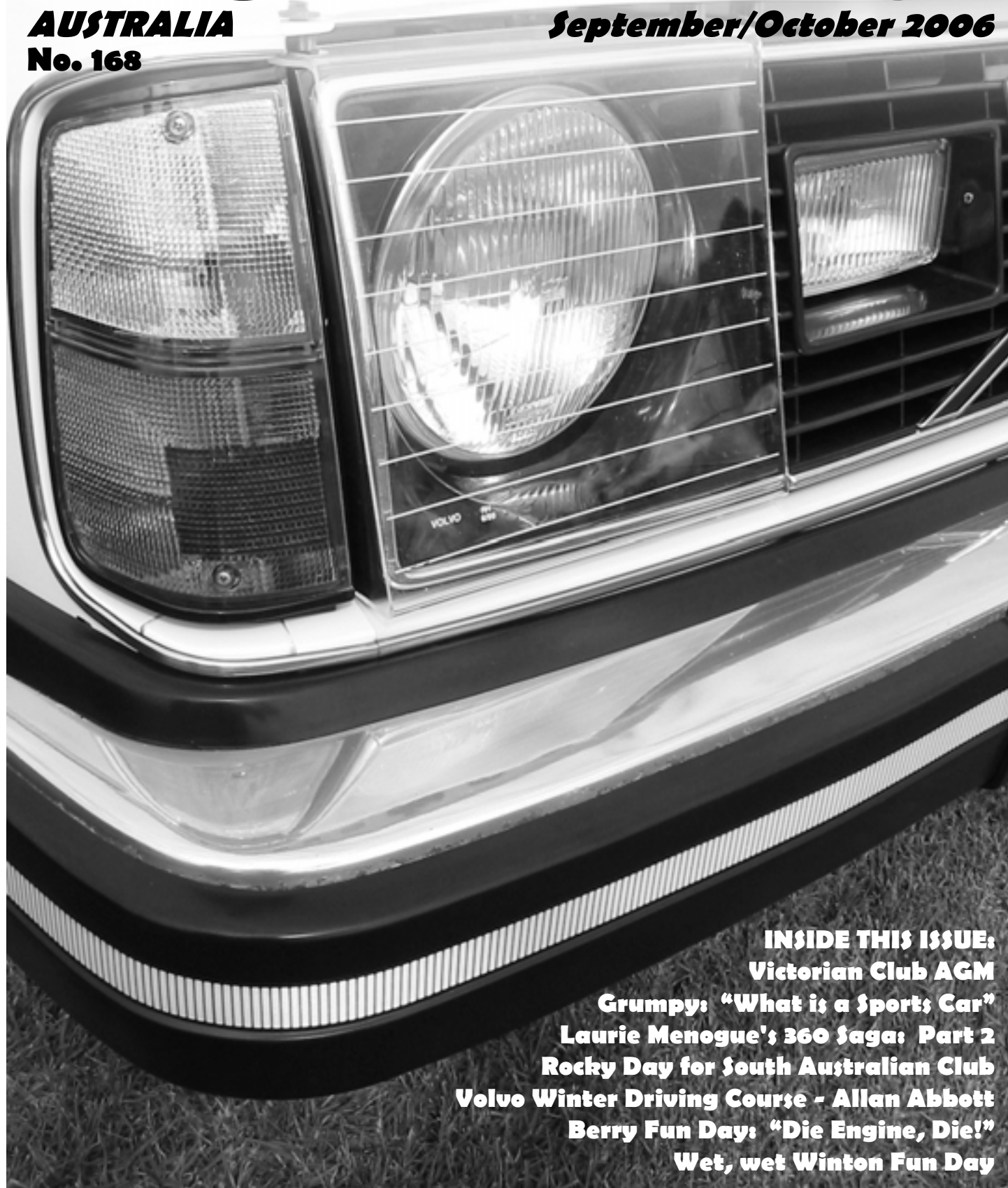


ROLLING

AUSTRALIA
No. 168

September/October 2006



INSIDE THIS ISSUE:
Victorian Club AGM
Grumpy: "What is a Sports Car"
Laurie Menogue's 360 Saga: Part 2
Rocky Day for South Australian Club
Volvo Winter Driving Course - Allan Abbott
Berry Fun Day: "Die Engine, Die!"
Wet, wet Winton Fun Day



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: "Cars of the World" Show & Shine

DATE: Sunday 29th October

TIME: Departs 8:30 AM from Williamstown

LOCATION: Fort Queenscliff

DETAILS: Go to the web site www.carsoftheworld.com.au for entry form, or enter display on the day (Concours entrants MUST pre-register). See full details below.

Cover Photo Contest

Open to members of ALL affiliated Volvo Club; (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: Mark Hoffmann's 244 at Dandenong Display Day 2005

Submitted by the Editor. We're starting to run short on variety for the cover photos, so it's time to start snapping some pics of your favourite Volvo. 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

www.carsoftheworld.com.au

 FIGHTING BLINDNESS

All proceeds go to vision loss support and research through Retina Australia Victoria.

Classic car display ★ Concours d'Elegance ★ Live entertainment

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)



Crystal trophy awards including

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



Queenscliff

CARS OF THE WORLD

The Show 'n' Shine & Social Charity event



For entry details and updates visit

www.carsoftheworld.com.au or call 03 9650 5088 (BH)

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



FIGHTING BLINDNESS



WWW.VOLVOVIC.ORG.AU

VOLVO CLUB OF VICTORIA INC.

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LIFE MEMBERS

Lance Phillips, Peter Spencer,

Gordon Scrambler, John Johnson

HONORARY MEMBERS

Robert & Shirley Kaub

REGISTER CAPTAINS

Within the Volvo Car Club of Victoria, each model

Volvo is represented on the committee by a

"Register Captain" or contact person for matters

concerning that group of cars. The role of a

Register Captain is determined mainly by the

individual, but the position exists as a point of

contact between the committee and the club

member on any matters relating to the type of

Volvo they drive. Register Captains are more

than happy to discuss any issues relating to your

car, and are a great source of information and

enthusiasm. Register Captains are there to assist

you, so feel free to get in touch with them.

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- Stories: "My First Volvo"
- A tale of 3 yellow 1800's
- Volvos in Miniature
- More *Imagineering*
- Another Supercharged 240 in Australia? Rod, send me a story!
- The new C30: full details
- First drive: XC90 Diesel
- 3rd quarter sales figures
- "Petrol hits \$1.00/litre again?" or "Petrol soars to \$2.00/litre!" (who cares?)

ROLLING AUSTRALIA

SEPTEMBER/OCTOBER ISSUE NO. 168

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 October 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.

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.
- Sat 23rd Tune-up & Safety Check at Carson & Murphy**
Location: Carson & Murphy, 24 Firth Street, Doncaster
Details: Drop by any time after 9AM (first come, first served!) to have your Volvo looked over by the experts at C&M. Cars will be put up on the hoist to have a look underneath and the state of tune can also be checked. Might be a good time to pick up some of those maintenance parts you were looking for too! Phone: 9848-9655.

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!!
 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 for registration form.
- 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 for registration form.
- 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

November 2006

- Wed 1st Night Meeting**
 Guest speaker for the 1st of November is Lars Nyborg, Engineering Director, Ford Motor Company of Australia. Former "Director Vehicle Dynamics and Active Safety" at Volvo Car Corporation.

December 2006

- Sun 3rd Christmas Presentation Luncheon**
Time: 12:00 PM sharp!
Location: Waverley RSL, 161 Coleman Pde., Glen Waverley, VIC, Melways 71 C2
Cost: \$29.50 p.p. for 3-course meal & tea/coffee/soft drinks
RSVP: Please RSVP by 24 November to the club's secretary Justin Chiew (justinchiew@bigpond.com or 0413-556-900) with your name and the number of attendees in your party.
Details: Same as last year since everyone seemed to enjoy it! There will be a choice of 3 different mains. After lunch, we will move into the private member's lounge for the presentation of the year's awards & trophies. Don't miss it!
- Wed 6th Night Meeting - BBQ at VOLDAT**
 Note: December Night Meeting is NOT at the tennis club.
Location: Voldat - 46 Roberna St, Moorabbin (PH: 9553-1091); BBQ and soft drinks provided by the club.
Details: As is our usual custom in December, we will gather at Voldat for a club BBQ in lieu of the regular night meeting. Come and enjoy the evening in a relaxed atmosphere. BBQ food provided around 7:30 PM (or whenever the cooks get moving - feel free to volunteer to help with cooking as there will be no complaints accepted by those who don't lend a hand!)
- Sat 9th Tune-up & Safety Check at Voldat**
Location: Voldat
Details: See next edition of Rolling - DATE TO BE CONFIRMED
- Sun 10th Llamas & Lavender: Yuulong Lavender Festival and informal Club Display Day - See Victorian Events Coverage section for more details!!**
Time: 10AM-5PM
Cost: \$7/adult, \$2/child
Location: Gordon Exit Western Highway or Yendon No 2 Road Midland Highway and follow the lavender signs.
Details: Meet at 9AM at the left side of the entrance to Calder Raceway (off the Calder Fwy), and we'll take about a 1 hour scenic drive that won't deflate your tyres or give your pride and joy a patina of bulldust. For info about the drive contact Stuart Boydell (p1800@sbscs.com.au).
 For details about the Yuulong Lavender Festival, see the web site <http://www.ballarat.com/yyulong/musicfestival.htm>
 We hope to have a big turn-out of Volvos this year to show up the Mercedes Club (last year we had 3 Volvos and about 50 Mercs! We can do a LOT better than that!)
- Sun 17th Winton Fun Day**
Location: Winton Raceway
Details: Contact Ash Davies (Motorsports Captain) or one of the other committee members for more info, or check the web site (see Motorsports Register). A great way to test your car on a real race track for less than \$30. All you need is a car and a helmet and a sense of adventure. We've had good attendance in the past (up to 8-10 Volvos) - let's make it big!

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



President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS: New Committee

Another year has come and gone and you have stability in the elected officers of the Volvo Club of Victoria. If you check all the positions you will notice little change. In fact the only changes are that my daughter Tina has passed the reins of Treasurer to Adrian Beavis and Mark James has succumbed to long nocturnal hours (in his job of course - what were you thinking - to quote Doctor Phil) and is replaced by Caz Telfer-Williams.

Thank you very much to both Tina and Mark for all your assistance and I know you will continue to support the club in the background. Also a big thank you to all the committee members who accepted re-election (it does get easier over the years). Welcome aboard to Adrian and Caz who I can quite comfortably say are true 'Volvo nuts'. We have also successfully managed to retain a good age ratio on the committee, which will ensure that everyone gets a good representation at committee meetings and fresh ideas come up from time to time. Now we just need to work on getting guest speakers that actually turn up.

Ash Davis continues with Motorsports and will be ably assisted by Noel Bruin (who is also the club's ACT representative) and Cam Tuesley (un-elected, non-committee but nevertheless very committed and enthusiastic). Ash has one plea and that is

that you take the time to attend the motorsports events. Come as either a competitor or if you are unsure come for a look, ask questions, support others and you never know you might even be tempted to give it a go. I understand a certain bearded gentleman had a ball on a wet wintry Winton fun day. The idea of a club is to support each other and motorsports is a



great example. If you are unsure of your driving ability (always better than thinking you are Mark Webber) you can always help out in the pits or just show support by being a vocal spectator (cheering only for Volvos of course) but if you want to have a go you will be given plenty of support.

For those that haven't noticed it, I have replaced my photo of the 760 Turbo

with the 144GL. I still have the 760 Turbo although there is some pressure from within my family and external to send it to a new home, still I resist. I just thought a change of photos might be in order and we do have a number of cars we can cycle the photos through. Even though my everyday driver is what I consider the finest car available for my budget and lifestyle in the S70T-5 (now R) and the second family car being Chris's 850R (hey it's red so it's got to be faster), I still get considerable enjoyment from driving the 760 Turbo (and Rod Patton will still maintain it's the only real Volvo being rear wheel drive...). Likewise I'm quite happy behind the wheel of a 140 or 164, 240, 960, V70 and we really miss our 440SE. I know many of you share the passion and many of you have the same problem I have (I just want them all, I just want one of each) and it is always easier for me to sensibly advise those of you who ask me for advice reference buying your fifth or sixth Volvo (at the same time) but much harder for me to stick to that advice. I really guess if it wasn't Volvos it would probably be Mustangs or Corvettes and those critters are a lot more expensive to buy and maintain, so darling I just want you to know.....I really am saving us lots of money!!!!

*Until next time
Heino Nowatzky*



VOLDAT AUTOMOTIVE
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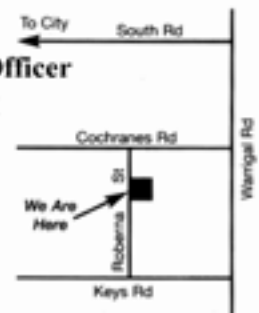


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PHONE (03) 9553-1091

The Victorian Automobile Chamber of Commerce

VACC
You're in good hands



THE EDITOR'S DESK

Greg Sievert

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gsievert@tpg.com.au



Bring on Spring!

It's not quite spring yet, but already the Melbourne weather is beginning to improve. We've had two sunny weekends in a row - a definite sign that winter is passing. That means time to do some spring cleaning and get our cars ready for the plethora of events that start now and build up to an action-packed December. Be sure to check the events calendar for the usual events (tune-up days, Christmas luncheon, Voldat BBQ) and also plan to attend some of the new ones - especially the Yuulong Lavender Festival. Last year several of us attended for the first time and had a great day. This year we want to make it into a bigger event for the club, including a display of as many Volvos as we can get. The Mercedes club always shows up in big numbers - let's try to out-do them and get 30 or 40 Volvos there! It's a great day for everyone, including kids and adults, young and old.

We have another AGM under our belt, and there is little to no change in the club's officers and general committee members.

Thanks to those of you who did put your hand up to take on a role this year. We definitely need more of you to think about volunteering next year for a position to avoid stagnation in the club. It's good to have stability, but we need fresh input to keep the momentum going. If you have suggestions on how to improve the club, see a committee member or officer and lend a hand.

Did everyone enjoy seeing the colour centrefold in the last edition of Rolling? Let's give another round of applause to the 1800/120 Club for funding the special National Rally page. We'll try to make it an annual thing if we can keep the cost reasonable.

On the personal front, things have been extremely hectic at work. I don't know if it's John Howard's IR law reforms or a booming economy, but it seems there just aren't enough workers to go around. That means the rest of us are snowed under, leaving little valuable personal time to spend with family and friends. To top it all off, globalisation means we now have to spend many an evening sitting in front of our computers meeting with our American, Swedish, German, Brazilian, South Korean, and Chinese co-workers until all hours of the night. I just hope the phrase "work-life balance" doesn't fade into the distant past (or maybe it already has?) Thankfully the

launch of the VE Commodore seems to have gone well - now the waiting game is on to see if it revitalises the Australian public's interest in large family cars. It was interesting to see some of the early design sketches of the Commodore in the automotive press and notice how much they looked like the current model Volvo S60 in the rear. Obviously the VE's shape evolved into what you see now, leaving the S60 with one of the most distinctive and handsome cars on the road today when seen from the rear. I can't wait to see the new S60 when it breaks cover. Until then, we'll have to salivate over the new S80, C70 and soon-to-be-released C30 (may be a good mid-life crisis car for me to share the garage with the 1800E???)

Enough rambling - time to get this edition done and dusted so I can have a break before the next one hits. Hopefully this one will be back on schedule after the last two were somewhat late. Thanks again for doing your best to get your articles and reports to me on time.

Regards,

Swedish Vintage and Classic

8 Somersby Road, Welshpool. W.A. 6106

Automobiles

Phone / Fax (08) 9350-9220

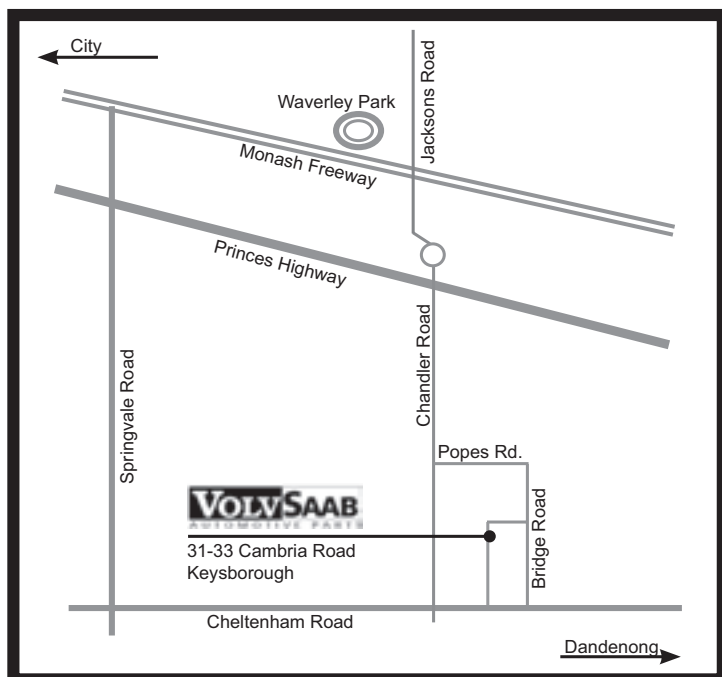
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Check out our Web site at
www.volvsaab.com.au for many
special features available to
Volvo Club members.



DEDICATED SERVICE

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As Australia's largest importer, dismantler & rebuilder of parts for Volvo vehicles we can offer an extensive range of quality new parts alongside an enormous range of recycled and warranted genuine used parts for all models.

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Established in 1985 VolvSaab has a huge depth of experience and knowledge to help you find the right part.

HOURS

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

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



Treasurer's Report

\$\$

Christina Nowatzky

0425-740-858 (AH)

nowatzkyt@optusnet.com.au

MONEY BUSINESS

Account balance on 10th August 2006 is: \$2417.72. The last magazine Treasurer's report was on the 10th June 2006. At that time, we had a bank balance of \$2090.88

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

INCOME:

Membership Subscriptions: \$1060.00
Meetings: \$122.05
Advertising & Sponsorship: \$701.15
Magazine Contributions: \$122.04

GROSS INCOME: \$2005.24

EXPENSES:

Magazine Printing (Jul/Aug): \$1122.00
Meetings: \$286.25
Trophies & Events: \$18.20
Postage & Delivery: \$410.22
Website: \$374.45

TOTAL EXPENSE: \$2211.12

NET INCOME (loss): \$205.88

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

Christina Nowatzky

WELCOME NEW TREASURER: ADRIAN BEAVIS

A big thank-you to Tina, the outgoing treasurer, for doing a great job keeping the club's money safe and the accounts in order. Welcome to new treasurer Adrian Beavis (contact details on page 1). Thanks for putting your hand up for the job Adrian. Members and committee, please do your best to help Adrian by ALWAYS submitting a membership form with your membership dues, and committee members are reminded to submit an expense form and receipts for all reimbursements.

Membership Report

Wayne Bower; - - - - 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: 164
Number of non-financial members (membership outstanding): 20
Number of current financial members: 149

New Member List

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

membership renewal form with complete vehicle details.

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



Volvo Club of Victoria - New Members

| Name | Car |
|-----------------------------------|----------------------|
| Mr Daryl & Mrs Nicky Thomas | S70 T5 |
| Mr Rod Anderson & Mr Aaron O'Neil | 740 |
| Mr Rodney Bakker | 240 (Supercharged!!) |

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 club

me via email waynebowers@unite.com.au or phone (03) 9397 5976.



Frisk's Garage

VOLVO SERVICE & REPAIRS

PH: 9762 9353
FAX: 9761 1593

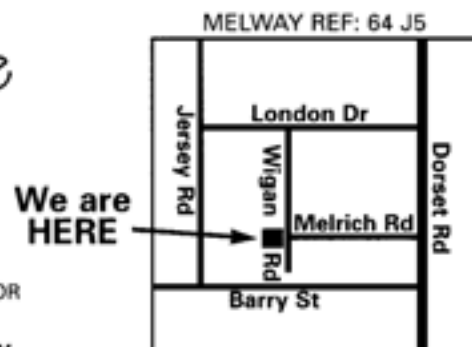
4 Wigan Road,
Bayswater 3153



Frisk's Garage

Paul Frisk
MANAGING DIRECTOR

Marshall Hornby
SERVICE MANAGER





VOLVO CLUB OF QUEENSLAND

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Email: hghunt@onthenet.com.au

Web site:

www.volvoclubqld.org.au

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hghunt@onthenet.com.au

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Helen Hunt

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0414 273 663

hghunt@onthenet.com.au

ROLLING SUBMISSIONS OFFICER

Brad Wightman

wightnineforty@optusnet.com.au

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

VCQ COMING EVENTS:

August 27 2006 - Petrie Markets.
Meet at 11am at the front of the Hotel.
We'll then be driving to Daybro for
lunch at the Daybro Hotel.

1 October 2006 - Mount Cootha
Botanic Gardens at 11 am. BYO Picnic.
Meet in the car park.

19 November 2006 - VCQ Christmas
Party - Venue & time to be advised.

21 January 2007 - Australia Day
Barbeque at Queen Mary Falls near
Killarney.

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

Historic Racing Calender

- For more info contact Helen &
Grahame.

November 11 & 12 - Historic Noosa
Hillclimb at Tewantin.

**Suggestions for future events are
always welcome.**

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

Events

A suggestion was made at the
Wivenhoe meeting to hold some club
meetings at Member's homes perhaps
once or twice a year. This would be an
opportunity for those of you who have
trouble making it to meetings or are
unwilling to drive long distances. If you
don't volunteer, we will simply arrive on
your doorstep one Sunday morning
(only kidding). If you'd like to host a
meeting, just let Helen & Grahame
know. It was also suggested that the
club could hold an occasional night
meeting. If you have any suggestions
please let us know - it's your club. We'd
really like to see more people at
meetings. If you don't like what is
organised, please make some
suggestions. We don't bite...much.

NEW MEMBER:

Welcome to new member Ken
Carn (940GL) of Forest Lake.

**Check out the great new VCQ
club logo - see top of page!!**

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

Wivenhoe Dam 16th July

Who said we were in the middle of
a drought? It doesn't rain for weeks
and then on the weekend we decide to
meet...Oh well, you can never predict
the weather. At least there wasn't
much rain but it was very cold. A few
brave souls met at the Wivenhoe Dam
for a picnic lunch. In attendance were
Helen & Grahame (760 Turbo wagon),
Vic & Eunice (740 Turbo), Terry & Gay
(242GT), Brad (940GL) and Chris
showed us his new acquisition - a 1975
145 in quite nice condition overall. The
level of the Dam is REALLY low. When
they say the Dam is at 30% capacity it
doesn't mean much until you see it for
real.

Wivenhoe Dam (more pics on the website)



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

Victorian Events Coverage

Frisk's Tune-up Day

Saturday 17th June

We had a good cross-section of cars show up for the tune-up and safety check day at Frisk's again this year. There were 15-20 cars in all, including

several 120s, an 1800ES, numerous 240s, 850s, S & V70s, 960s, etc. A big thanks to Marshall Hornby and Mark Richardson for looking over the cars and tuning, fixing and recommending any needed repairs on the cars. We all had a good time chatting over a cuppa and

checking out the other club cars that were there on the day. It was well worth it for all who attended. The club really appreciates the support of our local mechanics and workshops who volunteer their expertise and facilities for the benefit of club members.



Frisk's Tune-up Day



Berry Fun Day Saturday 8th July "Die engine, die!"

An impromptu "fun day" was organised by Cam Thomson and the folks at Berry Motor Group for members of the club, with the theme being "die engine, die". In an apparently not-so-infrequent ritual, the guys like to drain all the vital fluids out of an old Volvo's engine (in this case, and usually, it is a 240) and start the car, block the throttle wide open, and see how long it lasts before chucking its guts onto the concrete. On this day, we had a contest,

with each person "betting" a trivial amount of cash on how long the engine would last. The winner (who guessed the time of destruction correctly) took home the prize. 18 club members tipped in \$2 each and guessed the engine would last anywhere from 3 minutes to 30 minutes. And the winner was: Cam Thomson! (Was this rigged or what?) Cam guessed 3 minutes, and he was closest to the actual time of engine seizure which occurred at 1 minute 17 seconds. However, after about 10 minutes, the car was re-started and proceeded to run for another minute (or less) before it threw

a rod through the side of the block. In any case, Cam still was the closest. Well done! I'm sure Cam will report the \$20 takings on his income tax form!

In addition to the above gross display of Volvo abuse, there were many bargains to be had by trolling through the huge stocks of new and used Volvo parts on hand. If you think you have a corner on the market on used Volvo parts in your shed at home - think again! Berry's is overflowing with tons of parts, so if you need it, they probably have it.

The club was going to provide a BBQ for members, but the weather



Berry Fun Day



wasn't that conducive to setting up the club BBQ trailer, so instead the local fish & chips shop provided some hot chips, dim sims, etc. to feed the hungry masses. In all it was a good day out and we had a large turn-out despite the short notice and crap weather. Thanks again to Cam and Berry Motor Group for organising the event.

Volvo Club of VIC AGM Wednesday 2nd July

Heino has given a run-down of the AGM election results in the President's Report in this edition. As usual, it was difficult to encourage new "blood" to join the committee or take up a position, but luckily most of the existing officers and committee members were willing to soldier on for another year. Just remember, you have little right to complain if you aren't willing to pitch in and help fix whatever you think might be broken! For example, if you want

night meeting speakers, why not help organise somebody to come in? Most of the committee are flat out with our regular jobs, so it's often difficult to spend time on our committee work other than on the weekends.

A big thanks to Stuart Boydell for organising the pizzas again this year (were they yummy or what?) and to Heino & family for getting the soft drinks. Everyone who showed up on time had plenty to eat.

We also owe a big thanks to Rob & Lyle from Bilva Volvo for bringing in a selection of new Volvo parts and accessories at great prices. There were also some old brochures and other memorabilia that they managed to dig up somewhere - great job guys. Mark Richardson also brought some freebie trinkets from the Dutch "Volvo V44" Club - thanks Mark!

We did have a couple technical problems this year. First, we were unable to read last year's minutes due to Justin's MAC throwing a fit. (Where's a trusty PC when you need one?) Also, due to some difficulties in getting on to Jim Dix, we weren't able to present the year-end financial report. A copy of the report will be made available at the next night meeting, and any club member is welcome to review the report (just ask one of the committee and we'll get a copy).



**Volvo
Club of
Victoria
AGM**



The committee would like to again thank the club members for your support, and we look forward to another year of all things Volvo.

UPCOMING EVENT: Llamas and Lavender

After the success of last year's carefully-crafted route to the Yuulong Lavender Festival, this year has the potential to be even bigger and better! The festival is a fun day with entertainment, tea rooms, market stalls, gift shop, plant nursery and massage set against a scenic lavender backdrop.... And did I mention there'd be Llamas?

Meeting at 9 at the left side of the entrance to Calder Raceway, we'll take in about a 1 hour scenic drive that won't deflate your tyres or give your pride and joy a patina of bulldust.

Last year the Volvo Club looked thin on the ground compared to the Merc Club who were there in force. Can we give 'em a proper run for their money this year?

**Yuulong Lavender Festival
Sunday 10th December 2006
10:00am - 5:00pm**

More Information about the festival:
<http://www.ballarat.com/yuulong/musicfestival.htm>

For more information about the drive contact Stuart: p1800@sbc.com.au

[Note: Those of us who went last year had a great time. The lavender farm is set in a beautiful area, and there's plenty to do for the whole family. Highly recommended - put it on your calendar and plan to attend! Ed.]



Pictures from last year's Yuulong Lavender Festival

Volvo Winter Driving Course, Sweden, 1/06

by Allan Abbott

The Volvo winter driving course was held in Alvdalen in January 2006.

It was time to leave Gothenburg and head north which meant a flight to Stockholm, train to Mora and a 40 minute taxi ride to Alvdalen. Alvdalen has a Museum featuring a large collection of art and utility goods made from the local porphyry stone. It also has a large collection of Hagstrom guitars which achieved fame as they were used by Elvis, Jimmy Hendrix, and Frank Zappa.

Volvo keeps about 30 current model FWD, AWD, wagons and sedans, petrol and diesel, in auto and manual form and a mechanic at Alvdalen. (There are also a couple of "reference" RWD's eg. a 960 and a stretch S90.)

Temperatures here ranged from -20 deg. overnight to -5 to -14 deg. during the day. Unfortunately we couldn't drive on the frozen lakes as they had frozen, had a slight thaw and then re-frozen. This meant Volvo couldn't put the heavy machinery on the ice to prepare the tracks.

Most of the driving was done at a closed facility called Monzta, about a 5 minute drive from town. It comprised a large central flat area and then three interlinked circular tracks, each one larger in diameter as you moved out from the centre. It incorporated hills and blind corners and some long straights. All the tracks were ice and surrounded by a low snow bank up to about half a metre in height.

Day 1 after breakfast Yens, the instructor, drove me to the garage where the vehicles were stored and we loaded into an S80 and headed to

Monzta. Yens drove a few circuits of the tracks and pulled over to swap seats. Getting out of the car it was so slippery underfoot it was easier to walk around the car holding on so you didn't slip over. If someone told you it was possible to drive at 100 kph on that surface you'd have thought they were nuts.

The morning was spent on various driving manoeuvres and getting familiar with LHD. We then swapped into an XC70 diesel, six speed manual, and took a 2 1/2 hour drive on snow roads up to one of the ski resorts.

Yens trains drivers for the close response and anti-terrorist units. I told him I had a 240 at home and he replied "we use them to make barriers and road blocks to practice crashing through".....ouch!

The 3 days of the official course was spent with 7 Danes and 2 Swedish instructors, one instructor was an ambulance driver and the other a police driver. Everyone stayed at the same hotel so we had breakfast, lunch and dinner together. It was a great group as everyone at least had "workable" English. A couple of the Danes and both Swedes had perfect English and all had a great sense of humour.

Some of the Danes were responsible for driving their company executives around Copenhagen and some of them loved to drive fast, no, very fast, a few even making a return to the course annually.

At Monzta, cars could be driven up to 100 kph on the straights however when accelerating or cornering you could feel the stability and traction controls working overtime. After driving and getting out of the cars the smell from the brakes was very strong as they were

constantly being activated on various wheels by the traction control.

Exercises were done with stability control switched on and off, although it could not be completely disabled. With DSTC on, providing there was not too much speed entering a corner, if you had some steering lock on, and some gas, then the car would stay on line and pull through the corner. To get the cars to behave as they did on the ice, on bitumen, you would need twice the speed.

There were four cars per session, two people per car, with drivers swapping every 10-15 minutes and everyone swapping cars every 30 minutes or so. They arranged a lot of different driving scenarios including coming over a crest at 70 kph and encountering an obstacle. To make it interesting at the last moment while under full brakes the instructor would signal (from outside the car) whether to go left or right....oops. This resulted in a number of cars with a nose down attitude in a ditch.

My first big off was in a V70 with my Danish friend at the wheel. We left the track backwards at over 60 kph. It was quite violent as we hit the snow bank with horrendous sound effects. After being pulled out by the XC90 examination revealed zero damage to the car. This proved to be the norm. It didn't matter what speed the car left the track, forwards, sideways or backwards and ended up sitting up to the axles in snow or nose down in a ditch, there was never any damage to the car. (One exception was one cracked spoiler.)

The Danes were constantly put to the test when the laws of physics overwhelmed their desire to go faster and faster. I'm sure at some stage

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everyone felt like Gunnar Anderson in a modern car.

One session was spent in constant rotation with the cars only going straight, forwards or backwards for about 20 metres at a time. This resulted in one poor fellow standing out of the car to relieve his nausea.

The tyres were studded but there was a big difference in tyres and studs. The Finnish studs had a "hex" head instead of the normal round head and the difference in grip was substantial.

One morning we had an S80 armoured car-armoured body panels and bullet-proof glass. Not sure what it weighed.

It was dark by 4 pm so we would head out onto the public roads in convoy with all cars linked by radio. Fortunately the instructor in the lead car would repeat things in English, although my Danish co-pilot was a

good translator. To see 5 Volvos in convoy, with driving academy decals, and lights blazing, cutting through the snow flurries is enough to warm the heart of any Volvo lover. One afternoon I followed the instructor into an area where the police and army do their driver training. These roads didn't show on the sat. nav. as the army also has an artillery range there. His final instruction was "watch out for army tanks"

We stopped our two cars in a wayside area and waited for the three other cars to join us. Two policemen showed up in a private 850 sedan with rally tyres and spikes. The very narrow tyres decrease the surface area and therefore increase pressure on the snow and the longer spike can dig in and get better traction. It was amazing to see the speed the car could manage on a completely icy road.

The course was very well structured and run. A good deal of time is spent on evasive technique and considering there are about 12-15 car/moose collisions per day throughout Sweden that is understandable.

To drive on ice and snow the Volvos were outstanding and gave the driver such a sense of control and confidence. Volvo is certainly producing world class cars. It is evident the cars are a product of their harsh environment and their design makes them fit for the purpose with huge margins of primary safety.

Which vehicles were the favourites with the course participants and instructors? This will be revealed next issue. Also next issue the Volvo cars testing track at the factory in Gothenburg.

Allan Abbott, Member VCCV



Volvo Car Driving Academy



BIRTH NOTICES:

CONGRATULATIONS: It's a VOLVO!?



C70 Style

I have recently purchased a 1999 C70 with only 60K on the clock and in-as-new condition.

Is the club interested in late model vehicles attending display days like Flemington? Any feedback/interest would be appreciated.

The C70 is a real head-turner. My vehicle is only used on the weekends but never fails to draw attention from the public. One joker made the comment that he "didn't realise Volvo made cars like that".

I drive a new Ford company vehicle during the week but it doesn't come close to the C70 in terms of quality, style and comfort.

A few of my friends have traditionally disliked Volvo cars, but have stopped and taken a second look at the C70.

Rick Sampson

Rick - we look forward to seeing you and the C70 at future club events!
Ed.



Rick's stunning silver C70

Out with the old, in with the new \$80

Hi Greg & Wayne. Thought it was time I got to sending you another note. How did you get on in Japan? Hope all went well for you.

I have done a terrible thing the last week, I have sold the 164 & S70 and upgraded to S80 T6. Bugger me - I hope it works out OK! The reason is I can't seem to look after both cars as much as I would like, just have not got the wind or energy now, but hope I can look after one car a bit better.

This is a light blue in colour, and light coloured leather, done 47000 km. in Singapore, and first registered in Jan 2000. Just one thing I am not so keen on is the wheels, which the other owner in Singapore must have fitted - they are 18-inch 40-profile, 235 ZR with Michelin tyres. The wheels look nice but I hope they don't wear out in a hurry [would



Bob & Thelma's \$80 T6 - love those wheels!



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 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
craig.s.rasmussen@team.telstra.com

Welcome new members:

The S.A. Club welcomes back Ian and Vivian Thelning to our Club and hope to see them at various events.



Rocky Day at Mannum

A fairly cool and damp day greeted around 20 members and family who gathered at TTP for a 9.30 am departure. However, the weather being a bit disagreeable, all headed into the adjacent MacDonald's for a warming coffee and other snacks, so departure was delayed to about 10 am. Our planned smoko stop at Birdwood was abandoned in favour of Palmer where one member knew of some shelter. This turned out to be the local oval, where as luck would have it we met the local Gem Club people we were supposed to meet at 2:30 pm in Mannum for a Gem and Minerals display.

After an extended smoko stop we headed off into Mannum with a few

minutes to spare before lunch at the Pretoria Hotel Bistro overlooking the Murray River.

As mentioned earlier, most of the group headed off after lunch to a privately-owned Gem and Minerals display. This is a large collection of Minerals, Precious Gems, Fossils, Shells, and other related items personally collected from all around Australia (and some from overseas) by a small group of enthusiasts, and all very well presented. Highly recommend a visit next time you're in Mannum.

Despite the drizzle tending to rain later in the afternoon - 'twas a very pleasant day. Many thanks to Joan, Tricia and other members of the Events Committee.

Craig R.



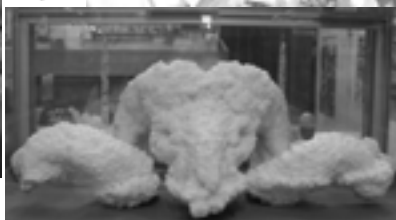
Smoko at Palmer Oval



Gem Club at Palmer Oval



Mannum Gem & Minerals - Intro by Kim



Lunch at Pretoria Hotel

Ram's head from an SA Salt Lake

Mannum Gem & Minerals - Part of Shell Collection

VOLVO CAR CLUB OF SA 2006 EVENTS

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.
If interested contact Helen Judd on (08) 8341.8908

OCTOBER
8TH



Annual Crabbing Event □ Pine Point
Depart Globe Derby, Port Wakefield Road 8.30am sharp
Bring shoes to wear in the water, rakes, buckets and eskies
Catch your own lunch or if not in luck BBQ lunch supplied
BYO chairs & drinks

15TH

Strathalbyn Swap Meet
Yes there are car parts, but also lots more general Bric-a-Brac. An interesting walk down memory lane even if you don't buy anything. Held at the Strathalbyn Racecourse. Meet us there or 6:30 am start from Ken's place. Contact Craig (0428-529-372) or Ken (8293-2784 a/h) to advise your attendance or arrange carpooling.

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:

Chris
John & Joan

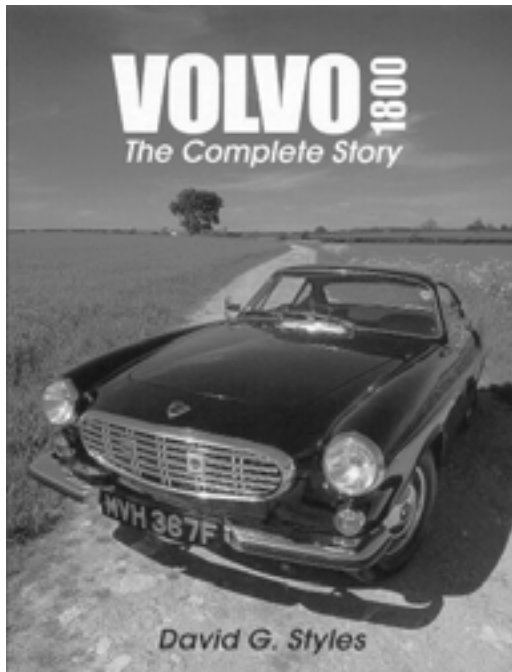
0409 678 044
(08) 8294 3183

Tricia
Mark

(08) 8248 5081
(08) 8234 9146

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

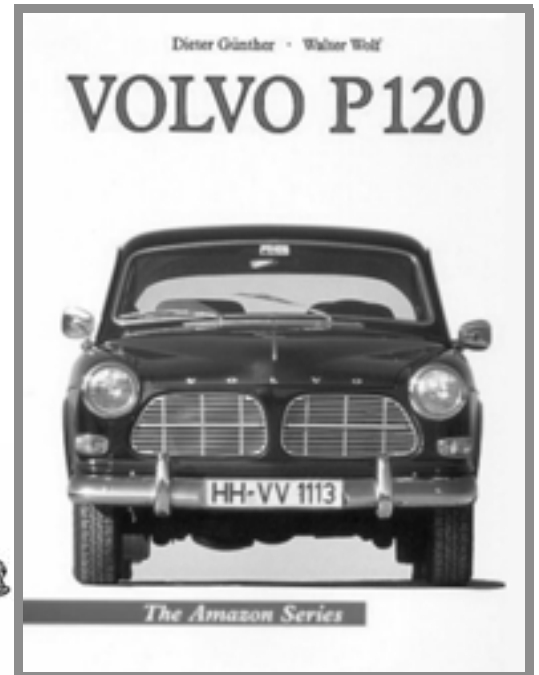
VOLVO BOOK OFFERS



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

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

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

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

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



The 1800/120 Pages

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

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eGroups site:

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

123GT web page:

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

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

"Garage Sale" Saturday 28 October 2006 9AM-3PM

Graham Bennett (1800/120 club member) would like to advise members of his upcoming garage sale/open house.

Volvo collection of 120/1800/140 items:

Some parts, manuals, many model cars, brochures, magazines, posters, clothing and collector merchandise.

Freebies.

Contact:

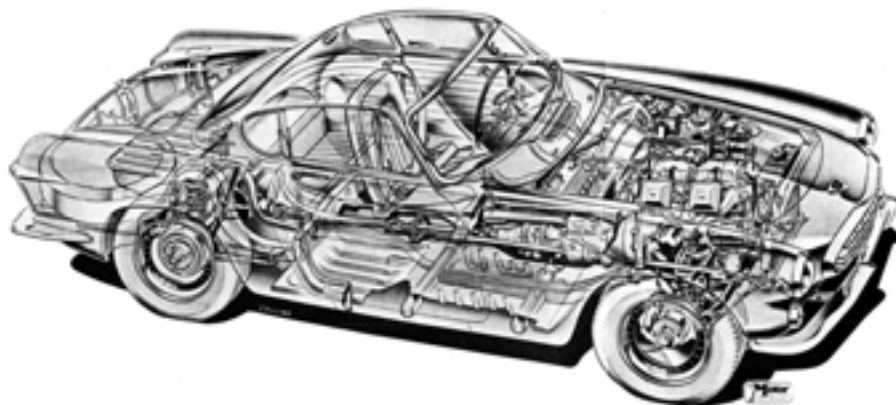
Graham Bennett
 7 Wisdom Street, Connells Point.
 (South Hurstville) 02 9547 2559

July/August Mystery Car Revealed

Congratulations to John Todhunter from the 1800/120 club for guessing the July/August mystery car. He was correct in identifying the car as a Horch, in this case, a 1935 model 851 Pullman.

Horch was on the level of such luxury car makes as Mercedes Benz in Germany, and was founded in 1899 by August Horch. The last Horch car was produced in about 1940. Check out wikipedia.com for more info or do a google search.

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.



September/October Mystery Car

LAURIE'S 360 SAGA:

PART 2: 360GLT X 650,000km = Great Motoring.

By Laurie Menogue, Volvo Club of Victoria

In the last edition of Rolling, Laurie detailed the 360's fun and foibles to the 260000 km mark. Here's the rest of the story...enjoy!

260000km. driver's seat collapses again. The lumber support wires break away from frame at weld and plastic tensioner disintegrated without warning. Sharp piece of fatigued metal wire speared its way through rear fabric (ruining it) and into my daughter's knee which required 3 stitches. No second hand seats available in reasonable condition and spare parts hard to find unless I wanted to pay top dollar. I bought another 360 for \$50 just to get the seat but it turned out to be too good to wreck and looked like new after a good clean up. A tonne of spares including a few seats was in the deal but that is another story.

261000km. plug falls from instrument panel and puts the lot into darkness again.

262000km. horns now only make a faint squeaking sound. Full of water and generally grotted up. Cleaned, reassembled and work ok.

275000km. wiper motor makes an awful noise like a tomcat with its nuts caught on the top of an old paling fence. Eeeeeeooyoww eeeeeeooyoww you know the noise. Pulled the unit apart and inspected it for wear and found none, greased and reassembled. Works ok, but I wish the tomcat would drag its nuts off the fence.

280000km. Pinging is becoming apparent particularly under load and especially when the weather is over 30 with the A/C on. Heard the Car Club rumours of expensive tales of woe about CV joints failing. I decided to check them for wear and found no pitting or brunelling etc. but the grease did look dry. Re-greased them and I think that the rear end is quieter. But with the quietness I did identify that the left rear wheel bearing was on the way out but still serviceable and was duly replaced by Frisks.

300000km. End bushes (plastic) in steering rack replaced along with suspension and steering ball joints. The steering is now as sharp as a razor. The wear just creeps up unnoticed but the worn steering was still better than a lot of brand new Asian buzz boxes.

300500km. gas struts are going soft and barely hold up the hatch. At least they are going gently this time not like a guillotine. The struts have now been re-gassed.

300700km. petrol line broken at a swage joint between line from tank to filter where the line comes through the chassis member near the firewall. Car stopped dead in its tracks with petrol spraying all over the road and engine. The silver 360 the same trick too; seems to be another Volvo safety feature. Lucky the cars did not go up in flames. When the cars were assembled the swage crimp was only partly crimped and it is a wonder why the joint lasted so long. The break would have to be in the most inaccessible place as it was only accessible with extra long nosed

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pliers to hold the plastic pipe (it had shrunk about 30mm over 10 years) from the petrol from tank from vanishing down the hole in the chassis when a longer rubber pipe was pressed on. Nearly impossible to do up the hose clamp with a screwdriver as the joint is virtually inaccessible from any angle. (In the meantime I purchased two more 360's and the petrol lines also failed at the same place) Pinging getting worse. **340000km.** Serious oil leak from front camshaft seal. Lost over 3 litres of oil in 45km.

350000km. to 550,000km. Nothing other than wear out items, the tailgate still rattles.

Pinging now at 20 c under light load. Tried putting all sorts of anti knock gunk in the petrol but it lapped it up and that is all that happened. During November 1999 I had the super lead petrol checked by a chemist friend. The results showed that the leaded super petrol was only 89.2 RON. The 360 should use 98 RON. With Shell Optimax just on the market I filled up with it as the 360 would run on unleaded without drama. The pinging still persisted but I thought (hopefully) that it was slightly less. After refuelling three times with Optimax and the pinging was reduced even with the weather at 40 c, A/C on, four adults on board, fully loaded towing the boats interstate to a

national championship. No Optimax at Holbrook and had to change to Mobil 98 octane and the pinging stopped immediately and the engine ran much cooler. Also the performance and economy has improved which offsets the higher petrol price.

590000km. Right rear wheel bearing suddenly packs up big time near John Johnson's in Moorabbin and was replaced by him. While the car was on the hoist a few things underneath were tightened up. The clutch was adjusted for the first time. Yes the clutch is original. Now the car goes smoothly and is very quiet, nearly like new. The wheel bearing must have been rumbling for years as there was general noise coming from the back of the car but not identifiable as anything in particular. The new mechanical quietness induced me to go over the body, even pulling off the door linings, tightening everything and re taping wiring to stop rattling. New rubber taken from the wrecked 360 for the tailgate and for the first time since the warranty ran out the rattling stopped.

645,000km. Water pump packed up leaking all the water in 25km. For months it was making a squealing noise for a few seconds when the motor was started cold.

645,650km. Rear LH brake lining falls off shoe and jammed the works for a

few seconds while I was backing the car. The drum was bugged the so all the rear brake cylinders shoes and drums were replaced. They came off the wrecked 360 and the parts had only minor wear although the drums are scored.

651,000km. Rumbling from the rear again. Bloody rear wheel bearings again but which one. The rumbling came from underneath whatever rear seat you sat on so both bearings were replaced.

In general the paint work is reasonable but any car wash leaves scratches in the clear coat which makes for a dull unpolished appearance. As far as stone chips and scratches go it would have to be the worst I have seen on any car except for other metallic red 360's. The dealers do not have a correct colour match touch up pen and as a result the car looks as it has got the pox. At about 500,000km a stupid woman driver reversed around a left hand corner while I was stopped at the stop sign and caused considerable damage enough to have the car re-sprayed back to the c pillars. Paint match is excellent and the new paint does not stone chip as easily, in fact there are no chips to speak of after 150,000km. When I get around to it I will get the back of the car re-sprayed, the original paint on the back

360 crash damage & repairs



does look 20 years old but it has never been polished. A 4WD hit the back spoiler with its bull bar pushing in the boot lid and pissed off fast, they don't only bugger the bush! Now I will have to get the back re-painted. Last week I counted 32 car park dings in the paintwork. Caught a bastard flinging her Mercedes driver's door open into the driver's side back door putting another ding into the car. Must have put the scares into her big time as she coughed up \$500 cash to repair the damage.

At present I would like to change the 360 for a new Volvo. The accountant is always at me to change the cars over at least every 2 years. One of the new Volvo S40's or what ever they call them now would be nice though. But the 360 does everything I expect from a car very well, particularly on interstate trips which account for over 400,000km with or without towing the boats. The new range of cars are naturally quieter and smoother, but then again if I was to tighten up everything and replace a few rubbers here and it would be quiet as a new car. *Laurie Menogue (President of the Volvo Club 1977-83)*

Another story (from Laurie):

Saw a very clean 1985 360 GLT the other day with only 39000km on the clock for \$4500 and still on the original Pirellis. There was no obvious accident repairs. Alas, I was too slow with the cash by ½ an hour. The new owner only wants it for a shopping trolley and for his "P" plate daughter to commute to the local TAFE. Bloody waste! However, during 1999 I bought an unregistered Silver 360 for \$50.00. The ad said "damaged, cheap, offer". I thought that it might have a good drivers chair as the seat had busted in the Burgundy 360 and maybe good for a few other bits. The owner bought it for his wife but she would not drive it; she wanted a Rav 4 or something. A big matrimonial blue commenced when the 360 appeared and the car was duly parked under the trees for 4 years.

When I first saw it I thought that I had wasted the afternoon. After standing under the gum trees for four years it looked like a real paddock bomb. It was covered with accumulated leaf litter from the bonnet to the top of the wind screen. I had to get a hose and wash off mulch which fell to the ground like cow pats. Put in the key after the owner finally found it. The central locking worked but the

door rubbers were perished and had to be cut away before the door could be opened. Wow there was the driver's seat I wanted. I asked how much? The owner said "what's ya offer" and I replied \$50 and he said that's ok. While I was "negotiating" I did a double take at the interior, there was not even a speck of dust, it was immaculate. I asked if it went and he said "yeh, three years ago" so I turned the key and there was just enough life in the battery to feebly turn the engine over a couple of times then it fired up and within seconds the engine was idling smoothly. I listened for bearing and piston noise but there was none. I had to blast off all the mulch to open the bonnet and to my amazement, apart from a few spiders webs the engine room was also spotless. I could not take it around the block because it had Toyota wheels with flat tyres on it. I asked if the original wheels were around and they were in the back shed and would be put on when I pick it up. Later when I got the car home I realized that the owner had replaced all the door rubbers before I picked it up and the wheels had brand new rubber on them. I only had to replace a few minor bits & pieces (brake rubbers etc) the cost on the road including rego, insurance etc was \$1250.00. To bring the car up to excellent condition the front RH guard had to be repaired where the owners 4WD has backed into it and a few small shopping car park dents and scratches. The silver 360 did not go as hard as the burgundy 360 but it is smoother and very quiet. And no tail gate rattles! But the burgundy 360 has always had the boot put hard into it from day one. I supposed that the silver car has not had good firm training. However, a year later the performance of the silver car improved and was about 50-50 with the red one and appeared to be getting better. Probably the burgundy one is dying off a bit by now. I called at Bilva Volvo to get a replacement door grip surround and one of the mechanics recognised the silver 360 displaying considerable interest. He had put a brand new Volvo long motor in it at about 134,000km some four years before I bought it. The original owner had to replace the motor as her very young nephew put a jack under and cracked the cast alloy sump when changing both front tyres. The car was driven only some 12k when the original engine seized up on the Eastern Freeway. The mechanic checked the

records and saw that the motor had it had only done 1,200km so that is possibly why the motor was still very stiff. Did another 12,000k in it and it was running better all the time, great to drive.

Then a driver of a Nissan Pulsar ran a red light and knocked the right corner off the car. The engine of the pulsar ended up under its front seat. There is about \$6000 damage to the 360 so the insurance wrote it off and I got a \$6500 payout. But it still goes ok, steering still aligned, A/C works and the radiator does not leak but the front lighting and bonnet is non existent.

A few months later I bought another good straight silver 360 for \$50 so I use the first silver car as a spare parts supply. And yes, the driver's seats have collapsed in both the silver 360's. A little work to get it road worthy. Swapped the wheels over and replaced the wind screen. It now goes OK after the timing was fixed due to the cam belt being out by one tooth on the valves. Even though the 360's are about 20 years old they are still exceptional value particularly if a good one can be found unregistered. The trade just don't want them and people just push a good car under the bushes. It all makes you wonder if there is any value in a \$50,000+ new car when they don't really do things much better. I decided that it was better to save at least \$50,000, but then again?

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

*Laurie's saga received quite a response! See Laurie's comments below. We also received a request from Brad Calvert via the web site for Laurie's story to be published on a site dedicated to the 300-series Volvos. Check it out:
www.volvo300mania.com*

Hi Greg,

I have contacted Brad directly to put the 360 Diary on the 300mania site. I have received 7-8 phone calls from club members re: the article, which apparently gave them a good laugh as they could relate to the happenings. 9 emails have also been received. I have written serious articles for magazines and never a twitch from the readers but this sure has stirred them up.

Cheers,

Laurie (email laurie@menogue.com)

Club.www.Updates

Ben Winkler, Webmaster, www.volvovic.org.au email bwinkler@netspace.net.au



A big hello to all members and to other enthusiasts!

It's just a few days after the AGM and I thought after my well rehearsed and inspiring speech I should let everybody know what I'm actually doing with club funds.

As you might remember the site was down a few months ago which was due to our domain name running out. That was a bit of a surprise as all my documentation stated that there was a few months to go but hey, it's renewed and working fine. Another small problem I noticed at the same time was disk space. With the introduction of member cars I realised that we would run out of space quickly and when I tried to put them on the site, realised that we were running out of space now. This meant an account upgrade for the club.

I had a chat with a few of the committee members and we thought that if we were in a period of change and (possibly) looking for a new ISP, that we should upgrade the site and make it work for the club a bit harder. After looking at various options Stuart Boydell suggested going to a Content Management System (CMS) that would allow far more accessible content and remove the reliance on myself being around and ready to update the site. I hunted around and found a new ISP (Ausweb) that supplied very good services for a quite surprisingly low rate. So the site has been moved across to Ausweb and is running well.

So what is this new CMS website then?

At the moment it's still around 60% completed and although it may not look as good as our current site it will be much more capable and robust and will reduce my workload tremendously. It is based on Joomla! (www.joomla.org) and will provide the club with content that can be uploaded and edited by any committee member and eventually, club members. With 200MB at our disposal, we will also be able to put up large galleries of events, well documented member cars and other media such as Greg's Supercharger articles and stories from the magazine. On top of that, if we decide that people want a forum, we can easily provide it at no cost and with some patience by all it could work well.

At the moment, the current feature list that I'm planning and working on is below:

Links - Sponsor links / general links / member submitted links

Contacts - A list of all the different contacts within the club with more than just an email contact

Calendar - Calendar of events (to a stage where members can submit their own events too)

Member Cars - A write up on your car with multiple photos

Past Events - A gallery of all our events

Galleries - Collections of past events with quite a large amount of photos. Anybody can submit photos of any related event and we'll stick it up.

Forum - A place where chat about models can be held with specific Victorian information. We'll see what demand is like before getting this working.

Downloads - A collection of articles, stories, adverts, images that are more than just a photo gallery. If you have an old PDF (or image or print that can be scanned) with instructions on how to remove a headlining for example then please send it in! I would like to see this section grow to include useful articles, images and stories available for download.

Marketplace - This will now be split into categories with an automatic time expiry comparable to adverts in the magazine. The sections could, for example, be divided into complete cars, spares and parts, apparel and models and perhaps sponsors. I'll see how it all comes together!

So what do I need from members?

Well it's fairly simple, **the site now breathes, the members' content, your content.**

Although at first the site will have changes limited to committee members, I am hoping that all members will be able to post any content. BUT in the meantime, you can send your content to any committee member (not register captain) and they will either forward it onto me or they will upload it to the site themselves. As I am the webmaster I would prefer items sent to me first. If you have big items like 50 photos we would still love to have them on the website but you will have to provide them on CD by either posting it in or handing it to us at a monthly meeting.

Adverts for the website will now be following more closely the adverts in the magazine so please send all adverts to Greg who will then forward them on to me when ready.

So in conclusion I'm hoping that the new website will be up and running very soon and that it will become a great source of information from around the world, a repository for memories of our events and a reliable and quick reacting source of events and news.

Just remember that I'm just putting it together but that you, as members with photos, stories and articles will breath life into it.

Ben Winkler, Webmaster
email: bwinkler@netspace.net.au

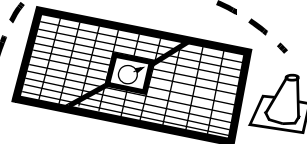


240/260 Register

Mark Hoffmann

03-9335-3946 (AH)

vol244@hotmail.com



Hi Club Members, and welcome to this issue's 200 Series Register Page. On the personal Volvo front, the hunt for that elusive late model 240 wagon continues, so hopefully I will soon have a new car to add to the stable and some fresh inspiration with which to fill this space. Most of us can relate to the satisfaction and excitement that results from finding the "right" car on the used car market, particularly if the search has been a lengthy one, but the interim process of inspection and rejection can be frustrating to say the least, especially when the cars advertised don't turn out to be half what they are billed to be. More frustrating still is when there are so few cars advertised within your parameters, that weeks and weeks pass without even the possibility of viewing one. Patience might be a virtue, but it's not much fun!

The ideal is to find the car that forces you to make the fewest compromises, but that's not always easy when you're searching in a field of European imports up to any beyond 15 years old. If we all agree that sound mechanical condition, straight and presentable bodywork and a clean and original interior are amongst the most important boxes to tick, it's surprising how some of the more superficial variables like body and interior colour or trim levels become more flexible as time goes on! Volvo wagons, I tend to think, also generally have a harder life than their four-door counterparts, which makes the search for a nice clean one that would present well as a club-member's car, harder still. The 240 Estates may no longer be much of a status symbol, but their cavernous load-carrying capacity, bullet-proof reliability and family-friendly space and durability still make them comfortable and practical workhorses for many, making them hard to replace in their now depreciated state. This might explain why people seem to be holding on to them. Nonetheless, there comes a

time to downsize, modernize, or to find more economical transport in the face of soaring petrol prices, so I'm waiting (impatiently) for that well-maintained and cared-for example to find its way into the classifieds. I will keep you posted!

Speaking of 240 wagons, this month's contribution comes from new friend Ryan Ridgely of Ohio in the US, who currently drives a blue 1990 model (pictured) and really shares my enthusiasm for the type! Ryan and I got in touch after I read a technical article he wrote on the internet about a 240 headlight conversion, and we have



Ryan's great-looking 240; Ryan is in a race to collect as many 240 accessories as Mark has! (Good luck!) Are alloys next on the list?

been trading stories, tech-tips and other info ever since. It's fascinating to hear about how the local 240s we know so well differed in specification and design on various overseas markets, often in accordance with local laws and regulations, and Ryan and I have also found we can really help each other out with parts and accessories which may be common in one part of the world but near impossible to source elsewhere. Having put the hard word on him for a contribution to the magazine as to why he loves his Volvo as much as we do ours, Ryan writes...

Despite having had a couple of Volvos in the family growing up, I first got interested in Volvos about 10 years ago. At the time I was about 20 years old, and driving a fairly new American car. This car was nothing but trouble, and stretched my nerves and siphoned

money from my wallet. At the time, a friend was driving an older Volvo 245 with about twice the mileage of my car (or any car I had ever driven in), yet this car was solid as a rock and drove wonderfully. I was convinced.

Shortly thereafter, the head gasket blew on my car and I breathed a sigh of relief: I suddenly found myself in the market for a Volvo! My first Volvo was a 1985 245DL in a rare factory non-metallic blue color that I had never seen before or since. My first impression was that this car, this station wagon, handled much better than the turbocharged sedan I had right before it. The Volvo was pretty reliable. The stereo wasn't great, and she had some quirks that I could never sort out, but I loved her anyway. I had that car for a little over a year, but one unfortunate day, and ironically on my way to make the very last payment on it, I was involved in a front-end collision. The car was about a foot shorter, the radiator folded over the engine, but the car did its job and I was completely uninjured.

Before my parents saw the car (or what was left of it), they assumed I had simply been in a "fender-bender" because of my complete lack of injuries. Where before, I had been sold mostly on Volvo's longevity and reliability, I was now sold on their safety.

Obviously, the car to replace that had to be a Volvo, and was a 1990 745 GL. I had mixed feelings about the 740 at first, but this car grew on me just as my 245 had. I had this car for seven years. It never broke down and was comfortable and completely reliable. Unfortunately, one dark night I hit a deer, and whilst the damage to the car wasn't beyond repair, I decided to move on and get another 240.

My latest car is a 1990 245DL with the 5-speed M47 transmission. I found it though the internet on a used car lot nearly a thousand miles away from

home, yet only a stone's throw from where my parents live. In the U.S., later 240s are difficult to find with manual transmissions, and as with all things, the rarer they are, the more you want one! Well, there are real benefits to the stick shift that appealed to me, so I drove up for a visit to my folks and test drove the 240. I still remember the look on the dealer's face when I told him I hadn't driven a stick shift in nearly eight years... the car was running, I was driving, he was in the passenger seat, and we were just about to pull into very heavy, fast moving, Boston commuter traffic. For some added drama, I had a little fun and asked him if the gear I was in was indeed first gear. He said nothing, but his face got a little white and he quickly fastened his seat belt!

I simply love this car. After having been away from 240s for so long, I find myself smiling whenever I see her or drive her. She's not a fast car, and could stand a coat of paint, but she is a lot of fun to drive. This is the car that has really turned me from a Volvo fan into a true enthusiast... or more appropriately, a Volvo addict.

After purchasing it, it appeared that this car needed a little more TLC than I first thought. On the bright side, I've had a great opportunity to learn about the ins and outs of car repair, as there are lots of parts and literature out there on 240s. I never wanted to "hotrod" the car or add any modifications to it that deviated from what Volvo "meant" it to be. Also at this time, I adopted the dangerous philosophy that since I hope my next car will be a 240, buying 240 parts and accessories now becomes an investment in the future, since parts on this car can be transferred to the next 240!

I got all of the essentials out of the way such as suspension bushings, timing belt, water pump (it still had the original one installed in Sweden!), and most importantly replaced the broken tape deck with a working CD player! I've been collecting different gauges and accessories to get it on par with the GLE trim level. My favorite and most substantial upgrade to the car was to replace the North American headlamps with a set of glass European Cibié headlamps....

Basically the "backwards", or mirrored, version of the ones on Australian 240s as original equipment. The original headlamps we got here have plastic lenses which put out a "cloud" of unfocused light, and what's worse is that these headlamps have yellowed and faded over the years. In short, you could probably do better on a dark night by duct-taping a flashlight to the fender. The glass Cibié headlamps are a huge improvement in light quality, and impart an even more classic look to the car's already classic appearance. Most recently, I just received a pair of GT chassis braces from Mark (Thanks Mark!). Looking forward to getting those installed!

By far the best part about the Volvo community (and modern technology), is being able to correspond with other Volvo fans from all over the world through e-mail. I've been able to

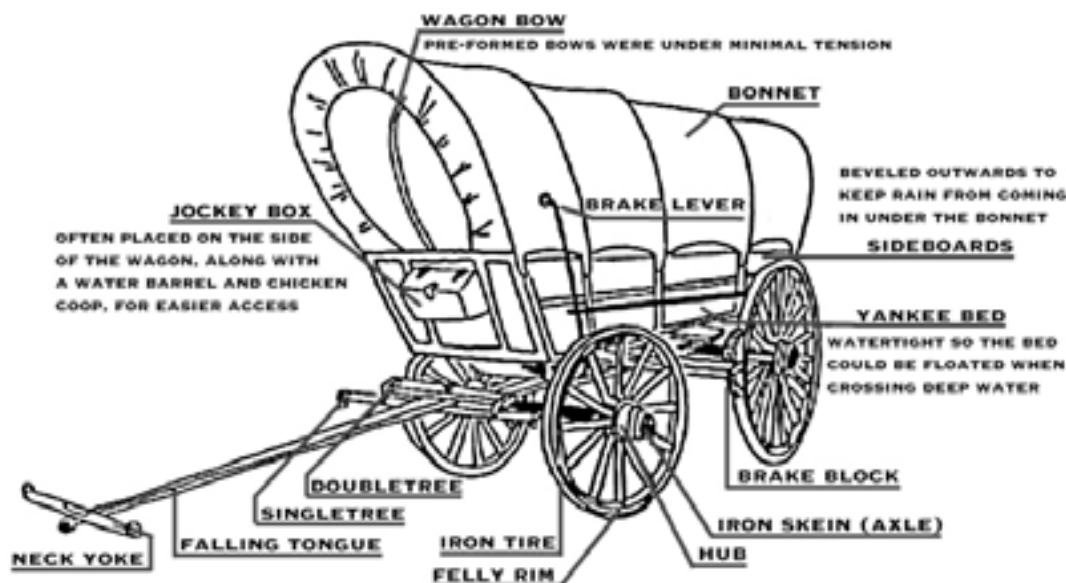
talk with Volvo fans from Australia, Europe, North and South America, and most recently from the Middle East. Cars aside, I almost always find that Volvo owners share many threads in common, and it's refreshing to hear from people from very different walks of life, and to see how small our differences really are. The Volvo community is such a great bunch of people, I hope to always have at least one Volvo in the garage so I can continue being a part of it.

Thanks very much, Ryan, for a great story! Like Ryan, I also plan to always have at least one Volvo in the garage in my life, but at least another two under the carport, as I don't think I can survive on less than three!

Until next time, I wish all members happy and safe motoring!
Mark Hoffmann
200 Series Register Captain



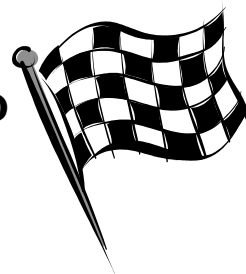
Seen recently on Ebay Australia - advertised as a "Volvo Ute", this converted 240 appears to be a sedan with the rear upper section removed and a canvas top of the "Conestoga Wagon" era (see below). SWEET! (Ed.)



WAGON DESIGN COURTESY OF THE UNIVERSITY OF OREGON

MOTORSPORTS REGISTER

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



Well, 2006 is more than half over and winter has certainly set in.

We're nearing the end of the Formula One season, our favourite Sunday in October is getting closer and the start of the speedway season looms closer too. Club level motorsport is still quite busy and there's still plenty of opportunities to get involved in grass-roots motorsports before the end of the year.

This year we've not attended many events so far as a club, but we're hoping that will change and the last 'fun day' at Winton, despite some very wet weather, had some interest from our club with 4 club members' cars turning up to play in the rain.

We would also 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 before the end of the year.

Despite busy schedules some of us catch up on weekends for working bees on cars, usually organized at the last minute and very impromptu. 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 fun days and with minimal more effort, you can participate in Super sprints and track days.

We're also hoping to have another Dyno Day and possibly even another Volvo club karting challenge before the end of the year.

Listed below are just a few of the events over the coming months.

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

Ash Davies

email: ashd Davies@optusnet.com.au

ph: 0412 709 695

Noel Bruin

email: volvocrazy@optusnet.com.au

ph: 0423 663 036

Cameron Tuesley - ph: 0425 791 817

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/>

OPEN PRACTISE AT CALDER PARK:

Calder Park run 'open practice sessions' on most Wednesdays on the circuit track. Drivers must have a helmet and current drivers license. Safety officers are onsite during the day. Cost is \$165 per vehicle.

If club members would like attend as a group, please contact Ash Davies and with enough notice (some of us will have jobs to go to!) to arrange leave, we could look at this as an option for the club.

Wet, wet Winton

The Winton Fun Day was held again on July the 16th. For those of you that don't know what a 'fun day' is, it's simply a chance to drive your regular

road car, race car, or modified car (basically anything roadworthy and drivable) around Winton on a Saturday or Sunday for the princely fee of \$25.

The main purpose of a 'fun day' is to allow

people to put in toe in the water and get an idea about grass-roots level

motorsport in hope that they'll pursue the interest further and attend some track days, supersprints or motorkhanas, which may then lead into motorsport at other levels.

There is no official timing on a fun day, although people do stand near the fence timing cars as they pass.

The wet weather probably prevented more interest from within the club this time around, as the Fun Day in July of last year attracted 14 cars from our club, for a day of fun, blue skies, hot brakes and fried tyres.

This year was a little different, it was still a day of fun (for most), hot brakes and fried tyres, but the blue skies just weren't there. The day was wet and overcast.

I decided to take the 850 T5 out for the day rather than the 240. The 240 is certainly the better car for the task, but as I was flying to Thailand early the following morning, a nice drive home to Geelong in a comfy, quiet car with leather seats and a cosy interior felt like a better option compared to the feeling that you're driving a giant tin can you get from a 240 with a stripped out interior, loud exhaust system and a race seat.

So, I left Geelong early, picked up Dad on the way and we headed to Winton.

We got there to find Graham with a silver 740 Turbo and John with his black 740 Turbo and a VERY wet looking track.

Typical of a fun day the track was crowded and it was difficult to get a clear run. The first session was a driver and passenger session, so I talked Dad into coming for a ride with me. So, nervously, he strapped into the passenger seat in the 850 and we hit the track. While I've been participating in track days for a few years now, this was the first time I've ever taken Dad out with me. (He only recently had his first opportunity to take my 240 for a drive around Calder.)

Thank god for helmets. While I couldn't see the wide eyes and pretended I couldn't hear the muffled

MOTORSPORTS REGISTER EVENTS CALENDAR

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)

screams, we chatted our way around the track for a few laps, passing various vehicles wherever possible and even had the satisfaction of passing an STI WRX on the outside going around the long left hand sweeper.

We did a few laps, and were both amazed by how well my nearly standard 850 T5 went. Lots of power out of corners and the handling was great, even with lots of wheelspin under acceleration from the tight corners.

Both John and Graham had a fantastic time in their 740 turbos and did nearly every session, and their pace against other cars certainly surprised some of the others on the track. So, perhaps next time we might get a review of a track day or fun day through someone else's eyes.

My 850 only managed one session, as after things had cooled down from its first run, it had a very spongy brake pedal and two quite chewed up front tyres, but Dad and I were happy enough to watch everyone else for the rest of the day and have a leisurely drive back.

Unfortunately it wasn't a fun day for some. A participant wrote off a current model Monaro late in the afternoon and another did some significant damage to the STI WRX mentioned earlier. Whilst organizers promote these days as 'fun days' and distinctly different from track days, it's just a reminder that everyone should take as much care as possible.

According to the LS1 forum, the Monaro was a company car. Whilst I'm unsure of how true this is, if it is the case I'm sure someone had some explaining to do at work on Monday. Both driver and passenger were released from hospital after being held in under observation.

This sort of thing though shouldn't deter anyone from attending, but it is a little reminder to take care even on a fun day and that these things can happen. Both the incidents were the first I've ever heard of cars being damaged (as a result of hitting something) on a fun day. AD.



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Brickbats & Bouquets

with "Grumpy"

WHAT IS A SPORTS CAR?

Car companies use "Sports" in connection with many of their models - Sports Coupe, Sports Wagon, Sportivo, and so on; so much so that the word seems to have lost much of its original meaning.



Current model Ssangyong "Musso Sports"
It can play in a hayfield - is it sporty? Hmm...

Since most sports are played in the open, think football, cricket, golf; and then a sports car should be "open". That is a roof that folds down so that the driver and passenger can enjoy the wind in the hair, and the warming sun.

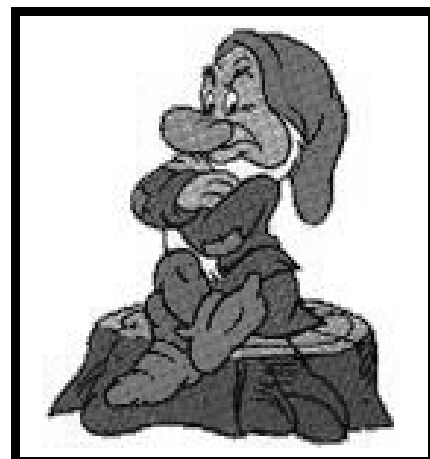
A sports car should be a "fun" car one driven for the sheer joy of driving. The ultimate car is one which has superior handling and acceleration.

They used to be the first car for young blokes in the 18 to 28 year group. Guys who belonged to car clubs and joined in events such as car trials, hill climbs, motor gymkhanas, quarter mile sprints and so on, usually ending with a BBQ. These cars were typically small 4

cylinder cars with cloth tops, wire wheels, and detachable plastic windows. The big aim was to keep both weight and cost down.

The simple mechanicals encouraged the owners to do their own servicing, repairs and tuning. Probably the most recent car

that could be thought of in this category was the Ford Capri - unfortunately now out of production. Admittedly more complex than those wonderful T series MGs of the 1950's - lightweight, simple and oh so sexy!



Perhaps the most beautiful bodies of the 1950's was the 4 cylinder Austin-Healey 100/4. A simple 2750 cc motor, but the tiny hatch over the motor made any complex tuning a nightmare. As with most sports cars of the period the trunk was tiny. The roof and windscreen were poorly designed and in wet



1958 Chevrolet Corvette - undeniably sporty

weather the rain poured in everywhere!

One car stands out in bucking the trend is the iconic hand built Morgan that must be the oldest real sports car that started in the 1920's and is still hand built today! The 4 cylinder versions used modified Ford engines and were capable of speeds from 120 to 177 kph. Later Morgans used V8 motors and were capable of 201 kph, but were expensive to buy and lacked the fun element of the earlier cars.

What about American cars? America produced some magnificent, powerful, big open cars, but most of them were too big and heavy to be driven fast in demanding conditions. There were some exceptions. The Chevrolet Corvette of 1953 and was built with a glass-fibre body which reduced weight and gave it superior handling and performance. Initially the



Those crafty marketing folks have been playing the game for years. This is the 1961 Chevrolet "Corvair 95 Sportswagon": Outdoorsy, but hardly sporty!



1956 Volvo P1900 Sport - RARE AS!

Ford Thunderbird started out as a sports car but quickly became a large overweight specialist car. A similar fate years later was repeated with the Ford Mustang where the original design 1964-66 was a classic but by 1971 the Mustang had become a big heavy car only quick in a straight line.



Remember the dreadful Daewoo Nubira "Sportswagon"? Better to forget!

Europe has produced many sports cars most recently the Alfa Romeo Spider in 1994 [I wonder if the "Spider" tag meant it went as well sideways as well as straight ahead!] Another European marque that comes to mind is Porsche - almost all of their cars rate the "Sports" tag particularly the cloth-

bloke or girl and be fun to drive for day trip or a weekend. It is hardly the sort of car for long distance travel [too cramped, too tiring]. They usually have a hard riding suspension, to

aid fast cornering, a highly tuned motor to provide maximum power when revved up, and a slick, quick, manual gearbox.

Please, no elaborate convertibles with 6 litre V8's, 4-speed

automatic gear-boxes, air-conditioning, electrically-operated seats and windows, and 10-speaker 6-stack Hi-Fi stereos.

Grumpy

top ones. From the 2 litre version of the 911 in 1963 to the current Boxster, unfortunately these cars are so expensive that a 25 year old would not be able to afford one. More like a 55 year old business executive trying to regain his lost youth.

So there you have it - a sports car should be one that can easily afforded by a young



1952 MG - classic open-air motoring!



1955 Austin Healey 100/4 - sporting simplicity

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VOLVO *Imagineering*

Thanks Dion for these new images. Keep up the good work! If you have any similar imaginative ideas, sketches, etc., please email to the Editor for a future edition of Rolling.



PV 544R V8 - WOW!



144 GT R with full body kit



V80 R with 4.4L V8



P1800 SSS V8



V90 T6 24V



U80 R V8 Racing Ute

Classifieds: Cars & Parts

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

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

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

1974 142 DeLuxe (TRB 344) (reg until 28th Sept 06) VIN 1423349A447292. Very straight body, minimal rust. B20 with twin 1.75" Strombergs. M40 gearbox. 164 front/240 rear springs. KYB "Super" gas shocks. 85A Bosch alternator. Factory tach. Formuling/Biltema leather sports steering wheel (13"). New clutch, rear main seal gearbox mount, brake pads & all suspension bushes (poly) fitted March 06. Near-new 165R15 tyres on 5.5" steel rims.... plus various spares



(standard springs, tail-light assemblies, 10 5" steel wheels & worn tyres, etc) Needs a little TLC to get it into top condition, but basically

a good, solid, reliable car. Will be sold without RWC, but would probably pass one (or go close) \$1,250 negotiable. (note - the driving lights shown in photo are not included ... but the switch, NewEra twin relay & wiring has been left in place) Dave Gallacher 0425 810 860 (22Aug06)

Garage Sale. Saturday 28 October

2006, 9am to 3pm. Volvo collection of 120/1800/140 Some parts, manuals, many model cars, brochures, magazines, posters, clothing and collector merchandise. Freebies. Graham Bennett, 7 Wisdom Street, Connells Point. (South Hurstville) 02 9547 2559

1961 122s (OOA 122) 4 door, cream with red highlights and grey interior. Kill switch, tinted windows with warranty, brake booster, bucket seats, reconditioned twin carbs, 3 new tyres & sunroof. Paint work



and interior in good condition. Variety of spares including Hayes Owners Manual. Currently registered, but selling unregistered. \$5000 neg. Melbourne - Ph Jane 0423 959 219 (10Aug06)

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.)

1968 P1800 with 93,700 miles on the clock. Red with black interior. Runs really well. Original features. Serviced by Gary Comerford for past 10 yrs. Selling as is \$18,000 ono. It needs some minor work. Parting with my "baby" after 26 years. Phone Susanne B/H 07-3404 3109 A/H 07-3849 4405. (10Aug06)

Minilite mags, Five (5) 15x6 inch, shod



with 205/65 R15 95h tyres. Need a paint/polish. Phone: (07) 55798864 or 0408 884 986 (Gold Coast, Qld) (8Aug06)

SIMMONS MAG WHEELS - 6-1/2 inch wide x 15 inch. Yokohama tyres 215/60 VR15. Suit



Volvo 5 stud pattern. Wheels at Western Sydney NSW. \$650. Phone Guy Smith (02)4739 8127 Email guysmith2@bigpond.com (3Aug06)

1974 142 twin-carb, manual, yellow duco, tan interior, in GC for age, eng#1423349A54877, no reg/RWCert, \$700 ONO. (03)5257-1058, St Leonards. (1Aug06)

144 Deluxe. (DKN 00) White. Auto. Basic condition. Belonged to a 92 yr old woman who was still driving it until 2 months ago and was the one and only owner. Rego until



Sept 2006. \$800. Phone 0412 758 123 (Benowa, Gold Coast, Qld) (8Aug06)

VP Tuning

Volvo Performance Parts

Mark Richardson

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Seaford Vic 3198
Australia

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

1965/66 1800S (NM 205) B18B motor, manual with overdrive. White with red interior. In original, unmolested condition. Owned by enthusiast for past 26 years. Always garaged. 12 months registration.



Receipts and numerous spares available. NM-205 (not transferable). Realistically priced at \$17,500. Car is in Sydney. 0404 042 391, (02) 4751 2391, marshalls5@optusnet.com.au (3Aug06)

1976 244 DL. Orange, Automatic. My recently deceased relative was the proud owner. The car is in immaculate condition in and out with all original parts and features and has travelled less than 40,000KM!!! It's registered until Feb 2007. Perhaps some passionate Volvo collector will be interested in the purchase of this unique vehicle. I would appreciate if you can pass this info to your members. Chris - 0407 310 644(25Jul06)

1983 244 GLE Silver, Quite well kept for the age really. I haven't found any rust yet. 225,000 Kilometres. It's playing up a bit lately--It stalls and coughs a bit... the mechanic changed all the leads and tuned it 4 me but she still chugs!!??? perhaps I should find a mechanic more accustomed to the European cars...anyway I am a Student so am not using it much and need some \$\$\$ so if anyone is interested?? My landline is (03) 9785 6656 or (03) 9783 8539 or mobile 0432 415802 Mike (25Jul06)

Volvo 122s (built 1967 - reg 1968) (JZF 742), B18 engine, 50,000 miles since full engine overhaul at 172,000 miles and running very well!, gearbox recently serviced, neat original interior, outside re-sprayed 18 months ago (original colour kept), full



history of car since new, very well loved and maintained, 1½ owners since new (father's car). RWC. \$8750 neg. ph. Brad 0438 240 574 (24Jul06)

1994 850 T5 wagon (ADF 855) Scarab green metallic, auto, all usual T5 options. In excellent condition all round. RWC, 12 months Vic reg. \$7950.00, call Peter on 0418 188 758 (23Jul06)

1996 850 SE wagon (OTE 889) Seven seats, CD, All electrics, Leather, Moondust Gold, low KM, etc. Long Rego, RWC \$9,490.00. Call Peter on 0418 188 758 (23Jul06)

1980 262C (NSW -PTV-525) Silver with black vinyl roof: 305k: body GC but needs paint on boot: Black leather in GC: 2.8 litre V6 -not original motor: cruise control: good



tyres and mechanically sound: Reg until 2/2/07: Further details contact Don Stewart on 02 68422 406: Price \$4k neg. (23Jul06)

1800 Window Regulators Repaired:

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

1983 240 GLE silver green/beige velour int., all usual GLE extras plus rear window louvre, towbar, snow mats etc. Has been in family for past 16 years. Paint faded on bonnet and roof. Reg till end of October 2006. BWO 438 \$1000. Phil 0412 045 640 or AH 9802 4749 (15Jul06)

1971 144 (built 1970). Unregistered (has been in storage shed for past 9 years). Original family owner. Good condition interior/body. Blue-green, auto, single carbie. Was originally Volvo Australia demo model. Best offer. Call Alan on 5152-3939 (Car is in Bairnsdale, VIC) (11Jul06)

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



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 **\$3000**. 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).

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 www.vptuning.com.au

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?

1983 240 GL. Manual, overdrive. 340,000km. Olivine lustre. Alloy wheels. No rego or RWC. \$1000 Negotiable. Ph: 0439-930-257 (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)

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

DVS Volvo 240 strut tower to tower brace. Suit B21/B23/B230 powered 240s.



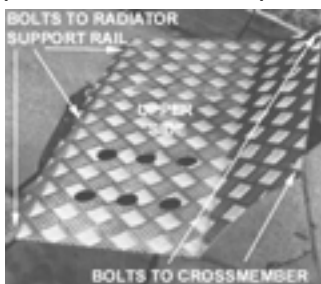
Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in charcoal metallic pearl. **\$210.00**

DVS Volvo 850 & P1 x70 strut tower to tower brace. Suit 850/C70/S70/V70 cars 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 240/260 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**

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. 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**

Brembo and ATE slotted brake rotors.

To suit most models. Call **DVS** or email for details.

DVS '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**

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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 |
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*C = Sales SP = Service and Parts



On the Back Cover: Submitted by John Priest (South Australia), the photo was taken in Brighton, England in 2003, while he and his wife were on holiday. They just happened to be there when the "London to Brighton Classic Car Run" cars were arriving. The Volvo was a stand-out for John of course! Thanks John. Ed.



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