

ROLLING

AUSTRALIA
No. 167

July/August 2006



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Victorian Club Display Day

Grumpy: Aerodynamics 101

Going out in Style: Volvo Hearse

Laurie Menogue's 360 Saga: Part 1

Huge South Australian Club Report

Motorsports Special: Go Fast, Brake & Turn

Special Colour Centrefold - 1800/120 Club National Rally - YES! FULL COLOUR!!



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: Volvo Club of Victoria AGM & Bilva Parts Sale

DATE: Wednesday, 2nd August. **NOTE:** BILVA VOLVO will be at the AGM with spare parts sale - **DON'T MISS IT!!**

TIME: 7:00 PM - free dinner (pizza & soft drinks) for all paid-up members. AGM starts at 8:00 PM.

LOCATION: Camberwell Tennis Club

DETAILS: See nomination form insert in magazine for Victorian members. It's that time again - put your hand up and offer to help run the club. Without volunteers, the club can't exist. All positions will be made available, so if you have an interest, let Heino or another committee member know. It's not that much work, and it can be a rewarding experience. Any questions, please contact a committee member. **SPECIAL:** Time to stock up on parts - Bilva reps will be on hand with a selection of spares for sale.

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: Brad Wightman's 940GL

Submitted by Brad Wightman (VCQ). Ahh, sunny, tropical, Queensland! 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.



Queenscliff

CARS OF THE WORLD

Sunday
October 29
2006

The Show 'n' Shine & Social Charity event

FORT QUEENSCLIFF

Cocktail Party, Tour d'Elegance, Cavalcade to the Fort, Car display and Concours d'Elegance

Feature Marques - Ford Mustang Coupe & Jaguar E-Type

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Melbourne Fundraiser Cocktail Party Tuesday 12th September Venue: Leonda by the Yarra 2 Wallen Road, Hawthorn Guest Speaker Andrew Cannon Hon. Consul, Monaco Music by the East Coast Jazz Band Heaps of auctions and raffles Time: 7pm for 7:30pm start Dress: Smart casual RSVP: 11th September Cost: \$65 per person	Tour d'Elegance Saturday 28th October Departs: 9am from TenixCar Park - Timeball Tower Nelson Place, Williamstown Mel Ref 56 F10 BBQ Available from 8am Cost: \$15 per car	Cavalcade to the Fort Sunday 29th October Departs: 8:30am from TenixCar Park Timeball Tower, Nelson Place, Williamstown, Mel Ref 56 F10 BBQ Available from 7:30am Cost: \$20 per car (incl. display entry to Fort)	
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Queenscliff

CARS OF THE WORLD

The Show 'n' Shine & Social Charity event



Crystal trophy awards including

- Best of Show
- Car Club Prize
- People's Choice
- Ladies Award
- 8 Country of Origin Awards



Fort Queenscliff Display & Concours
Sunday 29th October
Feature Marques: Ford Mustang Coupe & Jaguar E-Type
Concours d'Elegance judging commences at 10:30am
(Pre entry only - \$25 per car)
Live music by renowned Geelong RSL Pipes & Drums Band
Plus Wurth Period Cannon Firings & free face painting
Gates open 8:30am for cars and 10:30am to public.
Cost: Display car \$15. Concours entry \$25

For entry details and updates visit
www.carsoftheworld.com.au or call 03 9650 5088 (BH)

 FIGHTING BLINDNESS



WWW.VOLVOVIC.ORG.AU

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Gordon Scrambler, John Johnson

HONORARY MEMBERS

Robert & Shirley Kaub

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Within the Volvo Car Club of Victoria, each model

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

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

ROLLING AUSTRALIA

JULY/AUGUST ISSUE NO. 167

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 August 2006

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

Volvo Club of Victoria Calendar of Events

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

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!
- Sat 29th AOMC Seminar**
8:30AM-12 noon, Veneto Club, 191 Bulleen Rd, Bulleen
Topics include: Club Management, Finances, Incorporation Issues, Banking Products & Insurance.
Registration: No charge, but you must register with AOMC office by 20th July (fax name and club affiliation to Judy on 03-9555-1230 or email info to secretary@aomc.asn.au)

August 2006

- Wed 2nd Volvo Club of Victoria AGM + Bilia Sale**
Free dinner to all paid-up members who attend.
7:00 PM dinner, **8:00 PM** meeting start.
Location: Camberwell Tennis Club
Details: See inside front cover for more info. Nomination flyer insert in Victorian members' magazine this edition.
- Date TBA Possible August tune-up day at Carson & Murphy - date not finalised prior to magazine going to press. Contact a committee member or check the web site for more details.**

September 2006

- Wed 6th Night Meeting**
Guest speaker information see website www.volvovic.org.au
- Tue 12th Charity Cocktail Party, Hawthorn**
Charity Fund-raiser for Retina Australia, in conjunction with the October "Cars of the World" events at Fort Queenscliff.
See flyer inside front cover, or see web page: www.carsoftheworld.com.au
Cost is \$65 per person; must RSVP by 11Sep.

October 2006

- Wed 4th Night Meeting**
Guest speaker information see website www.volvovic.org.au
- Sun 1st Euroa Show 'n' Shine**
10AM-3:30 PM, Euroa. FREE ENTRY
Victoria's fastest-growing Show 'n' Shine - 640+ cars in 2005!
Veteran, vintage, classic, custom and modified, special cars, hot rods, motor bikes and more!!
-Hot-rod flame-thrower demo
-Remote control speed boat display
-Rocker cover races (enter your rocker cover)
Fantastic parklands setting
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Craft & trade stalls
Entertainment
Outstanding trophies for all marques (pre- & post-war)
Organiser: Rob Asquith (03) 5795-1347; 0439-398-195
- Sat 28th Tour d'Elegance Charity Event**
Starts in Williamstown at Tenix car park (Timeball Tower) with BBQ at 8AM, departure for Fort Queenscliff 9AM. Cost: \$15 per car. See inside front cover flyer for more details or check the web site: www.carsoftheworld.com.au
- Sun 29th Cavalcade to the Fort**
Starts in Williamstown at Tenix car park (Timeball Tower) with BBQ at 7:30AM, departure for Fort Queenscliff 8:30AM. Cost: \$20 per car (includes display car entry to the show at Fort Queenscliff). See inside front cover flyer for more details or check the web site: www.carsoftheworld.com.au
- Sun 29th Fort Queenscliff Display & Concours**
Display car entry \$15, opens at 8:30AM for display cars; 10:30AM to general public. Concours entry is by pre-arrangement only and is \$25. Featured marques: Ford Mustang coupe and Jaguar E-type. See inside front cover flyer for more details or check the web site: www.carsoftheworld.com.au

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



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THE EDITOR'S DESK

Greg Sievert

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gsievert@tpg.com.au



FULL COLOUR!

Hi all - welcome to the special full-colour National Rally Centrefold Edition of Rolling Australia. Thanks to the generosity of the Volvo 1800/120 Club of Australia, we have the first colour in the magazine since I have been editor (in fact - it may be the first full-colour page in the magazine's history, but I don't know the facts!) As I write this, I haven't seen the result, but I hope it lives up to our expectations. Maybe printing prices will come down in the future and enable us to have colour in the magazine more often. I'm jealous when I see some of the magazines from Europe and the USA with almost entirely full-colour pages (every page!) I guess it's economy of scale that enables them to do it, because their membership dues aren't much different than ours.

I'll keep this column brief because I've been pretty busy as usual. I had to squeeze in a trip to Japan (2 weeks) for work, and it unfortunately fell in the middle of when I should have been finishing the magazine. So this edition is a little late (again). Hopefully I'll be able to get back on track for the next edition (assuming I'm the lucky Editor again after the AGM - are there any budding editors who want to give it a go for

2006/7? If so, be my guest and I am more than willing to help out!)

By the time you read this, the new Holden VE Commodore will have been introduced. Hopefully for Holden (and the local automotive industry) it will be a major hit with consumers. Having worked on the engineering of the car for nearly 5 years, I can assure you that it's miles above the existing Commodore, and it should be able to keep up with the world's best in terms of quality, safety and design. Let's just hope the launch gets off to a smooth start, and petrol prices don't deter too many buyers from selecting a large car.

Until next time...

Stop Press:

A big Thank You to Paul Frisk and Marshall Hornby from Frisk's Garage for donating a microfiche viewer and Volvo parts microfiche to the club. The viewer will be in storage location in Mulgrave. Due to its size, it is not portable so anyone wanting to use it please contact either Heino or Greg.

Frisk's Garage



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FAX: 9761 1593

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President's Report

Heino Nowatzky

0425-705-045

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NOW HEAR THIS:

Annual General Meeting (AGM)

It's that time of year again; the month of August is nearly upon us and with it the dreaded Annual General Meeting (AGM) of the Volvo Club of Victoria. I don't know why it is dreaded so much but getting new committee members to replace those retiring (or just plain worn out) or just getting new blood into the committee positions is just like pulling teeth (sorry to any dentists reading this).

The club is in a good position financially and with a strong membership and has a good solid backbone of experienced long time members and ex committee members to draw on. Any committee position is rewarding and there is really very little work to do (unless you are the magazine editor - got in early Greg).

All positions are declared vacant and any financial member can apply for a position. Refer the AGM and nomination form flyer inside your magazine for all details. This year, by popular demand, we will have Bilia Hawthorn as special guests with a sale on spare parts. This is one night only so bring your money and stock up on all those spares and goodies you need.

Note the early start time of 7:00pm. This is so we have time for the Pizzas and soft drink / coffee and for shopping prior to the meeting start time of 8:00pm. I hope to see many of you there to support the outgoing committee and maybe to support us as a new committee member. Tina has informed me that she does not wish to take up the Treasurer's position this time around so I definitely need a new Treasurer. James Maddison is contemplating a long-term overseas trip early next year so would be keen to leave the Vice President position.

The recent Tune Up day at Frisk's Garage was well attended. A big thank you to Marshall and Paul (who unfortunately was overseas on the day) for giving us the time to check out our cars. A major catastrophe was averted when Mark Richardson offered to assist Marshall on the day. Marshall returned from a four-week holiday in New Zealand to find his mechanic would not

be available. Rather than postpone the day Mark graciously offered to assist.

All up around 23 Volvos were there on the day and most took advantage of putting their car on the hoist and tune up machine. The planned BBQ did not eventuate when I discovered we hadn't cleaned the BBQ after the British and European day and the BBQ implements weren't in the trailer but at home (where we took them to clean them). Some people did miss out on the tune up machine but Marshall and Mark had been at it since before the 9am start time (we did say get there early) and many were there well before 9am. All I can suggest is get in early to either the Carson & Murphy or Voldat tune up days. Good to see the Hoffmanns with their latest addition, a S40T.

*Until next time
Heino Nowatzky*

THANK YOU TO THOSE ADVERTISERS & SPONSORS WHO HAVE RENEWED YOUR AD FOR 2006/7. THE CLUB MEMBERS AND COMMITTEE APPRECIATE YOUR SUPPORT. ROLLING MAGAZINE COULD NOT BE PRODUCED AS IT IS NOW WITHOUT FUNDING FROM ADS, AND BOTH MEMBERS AND ADVERTISERS BENEFIT FROM THIS SERVICE. IF YOU WISH TO ADVERTISE IN ROLLING, PLEASE CONTACT THE EDITOR OR THE PRESIDENT. *THE COMMITTEE ENCOURAGE MEMBERS TO DO BUSINESS WITH OUR SPONSORS & ADVERTISERS.*



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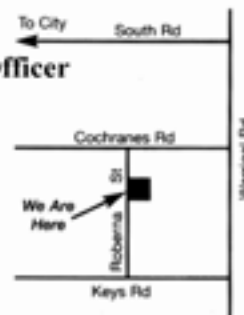
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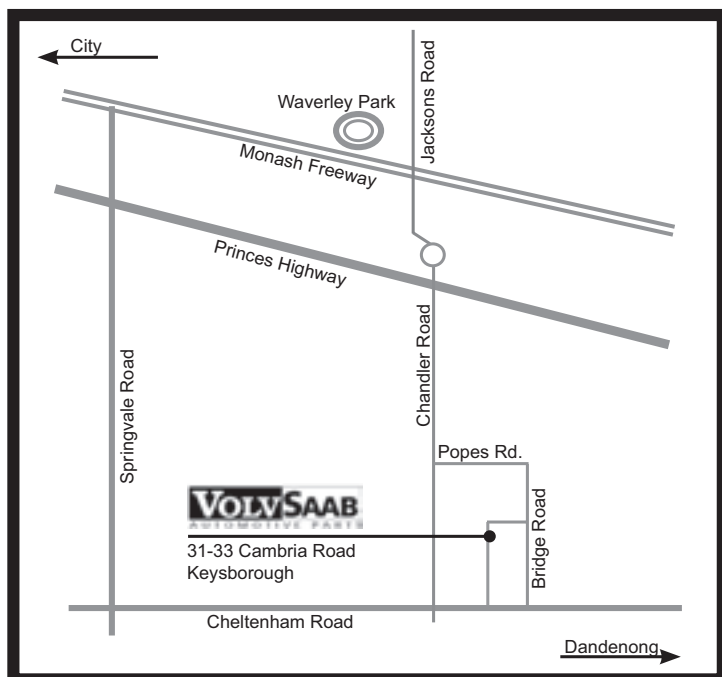
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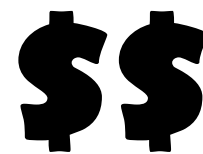
HOURS

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

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



Treasurer's Report



Christina Nowatzky

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MONEY BUSINESS

Account balance on 10h June 2006 is: \$2090.88. The last magazine Treasurer's report was on the 19th April 2006. At that time, we had a bank balance of \$3,229.32.

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

INCOME:

Membership Subscriptions: \$580.00

Meetings: \$75.40

Advertising & Sponsorship: \$1015.00

GROSS INCOME: \$1670.40

EXPENSES:

Magazine Printing (May/Jun): \$770.00

Bank Operating Costs: \$13.10

Reimbursed Expenses (Stationery & suppers): \$483.08

TOTAL EXPENSE: \$1266.18

NET INCOME: \$404.22

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

On another note, with the AGM coming up in a few months, I have made the decision to finish up as Treasurer for the club. Unfortunately with a new job and longer work hours, combined with other commitments I no

longer have the time to do the job as well as I would like, and am finding that I am unable to attend 4 out of 5 meetings. I simply have too many things on my plate and need to lose one small one! The job really doesn't take up a huge amount of time and it is not difficult. I've very much enjoyed doing the job for the past 2 years.

With the AGM coming up, now is the time to start thinking about whether you would be interested in taking on the position, if you have any questions please drop me an email or give me a call.

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: 163

Number of non-financial members (membership outstanding): 15

Number of current financial members: 148

New Member List

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

CH Plates

All club members with Victorian CH plates should make sure that your vehicle details are up to date with the club by signing and returning your renewal form with complete vehicle details.

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



Volvo Club of Victoria - New Members

Name	Cars
Ms Clare Patton	242GT
Mr Rick Dusdale and Ms Ailsa Gatt	264 GLE
Mr Rowland & Mrs Kaye Tidd	2x 122S, 244DL
Mr John & Mrs Dominique Rogers	V70 Cross Country
Mr Tim & Mrs Denise O'Keefe	P1800E, 360GLT, 240GL
Mr Paul Bugeja	240 GLE
Mr John Monro & Ms Sheryl O'Donnell	240GL
Mr Glen & Mrs Erica McAliece	S80, V70T

BIRTH NOTICES:

CONGRATULATIONS: It's a VOLVO!?

Dogged Porscha?

Helen and Barry Judd (Volvo Club of SA) would like to introduce their new arrival - no not a VOLVO a black pug called Porscha Rose.



Porscha Rose

Mum's new \$40

The Hoffmann family are proud to announce the arrival from Sydney of "Mum's" new 2002 S40T. Peter and Mark showed off the car at the Frisk's tune-up day, and all agreed it's a real beauty. They did have to pry Mum from behind the wheel in order to get the car to Frisk's! Well done.

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.



The Hoffmann's pristine \$40T. Hands off boys - it's Mum's car!

How my 1979 blue 244 GL crossed a dangerous border

"If only I had seen it earlier."

That's what I thought. Before the other 240s had been found, bought and stored. And the incredulous looks of disbelief from my wife had grown from faint to frowning disapproval as each Volvo, in turn, was purchased.

Still, here it was. The quintessential Volvo. No pretence. Clean lines. Scandinavian design at its purest. It was a 1979 244 GL with less than 100,000 kilometres on the clock and looking every bit like it really was less than 100,000 k. Powder blue and glistening clean in the sunshine. For sale. And the bloke selling it was easy. He understood what a nice specimen he had on offer and so we yarned and I test drove it and looked under the bonnet. Then we yarned again. Then I inspected under the carpet in the boot. Then we yarned again. Not just about the car; but about driving and his other cars and how we had both recently driven to Queensland.

I don't know how it happened, but I paid the deposit. A week later, I quietly made full payment, and one Saturday afternoon snuck the blue gem into storage at the Volvo car club's sheds down in Mulgrave. And there it sat for a full two months or more. It just sat. I didn't say a word to any one.



I just had one problem. How was I to cross that border? That line, drawn by my wife. She had even put a sign up beside it: "No more Volvos across this line".

Then inspiration. My birthday fell on a Sunday this year so I decided I would move my green 240 GL to Mulgrave and bring back the blue 244 GL late on the Saturday before, decorate it with a big bow, and put my own sign on it: Happy birthday, from the Volvo birthday fairy. Just close up the garage and contrive to be surprised by my present the next day.

It is a single garage reserved for which ever Volvo I am driving at the time. My wife never goes there. It is of no interest to her.



"I am going to Country Road. Don't stop me!"

So, late Saturday at Mulgrave I was just about to drive off in the blue GL when Heino arrived to drop off some chairs. We had a bit of a yap. I lifted the bonnet and the yap went on. I had plenty of time to get home because my wife was having coffee with a friend then doing the supermarket shopping. Three hours minimum. So I explained my mission to Heino. It was hard not to sound triumphant. A plan cunning in its bold simplicity.

I got home. My wife was standing in the empty garage. I still don't know why.

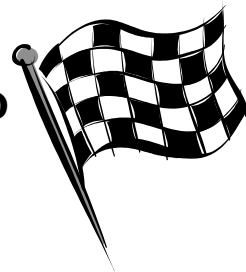
All she said was: "I am going to Country Road. Don't stop me."

*Adrian Beavis
Volvo Club of Vic.*

[Hilarious Adrian! How about a pic for the next edition? Ed.]

MOTORSPORTS REGISTER

ASH DAVIES (ashd Davies@optusnet.com.au) & **NOEL BRUIN** (vovocrazy@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:

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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

Holden Sporting Car Club of Vic

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

Go fast, brake and turn.

I've had my 1990 240 for nearly five years.

In that time its undergone an automatic to M47 manual conversion, gone from being a pleasant and quick daily driver to a quicker, semi-stripped out, less pleasant on the road car that serves the purpose of being a rolling test bed for the products we (dvs) develop and a neat mobile showcase of our work.

Aside from most body panels, about all that it shares with the car it was when it was purchased is the block - It still uses a stock B230F bottom end, and the diff.

It really is in a constant state of evolution and lends itself well to the results of conversations that start with "I wonder what would happen if we tried....."

I've had a lot of fun with it,

learned even more about how to get a 240 to handle well and had the opportunity to further hone my own driving skills.

It's enabled me to get to a point where I can string 10 laps together, driving ten tenths, all within 0.4 of a second.

We've tried various combinations of springs, shock absorbers, brakes, swaybars, bushes, etc and with most changes, an improvement in

laptimes can be seen.

There can come a time though, where you stop making big gains and need to be satisfied with lots of little smaller ones in a quest for performance.

Going fast....

On a engine stand in the corner of my Dads workshop sits a 1994 B230FB block (complete with oil squirters under the pistons) taunting me every time I look at it - begging for a set of forged, high compression, oversized pistons, a rebuild and a chance to meet with the head that sits in the opposite corner of the workshop after the head has had a ridiculous amount of machining work and bigger valves.

But... right now.... Traveling further down that road just isn't on my list of priorities.

Back to searching for those pesky little improvements.

A 'H' profile camshaft is about the most aggressive camshaft the factory ever put in the B2xx redblock Volvos, coming standard in early B23E engined 242GTs in Australian and European markets. It's probably at its most usable between 3500 and 5500 rpm. Although, my '90 240 has visited the 6250 rpm rev limiter a few times!

A problem I've had for some time is that at some tracks, I'm exiting a corner in 3rd gear, due to carrying too much corner speed for 2nd gear, however since the gap in ratios between 2nd and 3rd gears is so large, the car is revving well below the start of the cams usable range at 3500 rpm.

Some time ago we fitted an adjustable timing gear (available from

MOTORSPORTS REGISTER EVENTS CALENDAR

JULY

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)

AUGUST

13th: Morwell Hill Climb (XR-XY ZA-ZD Falcon Fairlane Club of Victoria) Cost: \$50 for car club members. Contact motorsports captains for details.

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)



VP Tuning and DVS) but hadn't had much time to do any playing with it.

I was invited to be a part of the Yokohama hot lap series that is shown on The Car Show on Channel 9 and mid last month I went to Calder Park for the track session and filming. In my eyes, It was a free track day and an ideal chance for us to make some changes and evaluate the results.

So, the night prior to the event we changed front shock absorber settings (Koni sport adjustables), swapped in a different set of spark plugs that Dad was keen on trying (Bosch WR8DC+3) and advanced the cam timing by 3 degrees, in theory it would drag the power curve down the rev range and be beneficial on corner exit. A couple of 'spirited drives' around the block were enough to prove there were some improvements made, but not quite enough to get me arrested for being silly. So far so good.

On the day we found out that the track component of the event would be held on the Calder Park short course, which I've never raced on before. We did a couple of familiarization laps of the course first before being let loose. This was certainly handy and it gave me the chance to work out braking markers, etc.

One the first quick lap the car felt amazing, the cam timing changes were really noticeable, I was able to get out of corners far better, it pulls well from about 3000 rpm and still pulls just as well as ever at 5500 rpm and above.

My previous problem of spinning up the inside rear wheel, as expected, had become a little worse.

Naturally, it takes a couple of laps to build confidence again and work out how to read the cars behaviour, decide that you'll brake later and get onto the power earlier next time around, etc

So, after a couple of laps I was even more impressed with the car, and was confidently going deeper into turn one each time and getting onto the power earlier, applying opposite lock as the car slid wide on exit and generally having a great time.

Onto lap three, run the car out wide carry lots of speed coming onto the front straight to start the lap, changing up at about 5600 rpm. Brake later than the previous lap going into



(1) Mazda caliper on the left and standard 240 caliper on the right

turn 1. Fantastic entry. Get onto the power early, the rear end steps out, apply opposite lock, feed on more throttle, more lock, more throttle, more lock..... no more lock left.... Spin, spin, grab the clutch, start laughing, spin off onto the infield (at probably approx 120kmh, come to rest, grab 1st gear and head back onto the black stuff.

End result: My first off-track excursion in approx 3 years, simply as a result of having a more usable rpm range that I'm clearly not quite used to just yet.

Those pesky little improvements seem to be worth the effort after all. :)

Braking...

It's certainly no secret that the factory 4 spot calipers on the 240 series Volvo are indeed a beautiful piece of engineering, and for a standard brake arrangement they really are fantastic and are in fact superior to brakes on many more modern cars.

They seem to be the caliper of choice for many enthusiasts building or modifying cars from Mazda RX4s, to Holden Geminis, to clubman type cars, to small sports sedans.

Combine a well-maintained set of Volvo 4 spot calipers, some decent aftermarket pads, adequate cooling, brake lines that won't swell, a good set of rotors and fresh, regularly bled fluid that won't boil and on a club-level track day you'll be doing 10 - 20 lap runs while other cars brakes are getting a little 'iffy' after 3 or 4 spirited laps.

Why change them?

I've always felt that in my 240, that it's always been a little too rear-biased for track days (with EBC greenstuff pads all round, slotted front

rotors, stainless steel flexible brake lines and DVS ducted backing plates.)

Anyway, didn't I mention something about evolution earlier?

Enter the Mazda RX7 turbo II caliper (Figure 1)

The Mazda RX7 turbo II caliper is very similar in design and layout to the 240 caliper. Its approximately 1/3 bigger, is

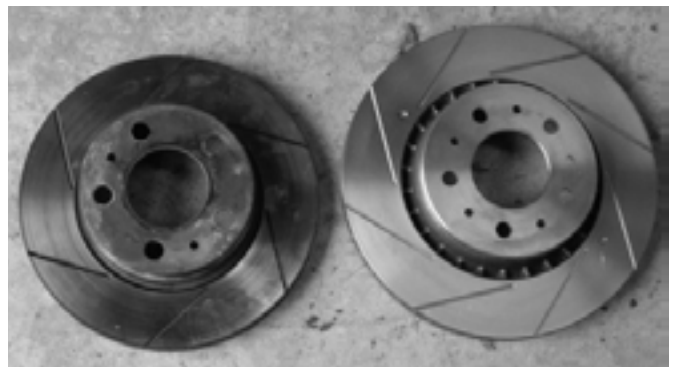
also a 4 spot design, pistons are bigger, pad surface area is approx 1/3 bigger also, is a single brake line arrangement (rather than the 2 line arrangement on the 240) and.... It's made from aluminium!

Weight difference between the cast iron 240 caliper and the Mazda caliper is enormous, but some of the weight saving will be lost with a larger diameter rotor.

Larger diameter rotor eh?

Yes. This presents a couple of issues, namely: how big? What from? What about the Volvo stud pattern? (as it'll still need to fit a Volvo 240 hub!)

It so happens that a Volvo 740 Turbo front rotor is perfect. It is 22mm thick and 11.25" diameter. It fits in with the Mazda caliper better than you could possibly hope for and obviously it



(2) For reference, here is the size difference between a 740T rotor and a 240 rotor

also has the required 5x108 stud pattern. For our conversion, we used slotted Brembo 740T rotors (also available from DVS) (See Figure 2.)

Looking back at pic 1 you can see quite clearly that the legs on the Mazda caliper are not even close to lining up with the mounting holes on the 240 strut tube. If you look closer still, you'll see an adaptor bracket that we made (and also sell). (See Figure 3, 4)

We have rotors, calipers, adaptors and brake pads, so let's mount them on the car... Not quite yet... There's one more little hurdle to overcome.



(3) Custom adapter bracket made by dvs

Volvo 240 calipers are a 2 line system and the Mazda RX7 turbo II calipers are a 1 line system, remember?

Very low down in the engine bay on the left hand side of the Volvo 240 is a brake distribution/junction block. This sends fluid to 6 brake lines, 2 for each front wheel and 1 for each rear wheel.

With the Volvo calipers removed and the rotors off the car (in our case, no front struts in the car at all)

It's quite easy to trace the front brake lines back to the distribution block and work out which ports they are connected to. It's best to leave the rearmost flexible line in place (as the caliper is mounted on the trailing side of the strut tube), remove the front one, trace the front hard line back to the distribution block and remove it. The hard line for the right side caliper runs along the back of the crossmember so it can be dirty work to remove it. On the bright side, it provides an ideal opportunity for grass removal after previous track day 'incidents'

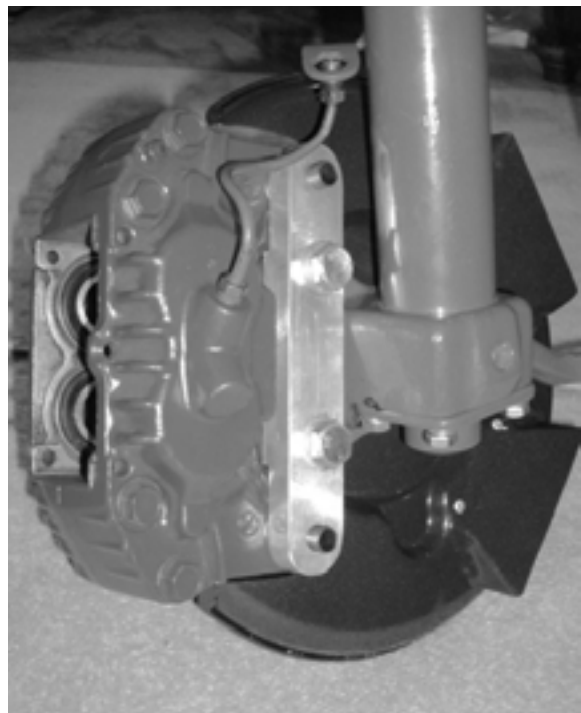
With both hard lines removed, it's time to plug the

empty (soon to be no longer used) ports in the distribution block... but with what?

Easy answer, Volvo P/N: 1387506. It's a small coated plug for this very task. It's available from your Volvo dealer or from us (dvs), but regardless, it's quite expensive for what it is.

Time to start putting things together.

Figure 5 shows a ducted backing plate to suit the Mazda caliper conversion (available from dvs), the



(4) Here's another picture of the ducted backing plate and caliper, using the adaptor bracket, fitted to the strut tube.



(5) Ducted backing plate conversion

CARSON & MURPHY AUTOMOTIVE

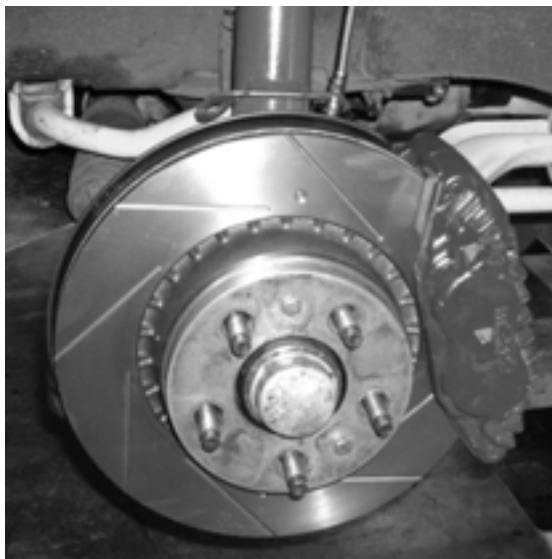
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(6) Big rotor & caliper fitted

single remaining flexible brake line and a freshly powdercoated strut tube all in place and mounted in the car.



(7) Close-up of Mazda caliper fitted

Figures 6 & 7 show the finished product with caliper, rotor and pads fitted

And finally, back on its wheels (Figures 8 & 9). The conversion means that fitting a 14" wheel is no longer an option, but it will (just) clear 15" GLE 'Virgo' wheels and most wheels 15" or bigger.

What's it like?

In short, mind-blowing! So far we haven't yet had the chance to do any track testing but I am REALLY looking forward to the next track day.

Turning...

While drag racing fans will tell you that it's over-rated, I see it really as one of the opportunities to make up time on the WRXs and GTR Skylines that fly

past like you're standing still on the straights at track days.

While I can carry huge mid corner speeds and the handling of my 240 is fantastic, it could benefit from some further fine tuning. With the stiff suspension setup I run, it tends to lift the inside rear wheel mid corner and spin up the inside wheel on corner exit. The inside rear wheels tries to 'lever' itself up and over the outside (loaded) rear wheel rather than the rear end of the car 'squatting' and accelerating hard out of the corner.

A couple of potential solutions or aides are:

- smaller diameter rear swaybar, to allow rear suspension arms to move and function more independently of each other, ie letting the loaded (outside) rear wheel push up into the inside of the guard and the inside rear wheel to extended further down its travel. This should permit the car to 'squat' better on exit/
- softer rear springs.
- larger diameter or more effective front swaybar. We're currently working on a revised swaybar link setup where links are mounted on the strut tube rather than the lower arm.

This was

the reasoning behind changing strut tubes during the brake conversion, the replacement strut tubes have brackets welded onto them for the new swaybar link arrangement.

- Locker or lsd. This wont really resolve the issues, but it should do a bloody good job of masking them. The outside rear



(8) Back on the ground with wheel fitted

wheel will be forced to continue to drive with the inside rear wheel off the ground or unloaded.

More track time will provide opportunity to fine-tune things further and experiment with possible solutions. Stay tuned.

As always though, as you go faster you'll find new problems to overcome.

Check out the following web sites:

- <http://thecarshow.carpaint.com.au> - The car show
- <http://www.dvs.net.au> - DVS website, for more information on the brake conversion.

Ash Davies



(9) Mazda caliper peeking through the wheel spokes is the give-away to an impressive brake upgrade



The SA Pages

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

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NOTE: All SA Club-related Magazine
Submissions to Craig Rasmussen
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SA Club Events Calendar

Please see following pages for the 2006
SA club calendar.



NEW MEMBER

The South Australian members welcome new member Tim Noblet to our Club and hope to see him on various outings.

INVERELL RALLY

On behalf of all the South Australian members who travelled to Inverell, Thank you to the Rally Committee for welcoming our members to a successful National Rally. Old friendships were rekindled and new ones formed.

SA HISTORIC REGISTRATION NOTICE

Please Note: All members requiring their log books updated for the coming financial year, please bring your current registration papers with you to the AGM meeting and car inspection night. Your rego papers need to be endorsed with the club stamp.

FOOD & FUN TRAIL CLUB RUN 4TH JUNE

S.A. members waited patiently at the Victoria Hotel for members to arrive. Those already there were very interested in Chris & Becky's newly acquired 122 (a very nice neat 122)

all bums up and heads down checking out the 122 when sirens were heard, yes the blue flashing light and the 122 Polis terror came screaming up to a sudden stop (it missed the group, who were all thankful Ralph had good brakes).

When everyone had arrived (9 cars) we took off, first stop the Almond Train Carriage Cafe for morning tea. This was a letdown, because the cafe was late opening, so we walked up the street on McLaren Vale and had a beautiful morning tea in the Tin Shed. We then called into the chocolate factory, and with our purchases we then waddled back to our cars. From there we continued to McLaren Vale Olive Groves, Barry & I got lost, (with Mark and Jenni following us) but with a little help from David with a mobile phone we made it to the tastings of extra-virgin olive oil, kalamata olives, pesto, wine and local gourmet produce. We thought we had better leave after the

kids had eaten nearly all the olive samples! Now on to the Alexandrina Cheese Company. This is a purpose-built cheese factory on a dairy farm, using traditional cheese-making methods, combining the knowledge of generations of cheese makers and farmers. When we arrived, the look on the owner's face, "what - all Volvo's?" he made us very welcome and we all had various tastings, and after our purchases it was time to go again. We were running a bit behind time (about an hour and half). Lance and Graham were at Goolwa waiting for us to arrive for lunch. All members checked out the Goolwa Wharf Markets and then decided we had better have lunch (around 2.30pm) so off we drove to a little cafe on the river front. The food was lovely and by the time everyone had finished lunch and had a chat, it was getting late. Tricia, Rex, Mark, Drew, Ralph and the kids went to the playground with the metal detector hoping to find a fortune. Yes, they found 50 cents. (Not to worry, Tricia has just purchased the metal detector and intends taking it to every Volvo outing!)

It was getting cold and we were all a couple of hours away from home so members decided to go their own way. I thank the 28 people that attended and a good day was had by all. We hope to see Chris and Becky on many more outings. New members are always welcome. The next outing is lunch at the Mannum Hotel on the 17th July.

BARMERA WEEKEND

On the 20th May the Volvo Car Club of South Australia started a weekend long holiday up in the Riverland town of Barmera.

Waking up at 6:30 am, having a quick shower and then we were off to a wonderful "Country Comfort" breakfast at the Barmera Hotel Motel where we were staying. The breakfast included sausages, bacon, egg, tomato and bottomless tea, coffee or orange juice. The service was unbelievable. You would order then sit down and the food was already there! After eating breakfast we had the morning to ourselves with most of the club going bargain hunting! But then by 10:30-



Banrock Wetlands

11:00 the club had to make their way down to the Banrock Station Winery/ Wetlands where the adults tasted lots of wines (and bought even more!) We then sat down to have a quite exquisite meal (whatever happened to the good ole' steak?) I managed to eat a fried Coorong Barramundi (yum) before the fitter members of the club decided to take the 3 km wetlands walk. It was a beautiful day with the sun shining and the walk was marvelous! Unfortunately

that was left headed back to Barmera for some time to ourselves before dinner. (Is there a common theme to Volvo events? Food, food & more food! Ed.)

Dinner was a wonderful affair with as much choice of food as you could throw a stick at (ranging from fish, chicken, steak and much more.) After such a big dinner no-one had much room for dessert so it was time to just sit down and have a banter about everything under the sun (especially about Volvos) until late at night, and one by one everyone started to go to bed.

Sunday morning and everyone was up early ready to have another wonderful "Country Comfort" breakfast. As the club was eating we slowly planned our day, which consisted of heading out at about 10:30 am and driving to a small town called Cobdobra to visit the Steam and Irrigation Museum. Once we arrived our first stop was a train ride on an old steam train. Going past houses, vineyards and the local football field, the ride was quite good. Then once the train ride was finished it was time to explore the museum. It was a wonderful experience seeing all these old wonderful machines which were either lovingly restored or still in original condition. The museum also lays host to the last remaining Humphries pump still in operation. The pump is half underground and is about 2 stories above ground. It is truly an amazing piece of machinery. Unfortunately the club did not see it operating but we are planning a return visit later in the year to see the Humphries pump in action. After that, the group split in two and embarked on separate journeys home. The group that my family traveled with headed out to



Banrock Wetland Walkers

we must have come at the wrong time as all the wildlife had vanished! So after completing the walk, Trish, myself, Colin, John and Joan decided to reward ourselves for our marvelous effort by having a plunger of coffee and some Wattleseed scones with jam and cream (yummy!) After that the small group



Enjoying Saturday night dinner

Loxton for an extremely LATE lunch and also had a look through their weekly bric-a-brac.

From then it was off for another long ride to Swan Reach where the group had a quick bite to eat and a group photo before heading onto the ferry to cross the punt and travel through Sedan, and then the remaining



Enjoying the Steam Train Ride

group stopped at Angaston for a quick treasure hunt before beginning the final leg of our trek home. All in all the weekend away was thoroughly enjoyed by everyone in attendance.

Drew

INVERELL 2006 by KEN BAYLY

The Volvo Club of SA was well represented at this year's rally (organised by the 1800/120 Club of Australia) with five South Aussie vehicles and members making the trek to Inverell. We were not able to all travel together due to work



Helen at Parkes Telescope

commitments, so Barry, Helen, Mum & I headed off on Tuesday 11th travelling to Inverell in three easy days, stopping at various places of interest along the way (e.g. Parkes Radio Telescope, and a new community Art Gallery at Forbes - well worth the look.) It was interesting to note the number of small country towns completely closed up with all shops, etc. empty. A burst of a certain siren announced the arrival of Craig and Ralph at our motel in Inverell on Friday afternoon after they met up at Gilgandra the night before. Eric then joined us on Saturday.

The Greek Affair dinner on Friday night was different and most enjoyable,



Coffee Stop

over many years as a Volvo enthusiast.

Sunday was the display day with judging of the various categories undertaken at Varley oval near the centre of town. After completion of activities at the oval, several members travelled to the Australian Draft Horse



Ronda, Helen and Ken with friend at Dubbo Zoo

Australian members took out 5 of the awards on offer for the weekend. Congratulations to all prize winners on their achievements - some very fine cars were on display this weekend.



"Where did I put that Kitchen Sink?"

and being our first official activity it started the weekend off on a fine note. Saturday, a drive to Copeton Dam took us through some interesting scenery, ending up at a large picnic ground on the shores of the dam. After lunch, folks mingled amongst the cars enjoying much interesting discussion and exchange of knowledge about our cars. One highlight of the weekend was our visit to the Inverell Transport Museum on Saturday evening for a BBQ dinner (cooked wonderfully by members of the local Vintage & Veterans Motor Club) and to browse the large collection of classic cars, trucks, bikes, china dolls, depression glass, and other artefacts. A feature display at the museum was Bob Taylor's enormous collection of Volvo literature and memorabilia, collected

Centre a few km east of Inverell. This stud has some of the rarest breeds of heavy horse in the world. The presentation dinner at the Riverside Centre followed where South



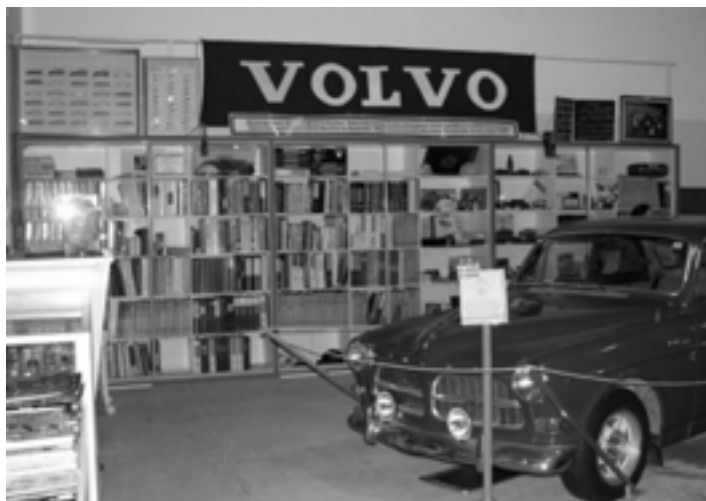
Dinner at Museum



Copeton Dam



Lunch at Copeton Dam



Bob Taylor's Collection

The Rally was well organised and the catering excellent. Full marks to all folks involved. Our 40-year-old cars covered over 2300 miles for the round trip to Inverell and back, with absolutely no problems (apart from a tank of dirty fuel for a certain POLIS car). Thanks



Our street! (in Gulgong, NSW)



Varley Oval Display



Draft Horse Display



"Wonder what's in the boot of this one?"



Leaving for home on Monday

also to David Bennett of Sweden Salvage for his time and effort in checking all our vehicles over before we left on our journey.

AUTUMN 2006

March 12th saw around 30 members and family descend on President Dave and Glenys' new home at Aldinga Beach. The slightly inclement weather kept us mostly



"Still looking for that Sink!"



Club members at Dave & Glenys new house



Club members at Dave & Glenys new house

display homes in between rain showers before finishing up with a warm afternoon tea. Many thanks to Dave & Glenys for inviting us into their new home for the day.

Five cars made the trek to Talisker near Cape Jervis on April 9th. About 30 other vintage and



Glenys accepting Thank you gift

indoors and an executive decision was taken to buy out a local Take Away shop's stock of BBQ chickens. A number of us ventured over to the nearby

classic cars were also gathered at our usual meeting spot of the Victoria Hotel car park. A quick smoko stop at Myponga including a stroll around the markets (by quick I meant we stopped for less than an hour, but only just!) then on to Talisker for a picnic lunch. Upon arrival we discovered the Picnic area was no more, so after a quick recce a grassy knoll was selected with magnificent views across Backstairs Passage to Kangaroo Island. So peaceful was this spot it was difficult to get motivated again to do the walk.



A pleasant Sunday drive



Lunch with views to KI

around the site showed virtually treeless hillside and now the site is surrounded by dense scrub with 15-20 m trees.

Back to the cars and off to Cape Jervis via the Star Fish Hill wind farm. A very pleasant Sunday drive!
Craig R.



Cars gathered at Victoria Hotel car park



More cars at Victoria Hotel

Wandering around the ruins of this Silver and Lead mine, we marvelled at how people were ever able to dig and work in shafts nearly 1000 metres deep in the late 1800's and survive in what would have been a fairly remote location back then. One thing that really struck me was how much the native bush around the site had regenerated in the last one hundred years - photos on a couple of plaques



Ready to hit the trail



View across Backstairs Passage to Kangaroo Island



Star Fish Hill wind farm

VOLVO CAR CLUB OF SA 2006 EVENTS

JULY

14TH

Annual General Meeting

7.30pm ☐ Glandore Community Centre

16TH

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

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:

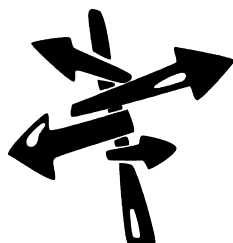
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Alexander

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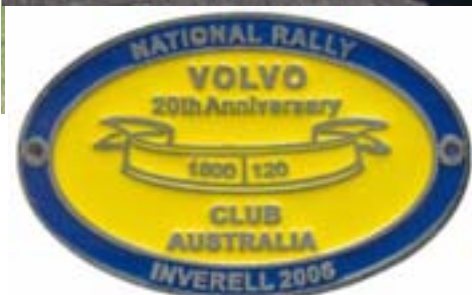
Please note entry fee prices are only a guide and may change without notice





1800/120 Club National Rally Inverell, Easter 2006
"Thanks for the Memories!" Colour centrefold funded by 1800/120 Club





1800/120 CLUB
AUSTRALIA



Brickbats & Bouquets

with "Grumpy"

WHAT A DRAG!

Do you know the drag coefficient of your car? You don't? Well neither do I. Looking at the 1950's Citroen "Goddess" on display in the Transport Museum at Inverell I remember that when it first appeared it was a sensation, not only for its revolutionary body design but for its very efficient drag figures; much lower than any of the other current new cars.



Citroen DS "Goddess" (apparently "D-S" sounds like the word for Goddess in French)

There are two main parts to the drag effect on cars. Wind resistance and friction due moving parts such as wheel, motor and gearbox bearings. The early cars had large flat front areas and many projecting features. In the 1930's production cars became progressively more "streamlined" - this was a result of efforts to set land speed records when designers discovered that they could

achieve higher speeds by making sure that cars cut cleanly through the air.

The current new cars all look alike and are smooth and sleek with very few projections to catch the wind, but are they tested in a wind tunnel? I rather wonder as I have not seen drag coefficient figures published as part of road tests on new models for many years. I suspect that visual designers win the battle with engineers every time.

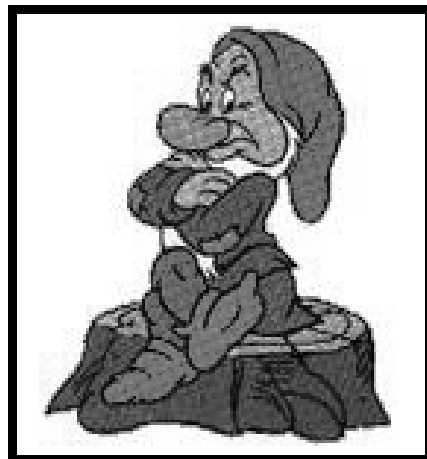
[Grumpy is partly correct - the stylists often win when it comes time to make a trade-off between appearance and aerodynamics. But rest assured - the engineers will test it either in the wind tunnel or using computer models to gather the facts for management. When the fuel economy target is blown out of the water, engineering is usually left to pick up the pieces and

come up with clever solutions to offset the effects of styling-dictated changes. I don't know why magazines don't report the coefficient of drag and frontal area numbers any longer - maybe it's too much detail for the glossy, mostly-superficial road tests in today's motoring press.

Either that or the manufacturers are reluctant to provide details to the press. Ed.]

One interesting car was the "Bristol" which was produced by the aircraft company of the same name when fighter aircraft were no longer needed after 1946. The first model was fairly conventional, but the body for second one was designed in a wind tunnel and constructed of aluminium and the car was large and light weight propelled to very high speeds by a BMW designed 2 litre engine.

A more current car is the Swedish SAAB which is also



an off-shoot of an aircraft company and the body looks to be efficient.

The ideal car has a small frontal area with a smooth rounded shape that penetrates the air providing an even laminar flow down the sides of the car. *[Looks can be deceiving! Ed.]* It is not commonly understood that the back end of the car is just as important as the front. Having pushed the air aside the



Flowing lines of the 1946(?) Bristol 400

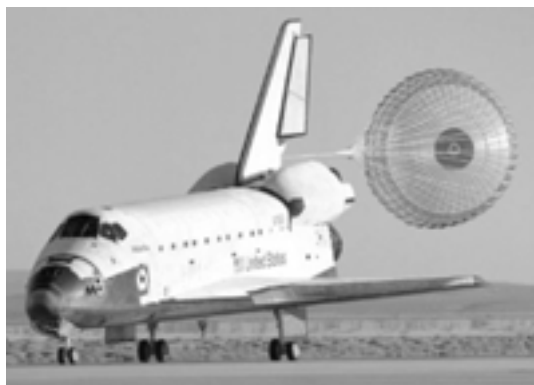
shape of the rear requires that the air close up without creating turbulence. If you have ridden a bike and been overtaken by a truck with a big flat rear end you will realise just how strong the suction effect is caused by the truck passing.



Which shape has best drag coefficient? (VW "Beetle", Saab 92, Volvo 740)



Volvo 940 in a wind tunnel



Space Shuttle landing with parachute deployed

Mercedes have released photos of wind tunnel tests with small light strips of cloth glued all over the body to show how the air flows evenly and cleanly over the whole body. Other tests have smoke issuing from a pipe with holes at intervals.

Which brings me to the four wheel drive SUV's. Look at the large [sometimes flat] frontal area, then all the projections - including roof racks, and finally the almost vertical rear. Given the extra friction of the four wheel drive mechanisms is no wonder that they consume a great amount of fuel by pushing a lot of air in front of them and dragging an even greater amount of air behind.

A German aerodynamicist Wunibald Kamm developed a design that proved that if the tail end of a car tapered until it was 50% of the car's cross-section then the air-flow was as smooth as with a tear-drop design but with out surface drag. It took over twenty-five years for his ideas to flow through to car designers and sales staff made much of the term "Kammback" which in many cases was a styling ploy and not scientifically true. The Volvo S60 is influenced by Dr. Kamm and The most recent example of a real Kammback is the 2004 Toyota Prius which has a drag coefficient of 0.26

So when you watch the landing of the latest space shuttle on TV look at the parachutes billowing out behind and think that the pilot is just increasing drag to slow the shuttle and avoid burning out his brakes.

Grumpy

Additional info from the web:

Coefficient of drag (C_d) is only one part of the equation when comparing the aerodynamic aspects of one car to another. The car's frontal area (measured in square feet or square

Coefficient of Drag

	C_d	Car Make/Model	Year(s)
BETTER ↑	0.16	General Motors Precept Concept	2000
	0.19	Mercedes-Benz "Bionic Car" Concept	2005
	0.195	General Motors EV1	1996
	0.2	Opel Eco Speedster Concept	2003
	0.212	Tatra T77a	1935
	0.24	Audi A2 1.2 TDI	2001
	0.25	Dymaxion	1933
	0.25	Honda Insight	1999
	0.26	Toyota Prius	2004
	0.26	Holden (Vauxhall) Calibra	1989
	0.27	Toyota Camry Hybrid	2007
	0.28	Volvo S60	2006
	0.28	Holden (Opel) Vectra	2005
	0.28	Toyota Camry	2005
	0.28	Porsche 997	2004
	0.28	Saab 9-3	2003
	0.29	Hyundai Grandeur	2006
	0.29	Porsche Boxster	2005
	0.29	Chevrolet Corvette	2005
	0.29	Honda Accord Hybrid	2005
WORSE ↓	0.30	Volvo V70	2006
	0.30	Saab 92 ←	1947
	0.30	Audi 100	1983
	0.30	Porsche 996	1997
	0.31	Volvo S40	2006
	0.31	Volvo C70 (all-new model)	2007
	0.31	Renault 25	1984
	0.31	Citroën AX	1986
	0.31	Mazda RX-7 FC3S	1987-1991
	0.319	Holden VY Commodore	2004
	0.32	Volvo V50	2006
	0.32	Toyota Celica	1995-2005
	0.32	Volkswagen GTI Mk V	2006
	0.33	Audi A3	2006
	0.33	Subaru Impreza WRX STi	2004
	0.33	Citroen SM	1970
	0.338	Chevrolet Camaro	1995
	0.34	Volvo XC70	2006
	0.34	Chevrolet Corvette Z06	2006
	0.35	Toyota Land Cruiser SUV	2006
	0.36	Volvo XC90 SUV	2006
	0.36	Citroën DS ("Goddess")	1955
	0.36	Ferrari Testarossa	1986
	0.36	Citroën CX (the car was named after the term for drag coefficient)	1974
	0.372	Ferrari F50	1996
	0.38	Volkswagen (new) Beetle	2005
	0.38	Mazda MX5 (Miata)	1989
	0.40	Volvo 360 GLT	1980's
	0.40-0.42	Volvo 740/760 model range ←	1980's
	0.41	Land Rover Discovery 3 SUV	2006
	0.42	Lamborghini Countach	1974
	0.42	VW Microbus (yes, BETTER than the Beetle!)	1960's
	0.46	VW (old) Beetle ←	1960's
	0.51	Citroën 2CV	
	0.57	Hummer H2 SUV	2003

metres, it is the amount of area the car's frontal silhouette has) is also important with respect to the amount of force required to push the car through the air at any given speed.

It is reported that Car and Driver magazine first began using the coefficient of drag multiplied by the car's frontal area ("A") to more easily allow comparisons between cars of different sizes. The resulting value (C_dA) is more or less a simplistic way of looking at the car's aerodynamic efficiency. For example, a large car with a good (low number) coefficient of drag could score better than a small car with a bad (high number) C_d . The two charts presented here are condensed from various sources including Wikipedia, and show first the C_d for various cars, and second the comparison of C_dA for some cars where frontal area was available. I've highlighted some of the cars discussed in Grumpy's article, as well as some of the other relevant cars and Volvos.

Lift & down-force is also extremely important, hence some cars like race cars may sacrifice drag to achieve better down force (reduced lift). It's a whole science, and way too detailed to go into in one brief article. Books have been written on the subject! Ed.

Volvo Hearses - Exit in Style!

Kevin Greenaway photographed these specially made Volvo hearses. Kevin says: "The Volvos were modified in Tamworth and belong to Traditional Funerals at Burpengary north of Brisbane. Please give credit to Bruce Jarvie of Traditional Funerals, 636 Morayfield Road, Burpengary (07) 3888-6633 and club members who may wish to have their final ride in a Volvo may be interested in putting their name down?"

Thanks Kevin, but I'd rather go out in flames in my own Volvo - I wonder if that could be arranged?



Coefficient of Drag x Frontal Area (square metres)		
	C_dA	Year, Make & Model
BETTER ↑	0.47	1999 Honda Insight
	0.53	1990 Honda CR-X Si
	0.54	1968 Toyota 2000GT
	0.55	1990 Nissan 240SX
	0.58	1986 Porsche 911 Carrera
	0.58	1992 Chevrolet Corvette
	0.63	1995 BMW M3
	0.63	1993 Toyota Corolla DX
	0.63	1991 Subaru Liberty
	0.65	1988 Porsche 944 S
WORSE ↓	0.65	1992 BMW 325i
	0.65	1991 Honda Civic EX
	0.66	1995 Saab 900
	0.66	1995 Subaru Liberty
	0.68	2001 Honda Civic
	0.69	1994 Honda Accord EX
	0.69	1993 Chevy Camaro Z28
	0.70	1992 Toyota Camry
	0.72	1993 Subaru Impreza
	0.78	1980's Volvo 360
	0.81	1990 Volvo 740 Turbo
	0.89	1992 Chevy Caprice Wagon
	0.99	1992 Chevy Blazer (SUV)
	1.56	2006 Hummer H3
	2.44	Hummer H2 (like driving 3 cars at once)





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

The 1800/120 Pages

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

Inverell Rally 2006

"Thanks for the Memories" is the theme for our special full-colour magazine centrefold in this edition. A big thank you to the Volvo 1800/120 Club for funding the colour page. Enjoy!

May/June Mystery Car Revealed

Congratulations to John Todhunter (1800/120 Club) and Shirley Kaub (Volvo Club of Victoria) for correctly identifying the May/June Mystery Car (picture provided by Kevin Greenaway). Kevin states that the car is a "1936 Wanderer W25K (K for Kompressor) - German Manufacture. It had a 1936 cc engine which developed 85bhp and was capable of 93mph.

The Wanderer became a part of the Auto Union Group in 1932. Wanderers were built from 1911 until production ceased when the war started in 1939."

Shirley Kaub provided some additional details from the web:

The first two or three seater models used four cylinder 1145cc and 1220 cc engines. The 1220 cc model lasted until 1925. The first six cylinder model appeared in 1928. The company formed part of Auto Union with Horch, Audi and DKW from 1932. The next Wanderer model (1692 cc four cylinder) was similar to a parallel DKW model. In 1933, an Audi model was equipped with a Wanderer-built 1936 cc six cylinder ohv engine. The top model from 1936 to 1939 was W50, propelled by a 2257 cc six cylinder engine. There were also

sporting fours (W24 and W25) and another six cylinder model of 2632 cc (W23).

Wanderer cars were always admired for their high quality and sporting character. The Siegmars and Schönaus plants in Saxony were destroyed during World War II, closing this chapter in the history of automobiles.

Web Sites (or do a Google search):

<http://www.motorbase.com/profiles/vehicle/picture.ehtml?i=-520500705;p=-1494815020>

[http://en.wikipedia.org/wiki/Wanderer_\(car\)](http://en.wikipedia.org/wiki/Wanderer_(car))

Kevin has provided another Mystery Car for this edition (see bottom of this page). If you want to have a guess, email your answer to the Editor.



What the? Another Monster Volvo!



July/August Mystery Car

LAURIE'S 360 SAGA:

PART 1: 360GLT X 650,000km = Great Motoring.

By Laurie Menogue, Volvo Club of Victoria

To date 23-03-2006.

While I was flicking through the pages of the Burgundy 360's log book I thought that some of the "happenings" might be of interest to Volvo Club members. I own two Silver 360 GLT's one a 1984 B19E and the other 1985 B20E which due to an accident I use as a handy source of spares to keep the other two on the road.

General comment.

After 652,000km my Burgundy 1985 360 GLT is still going strong and does not appear to need any major work in the near future. The economy is still between 7 and 11 litres per 100km and the oil usage is about 1 litre by the time a 10,000km service is due. Compression is as good as new. The only problems have been with trim and the electricals. All the trim problems are of the fall off in your hand variety. None of the other Volvos I have owned have had any trim problems. However, the 360 has been mechanically reliable, in fact it is the most reliable of the 15 cars which I have owned including a 145 and a 245 station wagon. The only problems with the other Volvos were directly attributed to the incompetence of a dealer that has since vanished off the scene. All Volvos were purchased new and after warranty expired have been serviced regularly by myself mainly due to the bad experiences of incompetent workmanship and wild repair prices charged by dealers. The major services, brake and exhaust system replacement

etc. have been done by Frisks and some by John Johnson (Voldat), all to my satisfaction.

The 360 is 2000km. into its 10th. set of tyres including the original Pirellis which went "square" at 20,000km and were duly replaced at 25,000km after they could not be balanced. Michelins and Bridgestone's have been used since and one set of Michelins did not need weights until 50,000km was reached. The car is on its eighth set of brake pads and the front discs were replaced at 645,000km along with a new set of



A proud Laurie with his 360

pads as they were all down to minimum thickness. Also, how many Club members have noticed that wiper blades do not last as long these days? Lately they have to be replaced nearly every six months or so and it does not matter what brand they are either. However, I have solved the problem with some (ghastly light blue) silicone rubber blades. Another item that the 360 consumes more than its fair share is tail/stop globes. Every month or so one or more tail light globes have to be replaced. This high globe replacement could well be due to the poor design of the socket and earth system which also "turns the lights off". Ever noticed the number of 360's without the full complement of rear lighting operating! The rear muffler rubber hangers either break or fall off every 10000km or sooner on all the 360's.

Another interesting feature of the 360 is that the power is adequate and will tow a double deck yacht trailer with four adults on board and luggage and tent gear stuffed in every where including in the boats to championship regattas all over the country with ease. Naturally, you have to keep your foot closer to the floor to keep highway speed particularly when pushing into a strong head wind. There is still power to overtake with relative ease.

Then sometimes when unladen the 360 will not go up the hills or perform any better than it does with a full load. This has always been a bit of a mystery and then after an attack of ten second splutters the power is suddenly turned on, like much more than usual! This always happens when accelerating hard while trying to blow the cobwebs out. The power comes on instantly, usually when in a lower gear over 4000 rpm. On one occasion in second gear, I was pulling out to pass 3-4 slow moving cars and pushed the pedal to the metal and the power came on instantly lighting up the rear tyres. A bit of fast tiller work was done to keep the 360 going in the intended direction. This flush of power lasts only until the engine is turned off and then it returns to its usual docile nature. I wish I knew where the mysterious "power switch" is. One occasion I had the time to do some rough acceleration time checks when the power was on and going to 6000 rpm between rapid gear changes. The 0-100kmh (when the speedo showed 100kmh. which I trust is fairly accurate) varied between 7.8 and 8.5 seconds. Usually the time is 12-13 seconds which is average for most 360's. The Volvo blurb of the day said that the 360's time for the 0-100 was 10.2secs. Oh yes, the economy in power mode is much better



Boat Laurie towed behind the 360



provided that the power is not used whenever possible. One theory for the change of power is that the chip in the black box has a heart attack. But no one really knows.

Now for the log book comments.

First service: A few minor items that were attended to. When I picked the car up the engine would not run above idle and when the accelerator was depressed the thing stalled. The grease monkey noted that oil was running out all over the floor from the rear of the engine. The idiots had filled the engine TWICE with oil and the excess oil was forced out past the rear bearing seal, damaging it. The seal did not leak for another 150,000km and has since leaked and makes the underneath of the car messy and leaves one or two drops of oil on the ground but this still does not warrant pulling the engine out to fix it.

8000km. radio/cassette went off with a screech, a flash of light and a puff of smoke. It would not work and was replaced under warranty.

47000km. water pump failed. Water in the bearings after the seal leaked. Incidentally all other Volvos had the same problem between 45,000 & 50,000km.

72000km. plastic under tray fell off at about 100kmh and was demolished

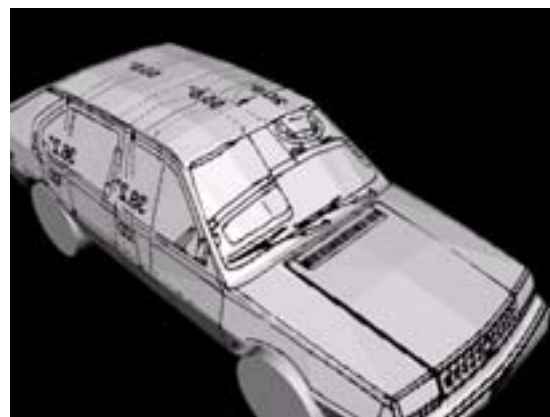
under the back wheels. I got a lend of a serviceable tray and took a mould off it and made a carbon fibre replacement. It is so rigid that when a stone hits it there is a real clang but it reduces the wind noise as there is a real roar without it. Also, without the tray the steering at highway speeds wanders and the car is subject to side wind wandering.

80000km. plastic interior hand grip surrounds on all doors began breaking up due to poor design (plastic too thin).

82000km. air con. dryer bracket broken off, metal fatigue. Tailgate got the rattles.

85000km. plastic trim under front seat head rests cracked.

86000km. complete gear change mechanism broke loose from the torque tube. Metal fatigue in retaining bracket/weld under lever. Remaining assembly was welded to the floor pan to avoid taking the engine/transmission out as I was to leave for Adelaide next morning. (at 220000km. the retaining rod broke loose at the engine end and now rattles periodically from one end of the torque tube to the other). The gear change is still as smooth and precise as ever. Although, unfortunately the weld job tends to transmit gear noise in to



the cab similar to that of a Mini (a real one) with square cut gears!

90000km. original shockers were replaced with Koni adjustables and they were last serviced at 550000km. They still have a lot of life left in them and even with regular servicing costs they are about the cost of one set of original equipment shockers. The ride is a little firmer but the Konis stop the floating feeling and joggling in the rear "cart" suspension. Handling is generally sharper over all surfaces and is improved particularly over broken bitumen or gravel road surfaces. The suspension does not thrash around or bottom out as it did with the standard shocks.

105000km. the top radiator tank split and the radiator was resoldered. I had noticed the water level going down

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during the daily level check and caught the problem while it was non destructive.

108000km. driver's side door hand grip surround totally disintegrated and was replaced by a polyurethane one. All instrument lights went out one night along with half the gauges. The plug had fallen out from the rear of the instrument panel.

112000km. driver's electric window packed up with the window in the down position. (pissing rain too!). The wires near the door hinge had fatigued. New braided (designed to flex) wire replaced the original non flexing type.

115000km. pulled over by the Cops and asked "do you know that **all** the rear lights are flashing?" My answer was "no, really?" (at least the globes had not burned out). When I got out the lights were all working ok, no flashing as claimed, slammed the hatch a few times, shook the wires, all without a flicker. The Cop squinted his eyes and said "on your way driver" after kicking the tyres etc. The funny thing is that the Cop was more than likely correct as I caught the tail and head lights doing the same thing a year or two later. I could not work out why I could hear the flasher unit faintly clicking without the hazard or turn indicators working. And it wasn't gunk or spiders in the trailer plug either. A thorough inspection of the wiring reveals nothing out of the ordinary, for a 360 that is. Turned off the thing and restarted it, no problem. To my knowledge it has not occurred again, but then would I know anyway?

120000km. left channel of the radio went out, tried the power window on the left side - that also did not work. The wires had fatigued at the door hinge and were replaced.

120500km. the turn/headlight lever fell off the steering column. The plastic bracket had broken in four places and was replaced by a hand made aluminium bracket which only took an hour to knock up. A replacement turn unit was a silly unprintable price and unavailable in Australia anyway. There were no second hand units around at the time.

130000km. engine mounts went flat dropping the fan on to the radiator shroud. Replaced at \$220 each. Bloody rip off! Next day I found out that in the UK the common practice of repair is to drill a 6mm hole in the side of the mounts and inject the unit with soft Sikaflex and leave set for a few days



Possible stronger replacement seat for 360?

before reinstalling. All for a \$14.00 cartridge of Sikaflex and time to remove the mounts and replace them. In fact I have since been told that all you do is to carefully jack up the motor and then drill the hole and inject the Sikaflex.

140000km. lumber adjustment knob on driver's seat broke off. Immediately tried the knob on the passengers seat, it was not even there as it had also broken off. My daughter found it on the floor and had put it in the glove box. The knob has a thin plastic shaft with moulded thread and the breakage occurred at the thread, poor design.

141000km. noticed that back of driver's seat needed frequent adjustment to keep it in position as it was reclining all the time. One day on the way back to the office the seat collapsed completely leaving me peering through the steering wheel. Yes, the seat had broken off its mounts due to metal fatigue in the **tin** framework. New framework was fabricated using a substantial gauge of **steel**. Checked the passenger's seat and cracks were appearing and were also repaired. How about that for a safety feature! The two other 360's have all

done the same trick at about the same distance.

150000km. replaced distributor cap and rotor button after the mechanical rev limiter on the button came adrift and shattered the lot when I turned the key. Luckily I was near to the local auto accessory shop so I was back on the road in 15min with new plug leads as well. A TC Cortina rotor button and dizzy cap is the same as the 360 without the rev limiter.

150400km. the gas struts on the hatch suddenly gave out with no prior warning. My back is still sore some 15 years later. Replaced with new at a cost of only \$27.50 each. (not bought through a dealer as they wanted \$75 each). I have since had them re-gassed and so far have lasted longer than new ones.

151000km. -260000km nothing was broken or replaced (usual diet of tail globes aside) other than regular service items.

Laurie Menogue (President of the Volvo Club 1977-83)

[Stay tuned for Part 2, including the crash and crash repairs! Thanks for a great story Laurie! Ed.]

Volvo Australia Sales			
April 2006 Sales Results			
	April 2006	YTD 2006	Change 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%
May 2006 Sales Results			
	May 2006	YTD 2006	Change YTD
Volvo			
Volvo S40	69	343	114%
Volvo V50	46	188	73%
Volvo S60	23	84	-12%
Volvo V70	11	33	-23%
Volvo S80	0	2	-86%
Volvo XC70	70	276	33%
Volvo XC90	121	626	31%
Volvo Total	340	1,552	41%



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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

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

VCQ COMING EVENTS:

July 16 - Picnic at Cormorant Bay, Wivenhoe Day.

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 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 member:

Robert Wallis - restoring a 1971 144S



May 21 - Tech Day and Wine Tasting

Terry and Gaye Carey played host to our Tech and wine tasting day at their home in Peak Crossing, which is between Ipswich and Boonah.

Their place was easy to find once you turned into the street with a small assembly of the Carey's 242GT and red 245 wagon, together with Vic and Eunice's blue 740 Turbo. Grahame and I decided to give my 740 a run with Grahame distributing various parts to various members in attendance. Shortly afterwards prospective member, Robert Bakker arrived in his Supercharged 244. Chris Hope and family arrived in the newly acquired white 164.



The Carey's have a lovely little garden where wine tasting commenced with some olives and dips, courtesy of Olives of Beaulieu from Inverell.

The boys of course could be found in, out and about the cars. Much discussion took place and just as we were about to commence the BBQ, Stephen and Sue Hunt arrived minus the kids and dog in their 940 wagon.

A temporary ramp was made and the boys were underneath checking out the broken speedo drive.

Some discussion took place regarding the 2008 National Rally.

Victorian Events Coverage

Volvo Club of Victoria Display Day - 30 April 2006 - Flemington

The weather report said a 'few' showers but that turned into not quite constant showers and mist. Despite the weather, a large contingent of cars turned out to support the event from most makes, with the Mercedes Benz Club being the largest overall. Percentage-wise their turn out may not have been all that different to the Volvos as they have a very large membership base now.

There was a good cross section of Volvos with the emphasis on the models of the 80s and 90s, although the 140/160 series were better represented than in some recent years.

It is interesting to look back over 20 years when a strong contingent of 120/1800 models [20 of each] and 10 or more 140 series would display with a good number of 2 series prior to the 7/9 and 850 models. The trend is reversed with more of the later series in the hands of newer members. Whatever the model it is good to see members brave the weather and thanks to those families who brought multiple cars - mainly committee.

The only down side is that after 20 years of supporting this event the Club is being squashed into smaller allocated spots when other Clubs have more room and less cars. It is disappointing and frustrating to the Committee. In the early years we could outdo the Benz club for numbers!

Lance Phillips

Volvo Club of Victoria 2006 Display Day People's Choice Winners

P1800:

- 1st: John Johnson - P1800S (ST 1)
2nd: Mr. Lambert - P1800 (LPI 800)

120 & PV:

- 1st: Phillip Perkins - 122S (CH 1844)
2nd: John Grant - 122S (JUB 666)

140/160:

- 1st: Tina Nowatzky - 164TE (CH 9561)
2nd: Sandra Gowans - 144DL (LZP 527)

242GT/262C:

- 1st: John Johnson - 262C (JJ 262)

240/260 (up to 1980):

- 1st: Mark Hoffmann - 1976 244GL (MK 244)

240/260 (1981 to 1993):

- 1st: Thorben Hughes - 1990 240 Anniversary Wagon (EHC 707)
2nd: Mark & Peter Hoffmann - 240GL (MK 240)

700 & 900:

- 1st: Tina Nowatzky - 1995 960 (NMZ 855)
2nd: Peter Hoffmann - 1993 940GLE (PH 940)

no 300 series

850 & Later:

- 1st: Dion Nowatzky - 1998 V70SE (OQN 847)
2nd: Brian Beecham - 1995 850 T-5 Sedan (SXW 124)

Modified Class:

- 1st: Ash Davies - 1990 240GL (AD 184)
2nd: Wayne Bowers - 1988 240 Supercharged (QBC 607)

President's Encouragement Award:

- Greg Sievert - 1973 1800ES (CH 9370)

Master Class Winner, selected by Guest Judge Mark Richardson:

- Dion Nowatzky - 1998 V70SE (OQN 847)



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**DISPLAY DAY 2006
Flemington, VIC: RAINY!**





Phillip Perkins - 122



John Grant - 122



**John Johnson -
P1800 & 262 C**

Sandra Gowan - 144



Peter Hoffmann - 940



**Peter & Mark
Hoffmann - 240**



Thorben Hughes - 240



Mark Hoffmann - 244



**Greg Sievert
1800E}**





**Tina
Nowatzky -
960**

242GT/262C REGISTER Mini-Report

I don't have a lot to report at present except to say anyone thinking of a GT, now is a good time to buy. There is quite a selection on the market from Adelaide to Queensland.

There are project cars starting at \$500 up to a very nice turbo at around \$11k. He could be a little bit negotiable. I have driven the turbo and would be happy to park it in my garage but unfortunately have too many cars at present.

Even if you do not want a turbo there are some roadworthy and registered ones for under \$4k. Then it comes downwards with some only needing minor work to make roadworthy standard.

I still enjoy driving a GT and the trip to Inverell reinforced that.

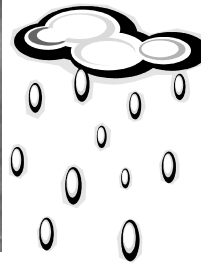
If your persuasion is the 262 then there are quite a number of those on the market as well in gold and silver at reasonable prices. The 262s are still an eye-catcher and attract conversation when parked.

Welcome to the new club members with 242GTs and 262s and I look forward to catching up at a meeting or display

Regards,
Lance Phillips
242GT/262 Register



**Ash Davies -
240**



Dion Nowatzky - V70



Wayne Bowers - 240



BMW & VOLVO SPECIALISTS

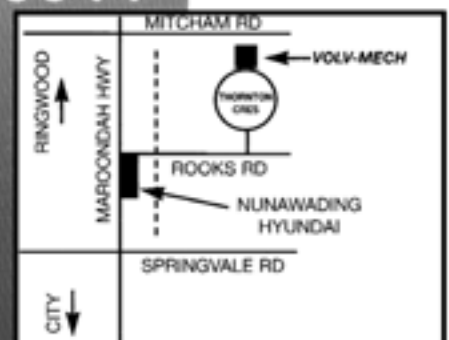
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Web: www.berrymotorgroup.com.au

Classifieds: Cars & Parts

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

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

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

1983 240GL Auto 7 Seat Wagon (FXT 076) Bargain price \$1990 (plus a 1983 240GLE Sedan thrown in for FREE!)

Vehicle is in very good condition inside and out for its age. Although the mileage is high this vehicle has had its regular servicing done and has been very well looked after by the previous owner. Service history available



and original books and spare keys come with the vehicle. Volvo alloy wheels, dash mat, floor trays, Tow bar, factory roof rack, ETC. Vehicle sold AS TRADED. This vehicle will be easy to RWC, and if you like I can arrange it. Cost to RWC will be about \$400 (includes the RWC, It will be sold fully detailed, a full tank of fuel and delivered to your door in Melbourne Metro Area Only. Phone Peter on 0418 188 758 (15Jun06)

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



**CHECK OUT THE NEW VOLDAT WEB SITE:
WWW.VOLDAT.COM**

lived in the country (Violet Town) and sold to us in 1999, although he was in his late 80's and did not drive it at all in his later years. Serviced regularly. Sell for **\$300**. The car is located in Bentleigh. Phone Mark on 0417 200 078 or (03) 5995 0402 A/H. (8Jun06)

1969 122S 2-door. B20 engine, bare metal re-spray (beautiful red!) Re-trimmed to original. Stainless exhaust system, new



rubbers including floor and boot mats, fully rebuilt. National champion. Cost \$23k to rebuild. Sell \$15,000. Club rego. Ron Howarth (07) 3269-1399 (Brisbane) (7Jun06).

1983 240 GL. Manual, overdrive. 340,000km. Olivine lustre. Alloy wheels.

No rego or RWC. \$1000 Negotiable. Ph: 0439-930-257 (3Jun06)

Upcoming Garage Sale (Late October, 2006). Volvo collection of 120/1800/140 parts, manuals, models & merchandise. South Hurstville (Sydney). Phone Graham Bennett: (02) 9547-2559 (3Jun06)

1981 244 DL (RWM 401) Sedan. Red, tan cloth interior (back seat appears never to have been sat in), 4 speed manual, air con, one owner, repainted in 2 pack enamel 12 years ago (insurance claim after minor hail stone damage to roof), regularly serviced, 2.1 litre carburettor motor, 292708 country kms, New battery.\$1500 Adrian Barry Ph 03 5422 6327 Mob 0427 508629 email abarry@ssc.net.au (3Jun06)

1974 144DL (Unreg) manual twin carbie. Colour is orange. Currently out of rego. Hoppers Crossing. Contact Ken 9749 5680 AH or 0438 081 902 It is going cheap! (1Jun06)

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Web: www.pierrecolletmotors.com.au

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SERVICE: 9836 9961
SALES: 9836 2065



Fax: 9888 5075

400-408 Canterbury Road, Surrey Hills 3127

1985 240 GLE (RHY 967) 231,000kms, Silver with blue interior, usual GLE options, sunroof, 15" alloy wheels. Service history, Pioneer CD player and speakers, good condition. With RWC and Registered until May 2007. \$2500. Contact Jacinta Fraser, Ph: 0407 849 438 (1Jun06)

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)

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)

1980 242 GT (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)

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)

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)

1996 850SE Wagon (QET 705) Red with dark grey leather: Auto/ Sunroof/ Alloys/ 7

New VP Tuning web site: www.vptuning.com.au

VP Tuning
Volvo Performance Parts
PO BOX 2002 Seaford Victoria 3198

THE PLACE FOR VOLVO PERFORMANCE AND STYLING PARTS	
Home	<p>We are specialised in performance and styling parts for all Volvo car models from the early 120's up to the newest released S40-V50's. We are the Australian contact for major Volvo aftermarket performance parts suppliers, like MTE and TME from Sweden, who know Volvo inside and out.</p> <p>The range of parts is anything from ECU upgrades, sport exhaust systems to body accessories.</p> <p>We also have a large range of general Volvo merchandise.</p> <p>Have a browse through our website and e-mail us if you want more information.</p> <p>Inquiries for hard to find parts or non-Australian models are also welcome.</p>
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early Volvo Models	
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700 / 900 series	
800 / X70 series	
S40 / V40	
S60 / V70m	
S80 / XC90	
S40 X/V50	
merchandise	
enquiry form	
links	

seater/ tow bar plus usual electrics. Regd until May 2007: RWC: 183,000kms Price \$10500: Phone Julie 9857 7233 (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)

1973 164 (198 FBY) 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)

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)

1965 122\$ (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)

1968 122\$ 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)

1972 P1800E\$ (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)

New styling products for S/V70:

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



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



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

1800 Window Regulator; Repaired:

Do you have trouble winding your window up? Repair of Volvo 1800 window regulators. New gear fitted. \$110.00. Ph. John Johnson on 03-9553-1091

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\$ Volvo Performance Parts:

p. 0412 709 695
e. ashdavies@optusnet.com.au
w. <http://www.dvs.net.au>

DV\$ Volvo 240 strut tower to tower brace. Suit B21/B23/B230 powered 240s.



Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in charcoal metallic pearl. **\$210.00**

DV\$ Volvo 850 & P1 x70 strut tower to tower brace. Suit 850/C70/S70/V70 cars

VP Tuning

Volvo Performance Parts

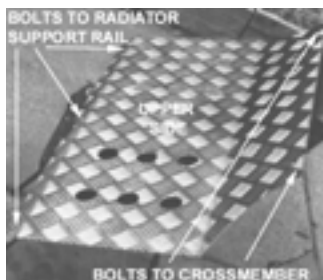
Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

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

from 1993 to 2000. Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in charcoal metallic pearl. **\$270.00**

DVS Volvo 240 aluminium checkerplate sumpguards. Suit Volvo 240. Bolt up in place of the original plastic belly pans. Designed for motorsports usage.



Made from 2mm thickness (4mm high ridges) aluminium checker-plate and will fit all 240 series Volvos. **\$99.00**

DVS Brake conversion kits for Volvo 240. We now have available conversion kits to convert Volvo 240s to use the large, all aluminum 4 spot front calipers from Mazda RX7 Turbo II cars. Provides a dramatic improvement in braking.



Adaptors available for \$129.00 per pair.

Check out the NEW DVS web site:

www.dvs.net.au



evolvolution

Other required components also available. Please call or visit the DVS website for more details.

DVS Volvo 850 & P1 x70 aluminium checkerplate sumpguards. Suit 850/ C70/S70/V70 cars from 1993 to 2000 including AWD models. Bolt up to the subframe rails using machine screws supplied. Sumpguards come with pre-drilled holes for the machine screws and an opening for the sump plug. **\$215.00**

DVS
Volvo Performance Parts

DVS Volvo 240/260 Adjustable panhard bar. Features adjustable rod-ends and includes appropriate spacers. Improves cornering lateral stability and allows adjustment of rear axle position. Ideal for lowered cars. Powder coated in charcoal metallic pearl. **\$270.00**

Brembo and ATE slotted brake rotors. To suit most models. Call DVS or email for details.

'Raging Moose' stickers. Lamborghini inspired 'Raging Moose' stickers can make an extra visual statement on your Volvo. Show your sense of humour and pride in



your favourite Swedish marque by having a 'Raging Moose' on your car. Stickers are high quality, long lasting vinyl and come in black, white or silver. 50mm tall. **\$3.00**

DVS Volvo Performance Parts:

p. 0412 709 695
e. ashd Davies@optusnet.com.au
w. <http://www.dvs.net.au>

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when item(s) sell!

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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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Dubbo	Dubbo Heyer Automotive	(02) 6884 9577	CSP
Gordon	Northside Volvo	(02) 9418 5522	SP
Gosford	Advanx Motors	(02) 4324 5744	CSP
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Newcastle	Hunter Viking	(02) 4960 1200	SP
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Southport	Gold Coast Volvo	(07) 5509 7100	CSP
Toowoomba	Southern Cross Volvo	(07) 4690 2333	CSP
Townsville	Auto Centre Townsville	(07) 4724 2424	CSP

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Fullarton	Cheney Dutton Motors	(08) 8338 4344	CSP
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Ballarat	Gardon Motors	(03) 5338 1335	CSP
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VOLVO

VICTORIA, Continued

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Osborne Park	Premier Motors	(08) 9443 1133	CSP
Subiaco	Lloyd Motors	(08) 9381 5111	SP

BODY SHOPS

Area	Name	Ph.
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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

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Moorooka	Domroy Prestige Autobody	(07) 3848 9979
Nerang	H. Harvey Auto Body Repairers	(07) 5596 1644
Windsor	Weatherall Prestige Auto Body	(07) 3357 5333

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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:

Max Richards (Volvo Club of Victoria) submitted this pic of his 144 in the RACV Rally, 2005



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