Drive to Crows Nest

On Sunday 26th March the club took a run to the Crows Nest region west of Brisbane. Seven cars and their owners met in Esk for the trip to the Cabarlah markets. Cars included 2 x 740 Turbo's, 940GL sedan, 940GL estate, 242GT, 760 Turbo estate & 240GL sedan. Leo joined us in his 940GL estate later for lunch. The markets consisted of the usual arts & crafts, food and "other" items. It was a good way to fill in an hour. Brad got

VCQ Website Updates

All members are encouraged to submit a photo of your car for the club's website. They can be emailed to Helen or Brad (see addresses on this page). Please note that the maximum size for photos is **200 Kilobytes**. The website will reject anything larger than this. As Brad still lives in the dark ages on dial-up, large photos take forever to download. Virtually any photo editing program can reduce photo size. I will not accept photos larger than 200 Kilobytes each. So if your email bounces please check the size of your photo.

We are looking at having a members only section on the website. This would include things such as Technical/Repair articles and recommended parts suppliers and repairers. Please let us know if there is anything else you would like to see in this section. For now, please ignore the login section on the front page as it is not active yet.

www.volvoclubqld.org.au

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

Welcome to our new members:

Name	Volvo's Owned
Rober Wyatt	760 Turbo
Chris Hope	145 & 264
Damien Murphy	144 & 164
Andy Brum	262C
Wayne Offer	244 & 850
Greg Munro	240 & 144

Great to see so many multiple Volvo families!



145 being wrecked for parts

the best buys - \$20 for a Genuine Volvo 1970 164 service manual and a 1991 960 sales brochure (both in pretty good condition).

After finishing up at the markets we made the trip to Chris' house for lunch (Chris is a recent convert to Volvo's). It was very pleasant sitting on the verandah overlooking the property covering several hundred acres and we thank Chris and his family for welcoming us to their house. Chris had a 145 sitting around off which some members took a few parts for free! Chris also has a 264 in great condition



Meeting in Esk



Parked at the Cabarlah Markets

but with a seized engine. Hopefully we'll see it on the road soon. Overall it was a very pleasant and enjoyable day.



Volvo Guard Dog



Wayne & Marg's Volvo Story

For years I gave my brother in law 'Big Al' heaps about his 244. You know the Hats, bad driver jokes etc. Then my wife needed a car and his happened to be for sale. Well, I hesitated a lot then made the decision to buy it and cop the flack back. I did cop flack but as I was driving a company car myself I could just say the wife had it.

One day my dear wife rang and said the temperature had gone up and the car was running really rough. She limped it home from Ipswich and when I looked at it in the afternoon it became obvious she had cooked the motor. Luckily I had a mate who was a diesel mechanic and we decided we would do the repairs to the head ourselves. When the head come off we discovered to our surprise minimal damage and the wear on the rings and cylinders even less.

After 345000 k's this sold me and him on Volvo so we nicknamed her "The Fridge". He worked on Mack's all his life and was amazed.

We reluctantly traded "The Fridge" up to a 940 wagon which we were very happy with but wanted to go off-road after a few years so bought a Landy Disco Series 2 (Volvo had input into this one along with BMW).

My son needed a car of late so we went back to the roots and bought him a 95 Series 850 then I saw this 1980 240 on the net with 130k on the clock, one owner and I just had to see her. We now have reverted back to owning "Fridge 2" and very proud of her and such a pleasure to tinker with. Looking forward to meeting you all.
Wayne and Marg Offer

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MYSTERY CAR

Did everyone guess last month's Mystery Car correctly? I doubt it! We only received one correct response to the challenge. Congratulations to Shirley Kaub from Victoria for correctly identifying the car as the Renault Samsung Motors (RSM) model "SM5". When I asked Shirley how on earth she found the answer, she replied:

"I actually felt this was a Nissan or a Chevrolet, but I did some searching on the internet. I love a challenge anytime and this sure was one.



**Last edition's Mystery Car revealed:
The Renault Samsung Motors SM5**

I searched Nissan world cars, found a reference to the joint Nissan-Renault and kept at it til I found it I guess. The cars were made for the Korean market, but research showed me they did go to Chile. Then I actually found the Nissan Maxima in a brochure we had here, but



May/June Mystery Car - can you guess what it is?

that came later." Great sleuthing, Shirley. Well done.

Here's a couple web links to articles about the RSM "SM5" introduction:

<http://www.edmunds.com/insideline/do/News/articleId=104531>

<http://www.globalautoindex.com/news.plt?no=1053#>

Ralph Grant (Aussie Expat in Canada) was hoping it was the new Ford Fusion, built on a Mazda platform.

Nice try Ralph. Better luck next time. Here's your chance - this time a photo of a scale model of the car, again submitted by Kevin Greenaway. Place your bets and email the Editor with your guesses. All will be revealed in the next magazine.



Tech Tip - 850 Remote

I have recently fixed a faulty remote for "she who must be obeyed's" 1996 850 SE and thought other members might be interested in how I fixed it.

The remote would work in the morning, but by lunchtime, it would not work anymore and would not work for the rest of the day. It would work again the next morning.

full details - quite boring

The remote was the type with one large button and a single red LED.

I dismantled the remote and checked the battery - no problem.

I noticed the circuit board was covered in "fluff". In particular, one component that was orange and was larger than the other electronic "bits" was completely covered in fluff.



A quick squirt with a can of compressed air and all was fixed (once I stopped coughing from all the dust I had inhaled).

The remote hasn't faulted since.

quick explanation

Dismantle remote. Clean circuit board with compressed air. Make sure battery is ok. Take Ventolin Inhaler to recover from all the crap you have just inhaled. Reassemble remote. Bask in glory at having fixed the remote yourself.

Regards

Jason Ferridge, Volvo Club of Victoria



TECH TIP



The 1800/120 Pages

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

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

National Rally 2006

Nearly 40 cars made it to the National Rally over the Easter weekend. A strong display of cars from as far a field as South Australia and Victoria, along with the more 'local' Queensland and New South Wales cars ventured to Inverell, a lovely town situated about 70km west of Glen Innes on the New England Highway. Few mechanical problems were encountered by all but the Hard Luck trophy went to Roger and Marian Pearson who blew brake lines and had the viscous fan destroy itself on their lovely 1800ES. This did not, however, stop them from getting there on time.

Friday afternoon involved registering, finding motels, catching up with old acquaintances and making new friends. Friday evening was Greek affair at the Inverell Club. The food was an array of delicious Greek festive foods presented and explained by our hosts and chefs, Peter and his wife.

Saturday saw us driving out to Copeton Dam, (2½ times the capacity of Sydney Harbour), 40 km out of town. Many of us visited an Olive farm and other points of interest on the way. Lunch was a relaxed picnic affair with the workings of the dam explained to us by a local council member. Saturday afternoon was not set aside for anything in particular and some had afternoon sleeps, some shopped and others were preparing their cars for Sunday's show and shine.

Saturday evening was a BBQ at the Transport Museum. An incredible display of automotive memorabilia on a par with the National Museum in Birdwood S.A. It is run solely by volunteers and is a credit to this dedicated group. Certainly worth a visit if you are in the vicinity. Before dinner Bob Taylor's incredible collection of Volvo material was officially opened and Bob spoke about his Volvo connection. During dinner we were entertained by a local bush poet who held all captivated.

Most of Sunday was taken up with the display of all things Volvo at Varley Oval. Much time was spent looking over and under everyone else's car and a large turnout of local people enjoyed

the day as well. Sunday evening we enjoyed a lovely meal at the Riverside Centre as it was Presentation Night. There was both surprise and disappointment with the judges' decisions, but all was taken in good humour. A giant raffle was also held on this evening with everybody getting at least one or two prizes.

Monday morning saw us back at the Inverell Transport Museum for a hearty breakfast before heading home. The Volvo Club of Qld is holding the next National Rally in 2008. The word is it will be in Toowoomba. Details will be published in Rolling as they become available.

Many thanks are due to many people for making the rally a success. It would not have been possible if Rex and Edith Sneyd and a whole band of willing local people had not been behind the organisation and logistics of the weekend. Thank you. Personally, I would like to tank both Lance Phillips and Roger Pearson for their help and support leading up to the rally and over the weekend itself. A big thank you to all of the sponsors, who were recognised on the Presentation Night and in the Rally Pack.

In general, thanks to everyone for an enjoyable weekend and your good-natured participation.

Graham Jones

Vice-President, 1800/120 Club of Australia

NATIONAL RALLY PHOTOS & STORIES ON FOLLOWING PAGES - MORE PICS TO FOLLOW IN JUL/AUG MAG!

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

1800/120 CLUB - NATIONAL RALLY 2006 - INVERELL NSW

SPONSORS

The 2006 Inverell Rally Committee would like to acknowledge and thank the following sponsors for their support of this event:

Volvo Car Australia
Bilia Volvo (Melbourne)
Volvo Downunder Spares (Sydney)
Swedish Vintage (Perth)
Voldat (Melbourne)
GLT Car Care Centre (Brisbane)
1800/120 Club Australia
Volvo Club of NSW
Volvo Club of Queensland
Volvo Club of Victoria

Rally Photos web link

Erik Ullner from South Australia has sent through a web link to some of his photos from the rally. Thanks Erik!
<http://homepage.mac.com/ullner/PhotoAlbum10.html>

The 2006 National Rally (a Queensland perspective) by Helen Hunt

Grahame and I headed off on Thursday, after deciding to stay in Stanthorpe that night.

We had a good trip, except when the air conditioner stopped blowing air on us, just as we were about to leave Warwick after a lunch break. On investigation, Grahame found that the bolt holding the alternator had broken, so after a \$16 taxi trip for a 75 cents bolt, we hit the road.

Friday saw The Hunt's (760GLE SW Turbo) first to arrive at the Visitor's Centre in Inverell. Not long afterwards the Austin's (740 Turbo) and the Carey's (242GT) arrived.

As it was too early to check into our respective motels, after checking in



Rally Grill Badge

Inverell Rally Winners

Long Distance [Numb Bum] Award: Helen & Barry Judd of SA		
Most Unusual Car:		Ralph Wildenauer (Photo A) 122 POLIS
Club with most cars other than host: Victoria		
People's Choice:		Graham Jones (B) 122S
Encouragement Award:		Terry Carey (C) 242GT
Hard Luck Award: Roger & Marian Pearson (D)/Lance Phillips		
Master's Class:		
	1st	John Johnson (E) 1800S
	2nd	Marian Pearson (D) 1800ES
	3rd	Guy Smith (F) 1800E
1800 Class:		
	1st	Gregor Dickinson (G) 1800S
	2nd	Greg Sievert (H) 1800ES
	3rd	Rex Sneyd (I) 1800E
120 Class:		
	1st	Craig Rasmussen (J) 122S
	2nd	Ken Bayly (K) 122S
	3rd	Martin Hellemons (L) 122S
140/160 Class		
	1st	Erik Ullner (M) 164E
2 Series Class:		
	1st	Thorben Hughes (N) 240GL wagon
	2nd	Robert Bakker (O) 262C
	3rd	Lance Phillips (P) 242GT
7/9 Series Class:		
	1st (tie)	Gus Angus (Q) S90
		Robert Howard (no picture) 740T
	2nd	Grahame Hunt (R) 760T wagon

for the Rally we decided to go to the Pioneer Village, not far from our motels. We were joined by other Rally participants from Victoria, Qld (The Rasmussen's 122S) and NSW. This took a couple of hours and was a very enjoyable visit.

After the village we all checked in to our motels, where Grahame and I met up with Lyn and Gus Angus (S90) and had a rest prior to the Friday night function at the Inverell Club, which was a Greek buffet and where the Rally packs were given to members. We met up with Geoff and Pam Moon (1800) at the dinner.

One of the highlights for all Rally participants is the get together's in the various motel car parks where we met other participants from other states and

clean, check out, compare and discuss all models of Volvos. Our motel, for example, had 2 x 122, 1 x 121 wagon, 2 x 1800, 1 x 1800ES, a 164, a 240 wagon, an S90 and our 760 wagon.

Saturday morning saw an assembly of cars at the car park for Varley Oval, the venue for the Sunday display, including new QLD members, Rob and Melissa Howard (740). We were to head out to Copeton Dam for a picnic lunch. The Qld crew of Hunts, Austins, Careys and Angus' went to the Lookout first, then on to the Sapphire Tea Rooms for morning tea, Olives by Beaulieu and then on to the dam. A lovely picnic lunch was had by all and again a lot of checking out, comparing and discussing took place.



Saturday night saw us arrive at the Inverell Transport Museum for a BBQ dinner with a Bush Poet and a wander around the exhibits. The Victorian club picked up the trophy for the most cars entered and a South Australian was given the award for the



Inverell National Rally Display - Varley Oval - Sunday 16 April 2006

MAJOR NSW EVENTS FOR COUNCIL OF MOTOR CLUBS

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



A



B



D



C



E

PHOTOS THIS PAGE:
A. Kevin Greenaway accepting the award for never winning anything!
B & C. Picnic at Copeton Dam
D. Bob Taylor accepting book from Lance Phillips
E. Bob's Collection



F



G

F. Kevin Greenaway's 164E
G. Marian Pearson's 1800E's
H. Darren Robertson cleaning his 1800
I. Thorben Hughes' 240GL Anniversary Wagon



I



H

furthest traveled. Wayne Coles (from Western Australia) flew in for the rally.

Sunday morning dawned with much car cleaning and preparations for the Display at Varley Oval. On arrival, the various models were parked on the oval waiting for judging. This was the first time that all participants were together per model and again much checking out, comparing and discussion took place, but that's what the Rally is about. There were classes for 120's, 1800's, 100 series, 200 series and others. The Others class had to be won by a Queenslander driving a blue car as it was made up of the Hunts, the Angus', The Austin's and Howard's.

Whilst the display was being held, some of us went to the Gem Shop where we were shown gem cutting and given a brief history of gems in the district and Australia. Some purchases were made. Lunch was a self-organised affair, with many of the participants going to the RSM club on the opposite corner to the Oval for a meal and a rest in the air conditioning.

The display ended about 3 pm and participants had free time until the Rally Presentation Dinner at the Visitor's Centre function rooms. There was a raffle of various Volvo accessories from shirts, to pens, hats, books, etc.



PHOTOS THIS PAGE:

A. John Johnson's immaculate engine bay

B. Stuart Allsopp's 2-tone 144

C. Craig Rasmussen's 122



D. (Left to Right)

Kevin's 164E

Erik's 164E

Len Ward's 144



E. (Left to Right)

**Torben Toft's
P1800**

**Walter & Sandra
Gowan's 1800E**



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A



B



C



D



E



F



G



H

PHOTOS THIS PAGE:

A. Barry & Helen Judd's; 1800

B. Robert Bakker's; 262C

C. Grahame & Helen Hunt's; 760T

D. Martin Hellemon's; 122

E. Guy Smith's; 1800 and ? 122

F. Ralph Wildenauer's; 122 "Polis"

G. (Left to Right);

Lance Phillips' 242GT

Rod Patton's; 242GT

H. The Blue Gem at Inverell Motor Museum

The two Queensland tables suffered a bit of a drought at the beginning of the raffle, but towards the end, except for Eunice and Gaye, fared very well.

Rob Howard (740) was first in the Other's class, with Grahame and Gus equal second with Vic close behind. Terry Carey was awarded the Encouragement award. So all in all we did very well with 6 members, which represented 25% of our total membership.

Monday morning had us all back at the Transport Museum for a farewell breakfast. It was an excellent way to end the Rally. The Rally cemented the fellowship between our Queensland members and gave us the opportunity to meet and talk to fellow Volvo enthusiasts from all over Australia.

One of the most important things to come out of the weekend is that in 2008 we will be the host club for the National Rally. At this point, Toowoomba is the likely venue. So everyone will have two years to prepare but I will expect a huge turn-up of Qld cars. I think I will only accept a handwritten note from your great, great, great grandmothers' uncle as an excuse.

Get out those polish rags and start getting ready.

Helen Hunt

2006 National Rally: A Southern Perspective by Lance Phillips

Pam & I had planned to attend the Rally, as we had not missed a one since the start of these events in 1989 at Tamworth. I co-drove with Len in his 1225 for that event but had my own car from then on.

I also had to return the "Numb Bum Award" which we picked up at Grafton in 2002 for the longest distance traveled. This year Barry & Helen Judd of South Australia had the pleasure of taking it home. Hope it did not affect the fuel economy too much!!!

When I was asked by Richard Zammit to assist I agreed to help out from a southern point of view [Victoria & SA] to generate some interest in the event. As time went on I became a bit more involved as an "Assistant Rally Director" along with Graham Jones and later Roger Pearson to help the Director, Rex Sneyd.

Rex as a local of Inverell had everything in hand there and it was running like clockwork. It was really good to have someone on the ground to do those things and a big hand to Rex & Edith for their efforts.

Graham, Roger & I sorted out the minor details like judging and prizes etc. George Minassian had the badge

organised. Volvo Car Australia through the Public Affairs Manager, Todd Hallenbeck helped me out with environmentally friendly bags for the Rally bag as well some pens, brochures and some merchandise from a previous release by way of shirts, beanies and scarves. Things were looking good. We received some much-appreciated sponsorship from car clubs and businesses, which helped, pay the bills for the prizes which were mainly Volvo merchandising items. We were keeping the Volvo theme. See a list of sponsors in Rally wrap up.

The business aspect aside it was down to which car to take!!! I tossed between the 760T and the 242GT which won out.

There were 8 entrants from Victoria and 5 from South Australia with a cross section of cars to add variety. Due to work commitments and all that, people were leaving at different times to all arrive by Good Friday. The Pattons and Phillips left on the Tuesday about lunchtime with stopovers in Shepparton & Parkes. We met up with 2 of the SA Club cars [Barry & Helen Judd and Ken Bayly and his mum Rhonda] in Parkes with Thorben in the area as well although we did not catch up until Inverell.

We arrived in Inverell on Thursday afternoon with a cracked exhaust in

need of repair. The two exhaust places had decided it was quiet so shut up shop early for Easter- missed by that much!! With the noise increasing and possibility of the engine pipe breaking off temporary repairs were in order. After some thought a muffler bandage, 4 Coke cans and a wrap from the truck spares over the road from the motel kept it in place until I got home -just. A new engine pipe is next on the agenda. I also had an intermittent brake light switch, which meant the brake lights were coming and going but fortunately no one run into me -a replacement is also in order. John brought one up for me but with everything happening I forgot to get it from him.

As there will be other reports on the event I won't go into details but Pam & I enjoyed the Rally and look forward to Toowoomba in 2008. The GT took out third in the 2 Series Class and I was given a book Volvo 1927 - 2006 for the Hard Luck Award which I presented to Bob Taylor to add to the "Bob Taylor Volvo Collection" currently on display at the Inverell Motor Museum. Bob's collection is a good reason to visit the museum if in that area.

Inverell is a very interesting place with much to see. We were fortunate enough to be one of the last groups to

visit the Clydesdale horses before it shuts its doors to visitors.

We came home via the Hunter Valley, Katoomba and Bathurst [with a lap of the track and a visit to the car museum]. We also had lunch with Rally entrants Greg & Audrey Dickinson on our way with a slight detour. We had other invitations to catch up but ran out of time unfortunately but there is always next time.

A big thanks to all those who attended to make it successful. The support from the Victorian, South Australian, Queensland and NSW Clubs helped the 1800/120 Club as hosts hold a successful National Rally.

It was a chance to catch up with old friends and meet new ones who we hope to see at the next one.

Lance Phillips

Rally entrants from the south:

Victoria:

John Grant - 122S
Walter & Sandra Gowans -1800E
Len & Wendy Ward -144DL
John Johnson & Sandra Lewis -1800S
Rod & Kareen Patton -242GT
Lance & Pam Phillips -242GT
Greg Sievert & Wayne Bowers -1800ES
Thorben Hughes -240GL estate

South Australia:

Helen & Barry Judd -1800S
Craig Rasmussen -122S

Ken & Rhonda Bayly -122S
Erik Ullner -164E
Ralph Wildenauer -122S Polis

Torben Toft's "1SAINT"

(Submitted by the lovely Kyle, Torben's partner, at the request of the Editor. Torben's car was featured on the back cover of Rolling March/April edition, and it was great to see the car and meet Torben & Kyle at the rally in Inverell. Ed.)

Hi Greg. The car is a 1967 1800S on ROH wheels, newly restored close to its original impressive dark green (2000 model colour) that could pass as black in the dark. It has lowered coils, front sway-bar, and is immaculate under the hood; with rear gold badging and after a lengthy 3 year restoration it was finally registered in December 2005. "1SAINT" is on the road at least a few times a week but is eagerly awaiting the long open road trip to Inverell.

The lucky owner is my partner Torben Toft who is a Volvo fanatic. Torben worked for 7 years here in Sydney as a Volvo interpreter and bought an entire parts range in 2000, which has kept him very busy. His current fleet consists of a 242GT, a 1964 1800 (silver), and of course 1SAINT, which has kept him the busiest and happiest. Next stop: Inverell!

volvo downunder spares

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VOLVO *Imagineering*

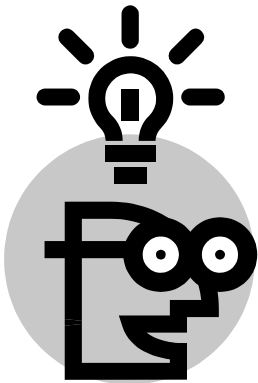
Dion Nowatzky has been busy at it again. Here are some of his latest creations (Thanks Dion!) If you have any similar imaginative ideas, sketches, etc., please email to the Editor for a future edition of Rolling.



C70 T5-R with a massive wing!



V50 XCR with all the accessories for bush-bashing



Totally slammed V70R - now all it needs is a chopped top (maybe next time Dion?)



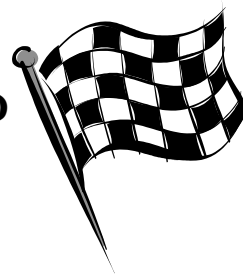
V80 XC - V8 - looks practical if not handsome



XC90 T6 2-door Ute

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

AROCA Victoria website:

www.alfaclubvic.org.au

MOTORSPORTS REGISTER EVENTS CALENDAR

JUNE

4th: MSCA Sandown Sprint (CAMS). (Nissan Datsun Sports owner's club: www.ndsoc.com.au)

JULY

2nd: AROCA Sprint - Sandown
(www.alfaclubvic.org.au)

16th: Winton Fun Day (See VIC calendar on Pg. 2 for more info, or call one of the Motorsports Register captains - or see www.wintonraceway.com.au)

23rd: AROCA Sprint - Phillip Island
(www.alfaclubvic.org.au)

SEPTEMBER

2nd: MSCA Phillip Island Sprint (CAMS)
(www.ndsoc.com.au)

17th: Winton Sprint (AASA) - Ford Falcon Fairlane Club

DECEMBER

17th: Winton Fun Day (www.wintonraceway.com.au)

Holden Sporting Car Club of Vic

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

Another Supercharged 240?

The Editor was surprised and delighted to see Rod Bakker and his recently-supercharged 240 at the picnic day in Inverell. Unfortunately we didn't get a drive of the car, but Rod has done an impressive job on the installation (and spent big \$\$ in the process!).

He's running an aftermarket FI computer, larger injectors, and about 8 PSI of boost. The car sounds really mean,

and Rod is hoping to achieve 250HP at the rear wheels. More in future editions.



Engine bay of Rod Bakker's supercharged 240



The Davies' fleet of hotted-up Volvos at Flemington Display Day - more info next edition!

Brickbats & Bouquets

with "Grumpy"

HOW MANY PISTONS?

Have you thought how a car is described? *"The latest model from NONG car is a 4 cylinder 2 litre"* Why the concentration on the cylinders? They are only the holes in the motor that contain the burning petrol gas. It is rather like admiring the HOLE while eating a doughnut!

The pistons are the things that turn the crankshaft and so propel the car along the road. Without pistons your car will not go very far. The question is how many do you need? The more the better? Well yes and no, certainly a six is smoother than a four and a V-eight is even smoother still and more powerful.

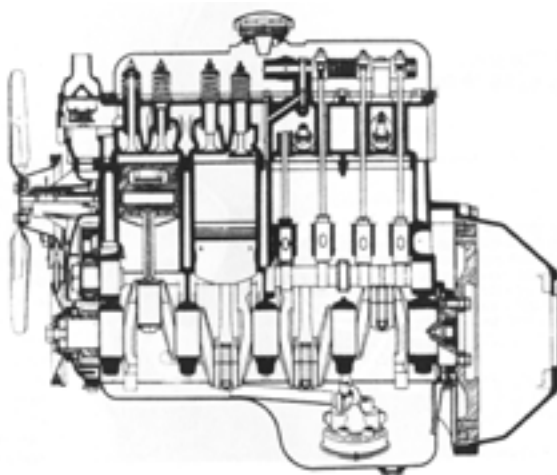
Henry Ford built his "Quadricycle" in 1893 with only one piston [and cylinder] and it worked, but it was only an experiment. When he started building the model "T" in 1908 it had four pistons. The basic problem of a small number of pistons is vibration, but this can be overcome by the flywheel [that stores energy between strokes] and a vibration damper at the other end of the crankshaft.

There have been a number of highly successful two cylinder cars in the past. There was the German DKW of the 1930's, the French 2CV Citroën of the 1960's, and the small Honda sports car also of the 1960's. Then there is the small Japanese car of recent years with a three cylinder motor - unfortunately rather slow and prone to vibrate when idling.



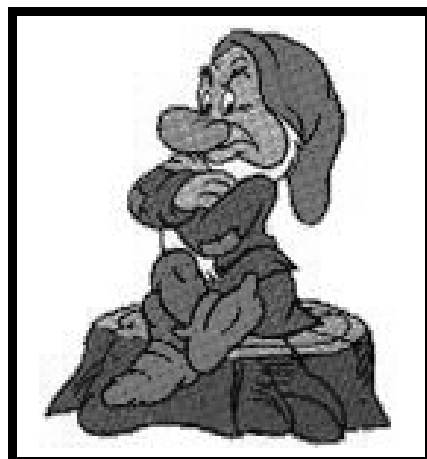
Instantly-recognisable: Citroën 2CV

In later years we can discuss Volvo, which has concentrated on excellent four piston cars, and a few sixes for the more wealthy customers. Which makes the introduction of the five piston 850 model rather puzzling? Did the designers have an argument and settle



Simplicity: Volvo's B18 4-cylinder pushrod engine

on a compromise? Possibly it was difficult to fit a six piston transverse motor under the bonnet to drive the front wheels.



But Leyland managed with their poorly received "Tasman" in the 1970's.

I guess four cylinders are enough for me, although I would not object to a six if it were fuel efficient.

To take things to the opposite extreme there is the recently released Bugatti Veyron 16.4. A monster with an eight litre motor, 16 pistons in a W configuration with 64 valves. It has a top speed of 407 km/h and an acceleration of 0-100 in 2.5 seconds. Now if you have A\$3 million to spare



Model: 1931 Cadillac Fleetwood V16

Engine: 425 cubic inch, 45-degree V16, 165 HP @ 3400 RPM

According to the placard at the **GM Heritage Center** in Warren, Michigan: "In 1929, Cadillac stunned the industry by introducing the first 16-cylinder automobile engine. This 1931 phaeton includes crank-operated rear windshield, rear compartment speedometer and 8-day clock, dual side-mount tires and pilot ray driving lights which turn with the direction of the steering." The Editor was lucky enough to see this car and many other GM classics while in Detroit.



The new Bugatti Veyron

get your order in now! They are only going to build 300, and you will have to have it converted to right-hand-drive if you want to drive it in Australia. If you want to chug around the suburbs it drinks petrol at 40 L/100 kilometres, the tank holds 100 litres and I would guess only takes premium petrol. At the current price of \$1.40 per litre that is only \$140 a tank-full - small change to those who can afford the purchase price.

I hope it is more reliable than the English F1 racing car of the 1950's, the BRM [British Racing Motor] which also had 16 pistons. In practice with Sterling Moss at the wheel it was blindingly fast - unfortunately on race day it tended to break down!

For sheer economy in building, maintenance and fuel economy it takes a lot to beat a good four piston car.

I rest my case.

Grumpy

Volvo Ocean Race - Melbourne Stopover

Even if you are not a sailor, this event grabs worldwide attention. Melbourne was certainly lucky to be on the calendar to host a stop over on the round the world race. Following stories on the web sites this is obviously a huge challenge to crews and craft (not withstanding the advances in technology of boat construction and navigational aids) and it would have to rate as an "extreme sport".

The boats were moored at the waterfront at docklands and competed in a race on the bay while in port. Boats left Melbourne on the 12th February and to get the mast under the Bolte bridge they had to lay the craft over (apparently the keel can be canted to change the attitude of the boat).

Volvo also had a static display including cars, trucks and a large merchandising tent selling high quality jackets, shirts, bags etc. The truck section included a cab split behind the drivers seat and the sleeping area so you could enter and sit down. Fortunately there were not a lot of little kids getting in the way so the big kids could get a turn. It even had not just cup holders, but an in dash coffee making machine!

Another room offered audio visual displays of Volvo truck testing showing crash testing, impact testing of steering wheels, truck rollovers with dummies restrained and unrestrained, and high speed manoeuvres with and without stability controls. All very interesting to just sit and watch.

Outside the room were cut-away displays of truck engines and gearboxes.

Apparently Volvo has two identical displays which they "leap frog" around the world so there is always one set up ready at the next stop over when the boats arrive. The display is manned by Swedish men and women who fly between stopovers and get to spend time in each city. Not bad work if you can get it. So they follow the race around the world and finish back in Gothenburg mid June.

Schools here were encouraged to use the ocean race and the stopover for years 7-9 to



The Veyron's W16 Engine

cover topics in geography, science and outdoor education.

Web sites of interest with some



ING/Brunel Yacht. Photo: Sally Collinson

great links are:

www.volvoceanrace.org

www.melbournestopover.com.au

or just "Google" Volvo Ocean Race

Allan Abbott VCCV



ABN AMRO coming into Melbourne (Picture: Peter Houghton)

A VOLVO EXPERIENCE

by Allan Abbott

A recent trip to Sweden in January this year provided an opportunity to see and be involved in some of the services of the Volvo organisation.

Hopefully in this and upcoming issues of the magazine members may find interest in some of those experiences, including Gothenburg, the Volvo Museum, Volvo Cars Driving

Academy, and the Gothenburg test track.

Arrival into Gothenburg at 12:30 PM on the 12/2/06 meant only another 3-1/2 hours of daylight. Yes, this is Volvo City. The trip from the airport to the city centre (on a Volvo bus) with snow and ice everywhere, meant seeing Volvo cars, trucks, buses, taxis and police vehicles dominating the entire city.

If you love the marque, there is just something about seeing Volvos operating in a winter environment. Temperatures were up to -12C overnight and daytime around zero, with two days providing about two hours of sunlight.

There was a predominance of late-model current range vehicles, more manual models than we get, and a lot of diesel taxis etc., and a number of bi-fuel cars were seen. Although we get



Snowy Streets in Gothenburg

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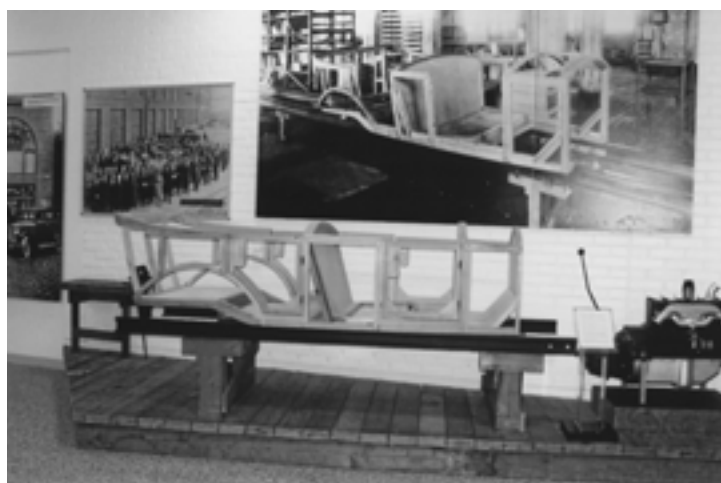
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Trucks & Planes in the Volvo Museum

SEK6.00 (approx.) for A\$1.00 things are quite expensive and you can pay up to A\$7.00 for a large coffee and over



Early Volvo with wooden frame, or is it a prototype mock-up?

A\$2.00 per litre of fuel (probably a lot more now! Ed.)

Mark Hoffman wrote a very good article in Rolling No. 162, Sept/Oct 2005 on his trip to Gothenburg and the Volvo museum, and this made me definitely schedule time for a visit. Due to the time of year a lot of tourist attractions were closed. At the

Volvo museum there was only one other person (other than staff) in the entire place. The

museum is a must-see for anyone interested in Volvo. The place is huge and the range of exhibits is impressive.



Headlight Wiper on P1800: Swedes are serious about winter driving!



The "Rocket Car" - one of the proposed styling themes for the 180ES

The Volvo Car Driving Academy (VCDA)

On the 28/2/86 Prime Minister Olaf Palme left home with his wife to see a movie but was without his personal protection officer. On the way home he was shot in the back. His assassin has never been caught.

In 1988, Mr. Bert Melen was appointed to establish a new personal



Volvo Museum displays Volvo's development from the start 1927 to the 21st century for the different lines of business: Aero, Bus, Construction Equipment, Penta, Trucks and Cars. In the museum, there are lots of interesting exhibits, besides the first vehicles: ÖV4, the truck LV28 and the bus LV45, you will also find prototypes and many unusual products.

Among the prototypes, there are experimental cars, e.g. the VESC which preceded the 240 series, the first electric car, and the concept-truck ECT as well as the conceptbus ECB. Also worthy of attention is Volvo Penta's development of engines - from the early outboards to current high-technology Aquamatic with Duoprop. Among the Volvo Aero exhibits is a radial engine and the first jet engine used in the Royal Swedish Air Force.

One section of the exhibition shows Volvo's safety and environmental thinking.

A film about the company's history starts off your exploration of the museum - well worth a visit.



Early Volvo windscreen demister

protection organisation with resources to protect the head of state, members of parliament and government officials. Several armoured cars were required and the politicians wanted to use Swedish cars. Volvo had build one armoured car but were not eager to do more. Saab had never built an armoured car and wasn't able to do so within a reasonable time frame.

Volvo agreed to build 10 new cars in 6 months. It was also agreed that besides the armoured cars, Volvo should also provide training cars for the personal protection officers training program. When Volvo witnessed this driver training, in 1989 they established the VCDA. Bert Melen retired from the police force and joined VCDA as a consultant.

VCDA information states:

1. We concentrate on the driver.
 - Volvo cars are among the safest in the world, however sometimes safety depends on the skill of the driver.
 - VCDA teaches drivers to handle cars in different critical situations.

- Try to provide the optimal combination - the safest car and the most skilled driver.
2. VCDA uses all the resources at Volvo Car Corporation and can present all the latest products and technical solutions (this is also a good sales tool). They also use special vehicles such as ambulances, armoured vehicles and

limousines. They currently have 20 instructors and are located in Gothenburg, Stockholm, Liungbyhed, Avboga, Salen, Sveg, Alvdalen and Hemsedal, Norway.

3. VCDA has a mobile organisation which enables them to set up and offer courses/events at the location of the customer's choice.
4. VCDA programs include advanced security driver training, expatriate staff security training, winter driving



Scale model diorama showing PV544 with campervan

and AWD programs, instructor training, professional emergency driver training and traffic safety courses.

5. Customers include the Swedish government, Swedish Security Service, anti-terror police task force, Volvo Cars Denmark, China, Norway & Russia, Volvo Trucks, Nokian Tyres Finland, Swedish Army special task force, High Performance Club, Bank



- of Norway - to name a few.
6. In their future development they want to establish new stationary demo and test drive centres in the suburban areas of Stockholm, Malmö and Copenhagen.

VCDA has a long experience of various professional training courses in Sweden and abroad and have been developed in collaboration with the National Swedish Police College and the training is based on the scientific work which Volvo Cars unique Vehicle Safety Laboratory has been conducting over many years.

This whole approach is quite unique in the automotive world but comes quite naturally to Volvo Cars, with their focus on safe cars and safe driving.

Next time, driving with VCDA...

BIRTH NOTICES:

CONGRATULATIONS: It's a *VOLVO!*?



Lance's triplets joining BBE 827

ANNOUNCING: Triplets!

Lance Phillips is proud to announce his baby "BBE 827" has been joined in the nursery by non-identical triplets. Lance's propensity to sniff out bargain 242GT's is second to none. Pity the back yard is so full of cars now that Pam has nowhere to hang the washing!

ORGAN TRANSPLANT:

Caz Telfer-Williams has recently adopted a gold 262C Bertone from an enthusiast in NSW. The coupe is lucky to be alive after receiving a heart-lung transplant in the way of a GM 3.8 litre V6 engine & automatic transmission. Work has already begun on the car's engine and suspension to improve the driving experience. The thought of a manual transmission swap is enticing, but may be too risky given the orphan's already patched-up innards...more to follow!



Caz's 262C at Flemington Display Day - SWEET!

TRAGIC LOSS (of \$\$\$):

Greg Sievert purchased what was believed to be a perfectly fit 1986 240GL sight-unseen on Ebay. Upon pick-up in Traralgon, the adoptee appeared to be healthy but in need of a good bath (or visit to Sims Metals?) The proud (or embarrassed?) father dropped by Lance's place on the way home to trade stories, only to have the clutch slave cylinder jam and rubber hose burst. The clutchless recalcitrant



Greg's 240GL - dodgy as!

adoptee was successfully but stressfully driven a further 20 km to the "Volvo Factory" storage facility where it immediately began its metamorphosis into a pile of bones and organs suitable for transplant into future project cars. Lesson learned - never buy a car without seeing it first, regardless of how cheap it is!

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

Treasurer's Report \$\$

Christina Nowatzky

0425-740-858 (AH)

nowatzkyt@optusnet.com.au

MONEY BUSINESS

Account balance on 19th April 2006 is: \$3,229.32. The last magazine Treasurer's report was on the 10th February 2006. At that time, we had a bank balance of \$2,704.24.

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

INCOME:

Membership Subscriptions: \$905.00

Meetings: \$51.95

Advertising & Sponsorship: \$65.00

Magazine Contributions (1800/120 Club & Volvo Clubs of QLD & SA): \$842.23

GROSS INCOME: \$1864.18

EXPENSES:

Magazine Printing (Mar/Apr): \$720.01

Magazine Postage (Mar/Apr): \$308.34

Bank Operating Costs: \$44.25

Advertising & Sponsorship: \$950.00

Donation to 1800/120 Club: \$100.00

Suppers (Meetings): \$21.05

White Pages Rental: \$138.00

TOTAL EXPENSE: \$2281.65

NET INCOME (loss): -\$417.47

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.

Membership Status

Number of members: 162

Number of expired members: 15

Number of current financial members: 147

New Member List

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

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.

Club Permit Scheme (CPS) for Victoria

All club members that have a Club Permit (CH plates) should make sure that your vehicle details are up to date with the club by signing and returning your MEMBERSHIP RENEWAL form with complete vehicle details, address and contact information. For more information about the Victorian CPS/CH plates please purchase an AOMC CPS handbook (\$5 from the Club Secretary). Summary information is available from www.aomc.asn.au or www.vicroads.vic.gov.au and type in "Club Permit".

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

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

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

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

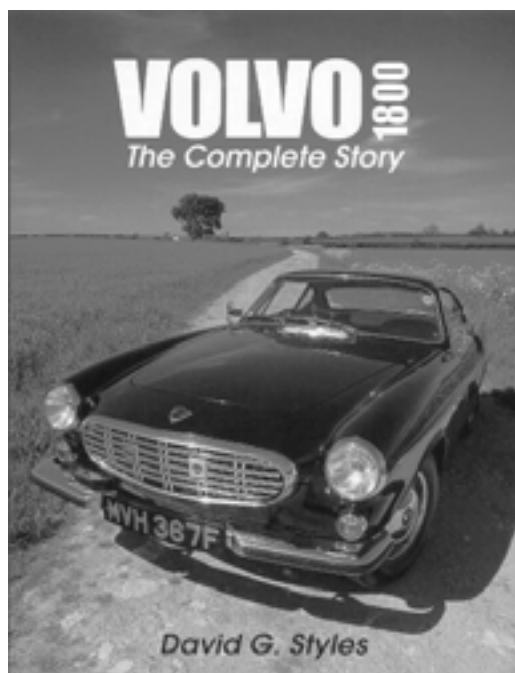
If you have any queries about your membership please feel free to contact me via phone (03) 9397 5976 or email waynebowers@unite.com.au



Volvo Club of Vic - New Members

Name	Cars
Stuart Kartekaas	P1800E
Simon Klein	P1800, 122, P1800S, 122S, 242GT
Ted Johnson	265
Michael & Lynette de Valle	244GLE
Ken & Tracey Andrews	245DL
Brian Piddick	240 Wagon, 850 Wagon
Cameron Sprague	740 Turbo
Neil Davies	240 Wagon
Ingrid Van Dyk & Brian O'Dwyer	P1800ES

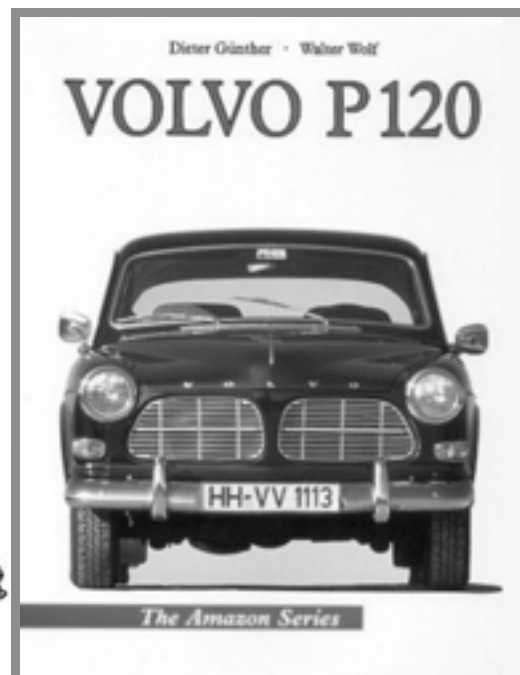
VOLVO BOOK OFFERS



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

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

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

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

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

Classifieds: Cars & Parts

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

1980 262 Bertone Coupe (UAN 402)

Regretfully selling to go overseas. The car is in great condition throughout. Engine has low km's (150k). Has been sprayed in a dark blue/green however is an original silver



Bertone. It is very original including the rims and interior. Would make a great car to drive daily or to restore to its former glory. \$6500 ONO. Call James on 0402647579 (4May06)

1990 740GLT (KC 740) 5-speed manual, Engine rebuild including new turbo charger with all receipts, boost and air/fuel mixture gauges, brand new 3 inch high flow mandrel-bent exhaust system, custom high flow intercooler including new piping and air flow setup, leather interior, heated front seats, power windows/mirrors, climate



control, CD player, Turbo timer, new bushes, rubbers etc, full service history, long range fuel tank, boss kit, tow bar, clear indicator lenses, body has never been re-sprayed and is immaculate for age. Must sell. Best offers will be considered (around the \$5000 mark) Reg expires August 2006. Ph. 0409662384 (4May06)

1996 850JE Wagon (QET 705) Red with dark grey leather: Auto/ Sunroof/ Alloys/ 7 seater/ tow bar plus usual electrics. Regd until May 2007: RWC: 183,000kms Price \$10500: Phone Julie 9857 7233 (2May06)

1983 240GLE Silver fully optioned, roof, mags, no accidents, interior like new. Paint slightly faded. Reg Oct 06 QLD, full history & lots of receipts. Reliable good car. \$950 Call Kel 0407665360 (2May06)

1990 240GL Anniversary wagon (Regd TBA) White with tan leather: electric windows and mirrors: Alloys with new tyres: new windscreen: RWC: 328,000 kms Ph: Steve or Jenny on 02 60 217065 BH: Price \$4600 (30Apr06)

1977 244DL sedan, Auto, used daily. Being pensioned off. \$200. Registered 4 months. Graham (03) 9806-0821 (5Apr06)

164E (LRO 130) \$1000 dollars as-is. Colour dark red. The car is a two owner car. Most things are original - even has a Volvo half-moon shape jerry can in the boot for petrol opposite the spare wheel in the well. The tires are like new (4 Michelins). There is no



rust. As you can see by the photos, it could possibly use a respray, as the paint is faded on the back half. The car has had a respray on the front half as the chap who had it before me hit a gate in the front and it had to be touched up. The motor could do with a head gasket, which comes with the car; it does not use oil. It has heaps of spares, including a radiator, computer & a workshop manual. Phone Barry Hicks (03) 5189-1255. Car located in Won Wron, 3971. Email barryh1@aapt.net.au. (20Mar06)

1980 242 GT See photo on last page of Classified Ads (AXH 555) 257,000 km. Small rust spot on bonnet otherwise rust-free. All 242 specs (Volvo rims, Interior etc.) CD player, NO RWC, Driven everyday - very reliable. 90% tyres. Going o/s - must sell. \$2200 ONO Geelong. Contact Richard 0407-840-336 (9May06)

Check out Mark Richardson's new web site for VP Tuning:

www.vptuning.com.au Still a work in progress - feel free to provide feedback to Mark (contact details on the web site).

Available soon from Revell in 1:18 scale: Volvo P1800S 1967 in white or red colour.



For us that have bought the previous Volvo models from Revell, we know about the good quality and detail for a reasonable price. Price is hard to predict at the moment...so I won't. Also if you like this



scale or are into police cars there will be a Swedish police 121 model soon. Pre-bookings can be done via email, mkr@alphalink.com.au or fax 03 9775 5302, or phone Mark 0403 814 545 (15Mar06)

1973 164 (198 FBV) White. Internal sliding sunroof has been sealed off with silicone. It is fitted with older doors (handle positioned on the face of the door - they came off an older series 1 station wagon - but fitted with more modern internal door trims). Interior seats (blue) and dash (black) have been



reupholstered. Some rust in sills. Relatively new stereo (tapes and radio only). Good for parts or restoration (due for a repaint). Car has always given good service. A few spare parts. Currently registered, sell as is. \$750 ONO. Located in Morningside, Brisbane. Ph: (07) 3224-6673 (work) or (07) 3399-1236 (home) or email Greg.PEACOCK@projectservices.qld.gov.au. (14Mar06)

Pierre Collet Motors

Web: www.pierrecolletmotors.com.au

VOLVO SPECIALISTS

LMCT 5717



SERVICE: 9836 9961
SALES: 9836 2065

Fax: 9888 5075

400-408 Canterbury Road, Surrey Hills 3127

1972 P1800E3 (551 CYD) White with blue upholstery. Very good condition. 183,000kms. 4 speed manual with electric



overdrive. Only \$16,000 - negotiable. Email: jwenban@iprimus.com.au Ph: (07) 5494-3891. Maleny Qld (11Mar06)

1965 1223 (Reg "003") Original Condition. Dark blue w/ light blue interior. Twin Carburettors, Front Disc Brakes, 4 Speed



Manual. 62 000 miles. \$11,000 ONO. Contact Harold Pedley 0417 084 477 (27Feb06)

1973 144DL (rego 9/06 number TBA) White with brown interior: single carb: good condition; 2 owner car with same owner last 20 years: 200,000 miles with motor rebuilt at 100,000: 3 speed auto rebuilt recently: Phone Bill 9751 0714: price \$1250 (26Feb06)

1968 1223 Estate (21815-H) This would have to be one of the finest examples of this model in Australia. Extremely clean rust-free

body (cream) and well maintained



upholstery (red). Tyres, brakes, clutch, steering and fuel system have all recently been renewed. Car has travelled 160,000 miles, is always garaged and well maintained. Price: \$12,500 ONO. Contact: Jeff King (02) 9871-6164 or 0410 653 673 (26Feb06)

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 18003 (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)

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

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)

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)

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 122\$ (IME 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)

1966 122\$ (IOJ911) 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 Bilia 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)

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

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?

DV\$ - Davies VolvoSport. Ph. Ash Davies 0412-709-695 or Email ashdavies@optusnet.com.au. WEB site: <http://members.optusnet.com.au/ashdavies/dvs>

DV\$ 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

DV\$ 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

DV\$ 240 Adjustable Panhard Bar.

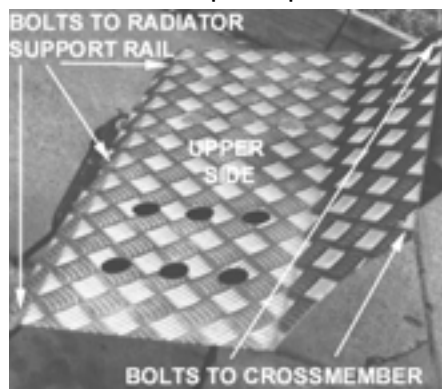
Ideal for 240s with lowered suspension.



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

DV's 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 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

DV's 850 & P1 C70/\$70/V70 Sump Guard.

Our aluminium checker-plate sump guards are designed to protect the sump and transmission on 850, S70 and V70 Volvos up to 2000 model, including AWD. The sump and transmission on 850, S70 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 & S70/V70 series Volvos. \$215.00

DV's 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 DV's.

Performance brake components

Available for most Volvo models. EBC performance brake pads also available. Contact DV's for more info.

DV's - Davies VolvoSport. Ph. Ash Davies 0412-709-695 or Email ashd Davies@optusnet.com.au. WEB site: <http://members.optusnet.com.au/ashd Davies/> dvs

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

Today's Featured Humour: English Is a Funny Language

(sent in by John Robertson via Email - thanks John)

- Let's face it: English is a crazy language.
- There is no egg in eggplant or ham in hamburger;
- neither apple nor pine in pineapple.
- English muffins were not invented in England or french fries in France.
- Sweetmeats are candies, while sweetbreads, which aren't sweet, are meat.

We take English for granted. But if we explore its paradoxes, we find:

- that quicksand can work slowly, boxing rings are square, and a guinea pig is neither from Guinea nor is it a pig.
- And why is it that writers write, but fingers don't fing, grocers don't groce, and hammers don't ham?
- If the plural of tooth is teeth, why isn't the plural of booth beeth? One goose, 2 geese. So, one moose, 2 meese? One index, two indices? Is cheese the plural of choose?
- If teachers taught, why didn't preachers praught?
- If a vegetarian eats vegetables, what does a humanitarian eat?
- In what language do people recite at a play, and play at a recital?
- Ship by truck and send cargo by ship?
- Have noses that run and feet that smell?
- Park on driveways and drive on parkways?
- How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites?
- How can the weather be hot as hell one day and cold as hell another? When a house burns up, it burns down.
- You fill in a form by filling it out and an alarm clock goes off by going on.
- When the stars are out, they are visible, but when the lights are out, they are invisible???

Now I know why I flunked my English!!

Late ad - photo for 1980 242 GT (AXH 555) below - ad on 1st pg of classifieds.



DVS

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performance braking components
performance parts to suit most volvos

ashleigh davies

0412 709 695

ashd Davies@optusnet.com.au

VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



() **New Application** (1 year membership from date of payment.)

() **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.)

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.

Your Details:

Membership number (renewal only)

First Name: (Mr/Mrs/.....)..... Surname:

Partner's Name: (Mr/Mrs/.....).....

Postal Address:

.....State: Post Code:

Contact Details:

Phone: (.....) Mobile: (.....)

Email:

Car(s) Details:

(You must list vehicles with CH plates. Engine number can be found on Registration Certificate)

Model	Year	Colour	Reg. No.	Engine No.	Body Style
.....
.....
.....
.....
.....
.....
.....

Membership Type:

() Adult Membership (\$40)

() Student/Pensioner (\$20)

Payment Details:

() CHEQUE () MONEY ORDER () OTHER.....

Amount paid \$.....

I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.

Signature Date.....

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

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.

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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
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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
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Geelong	Peck & Stokes	(03) 5221 2111	CSP
Hawthorn	Bilia Hawthorn	(03) 9882 3600	CSP

VOLVO

VICTORIA, Continued

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Seaford	Masons Prestige	(03) 9786 3555	SP

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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:

Mark Hoffmann's 240 GLE. With a recent complete re-spray, the car is looking fantastic!



If undeliverable return to
Volvo Club of Victoria
PO Box 3011
MOORABBIN EAST VIC 3189

Rolling Australia

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PP 032699/00016

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