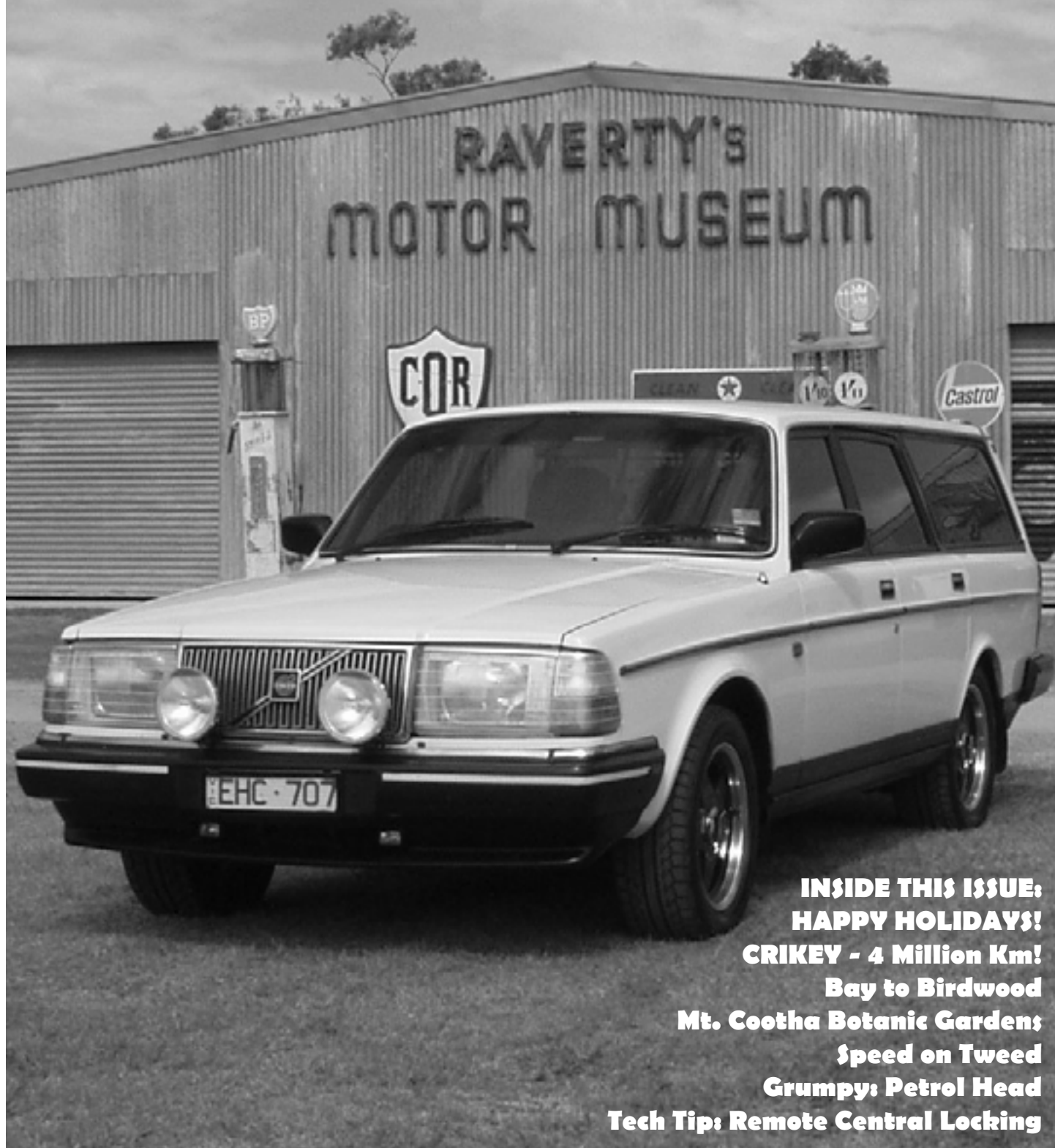


ROLLING

AUSTRALIA
No. 169

November/December 2006



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HAPPY HOLIDAYS!
CRIKEY - 4 Million Km!
Bay to Birdwood
Mt. Cootha Botanic Gardens
Speed on Tweed
Grumpy: Petrol Head
Tech Tip: Remote Central Locking



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 EVENTS - NOT TO BE MISSED!! Action Packed December!

Voldat Tune-up Day 2nd December

DATE: 2nd December

TIME: 9:00 AM

LOCATION: Voldat - see Vic calendar for details

Volvo Club of Victoria Christmas Lunch 3rd December

DATE: 3rd December. **PLEASE RSVP to Justin Chiew ASAP!!**

TIME: 12:00 Noon

LOCATION: Waverley RSL - see Vic calendar for details

REMINDER: Next night meeting Wed 6th December is at Voldat - free BBQ for all club members

DATE: 6th December.

TIME: 7:00PM

LOCATION: Voldat (not at the tennis club!!) - see Vic calendar for details

Llama & Lavender + Club Display Day - 10th December

DATE: 10th December. **We hope to have a BIG turn-out of Volvos for a great family day!**

TIME: 9:00AM meeting place is Calder Raceway for scenic drive to the lavender farm.

LOCATION: Yuulong Lavender Farm - see Vic calendar for details

Winton Fun Day - 17th December

DATE: 17th December. **Please let Ash Davies or Greg Sievert know if you plan to attend**

TIME: 8:30AM

LOCATION: Winton Raceway - see Vic calendar for details

Cover Photo Contest

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

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



On the Cover this issue:

Thorben's 240 GL

**Anniversary at Raverty's
Motor Museum**

Submitted by Thorben Hughes.

This picture was taken by Thorben's mate Allen while on their epic journey to the 1800/120 Club National Rally in Inverell. Story and additional photos in this or future magazines as space permits. 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.

November Mystery Car, submitted by John Todhunter (See Below). Please send your guesses to the editor (via post or email). Last month's mystery car is still a mystery - thanks to Kevin Greenaway for a trick question!





WWW.VOLVOVIC.ORG.AU

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Gordon Scrambler, John Johnson

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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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*HAPPY HOLIDAYS from
the Volvo Clubs of Australia!*

ROLLING AUSTRALIA

NOVEMBER/DECEMBER 2006 ISSUE NO. 169

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 December 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.

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

REMEMBER: The December night meeting is a club BBQ at Voldat - see below!

- Sat 2nd Tune-up & Safety Check at Voldat**
Time: 9:00 AM - first come, first served!
Location: Voldat - 46 Roberna St, Moorabbin (PH: 9553-1091)
Details: Come along and have your car looked over by the experts at Voldat Automotive! Free to all club members. It's a great opportunity to put your car up on the hoist and check the condition of the suspension bushes, look for oil leaks, and have the state of tune checked on the computer analysis machine. Do it now before the summer holidays so you aren't left stranded during the "silly season".

- 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!)

- Sun 10th Llamas & Lavender: Yuulong Lavender Festival and informal Club Display Day**
Time: 10AM-5PM at Yuulong or 9AM at Calder to convoy with club!
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@sbs.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!

January 2007

REMEMBER: NO Night Meeting in January!

- Sat 21st RACV Great Australian Rally**
Location: Mornington Peninsula
Details: Flyer and entry form available on the All British Classics Car Club web site: <http://www.abccc.com.au/Calendar.htm> then go to the "flyer" link next to this event. Or Contact Greg Sievert to receive a copy of the flyer by post. It's not too late to enter. This is a great event, with all proceeds going to the Peter McCallum cancer foundation. Start at one of the designated meeting places (Docklands, Casey Civic Centre, Brandon Park Shopping Centre Mulgrave, or Western Port Marina Hastings). From there, the cars convoy on a set route to the display in Mornington. All cars must be 25 years old or older to enter. We already have several Volvos going, and we'd love to have many more! Contact Greg Sievert for more info.

- Fri 26th Australia Day Historic Vehicle Display**
Location: King's Domain Gardens - Melbourne
Details: Come to the gardens and see a great display of around 500 classic cars (including several Volvos from the club). A great family day with events for everyone to enjoy - free entry for spectators. Display cars must be pre-registered, and the event is likely already over-subscribed. Unfortunately, details of how to register a car for the event are not forthcoming on the internet or any other sources that I can find - a note to the organisers & sponsors - get your act together!

February 2007

- Wed 7th Night Meeting**
Guest speaker information see www.volvovic.org.au
- Date TBA Dyno Day**
Club Dyno Day is proposed in February. Details to be announced closer to the event. Contact Cam Tuesday.

March 2007

- Sun 4th British & European Display Day - Volvo Club Display Day**
More details closer to the event.
- Wed 7th Night Meeting**
Guest speaker information see www.volvovic.org.au

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



President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS:

Sad Times and The Silly Season

It has been a sad month for Australians with the passing of two true Aussie icons in Steve Irwin 'The Wildlife Warrior' and Peter Brock 'Peter Perfect'. I don't think that Steve Irwin ever owned a Volvo so why would we mention him in the Volvo magazine? I would guess that most of you, the same as my family, felt a deep and sudden loss when we heard the news, a sense of disbelief but above all else a feeling that is normally reserved only on the passing of family members or close friends. What did Steve do to make us feel this way? I can't answer that.

Peter Brock has been an icon, a hero and to many in the Volvo clubs a friend or even competitor. He was gifted and the consummate professional both on and off the track. He wasn't perfect but none of us are. It might appear as a cliché saying that they died doing what they loved but I don't mean it that way and I could only hope that more of us could achieve our dreams and pass away while living

them. I don't have many heroes that I look up to or admire and to have two taken away in one week has been hard to take.

On a happier note, the committee has outdone itself and we have organised the Christmas Presentation Luncheon. It will be held in the same place as last year, the Waverley RSL, and by popular demand again on the Sunday for lunch. Please let Justin know if you wish to attend. Payment is on the day. Of course winners from the British & European Car Show will be awarded their trophies on the day as well. There are lots of nice raffle prizes for those that attend.

Check the events page and web page for up coming events. There are lots of activities planned and I look forward to seeing many of you now that the weather is getting more bearable (no comments from those in other clubs that live in more temperate areas than Melbourne). I would love to see many of you at the Llamas and Lavender event (I still think they were Alpacas), which is part of the Yuulong Lavender Festival. Stuart Boydell and partner Nicola will

organise a leisurely drive up that won't be to taxing and you will be able to enjoy a picnic with a jazz band and many activities. The Mercedes Club always has a good turn up for this event and it would be nice to have a few more Volvos there this year.

As this is the last magazine for the year I would like to take this opportunity to wish you all a wonderful and safe Christmas and New Year. I would like to wish for a world at peace and free from famine and disasters but I know that won't happen. What I will wish for is that maybe next year will be a little bit better than this year and then the next and the next.

Thank you to the Committee, our sponsors and supporters, our advertisers and above all else, you the members. Enjoy your life, your family and enjoy your Volvo(s).

Until next time
Heino Nowatzky



VOLDAT AUTOMOTIVE
VOLVO SERVICING & REPAIRS
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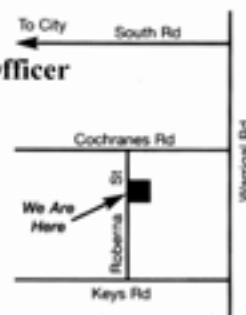
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THE EDITOR'S DESK

Greg Sievert

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gsievert@tpg.com.au



C30 Dreaming...

Hi All. As I write this, it is early October and we're enjoying some beautiful sunny & warm weather in Melbourne. In fact, right now I'm sitting at our bush block with my notebook PC enjoying the view and listening to the birds. Unfortunately it is already extremely dry, so I suspect we'll be in for a bad bushfire season this year. Say what you will about global warming, but it's hard to deny that Australia has been feeling the effects of something big.

We've been fortunate to keep up-to-date on Irv Gordon's high-mileage achievements lately. He emailed through a link to a radio interview where he was telling the reporter about how trouble-free his P1800 is - in fact he said it has never failed to start (even in the coldest northern-hemisphere winters!) Amazing considering the car is over 40 years old and has over 4 million kilometres on the clock. Those of us who own Volvos probably aren't really that surprised...more details elsewhere in the magazine.

Volvo seems to be having some stronger sales months in Australia this year. The XC models are really moving, and the new S40/V50 pair are selling well with the reduced base price and higher petrol prices. I'm looking forward to a drive in the new C30 (looks like it will be on sale in Oz in March/April 2007). I wish we could bring one back with us from Sweden when we go over in mid-2007 with the

Volvo Club of America, but I think that may be a bit far-fetched. Volvo USA seem to have some great deals on overseas "tourist delivery" programs, but I haven't heard of the scheme being offered by Volvo Australia. Maybe we should look into it? The American program offers free return airfare for 2 from the USA to Sweden, overnight accommodation and a factory tour. In addition, huge discounts are also available on your new Volvo, and they ship the car back to the USA free of charge for delivery at your local dealer after you complete your European holiday. What a deal! My folks are looking at a V50 T5 AWD, and the price is amazing. They're even throwing in several option packages for the Volvo Club of America tour group, so the deal is even more enticing. I guess I should stop drooling now and come back to reality.

We've got a large number of upcoming Club and general car enthusiast events - be sure to check the calendar in the magazine as well as the club web site. The club Christmas lunch is on the 3rd of December - be sure to let the secretary (Justin Chiew - details on title page) know how many will be attending so we can keep track of the numbers. Also don't forget this year's display day/family fun day in conjunction with the Yuulong Lavender festival on the 10th of December. Committee member Stuart Boydell will be organising a nice drive to the farm (meet at Calder Raceway start point) so let's show the Mercedes Club that we can muster a large group of Volvos too. Last year was the first year we attended the event, and those of us

who went had a great time. Remember that the December night meeting is at Voldat (free BBQ for members) and we also have a tune-up day at Voldat on the 2nd of December (note the change of date vs. last magazine). Finally, there's the Winton Fun Day on the 17th of December - a great day to try your car on the track for minimal cost. Contact Ash Davies if you are interested in going along to watch or drive. There's also talk of a Dyno Day in late November - details will be provided in the calendar if the date is confirmed prior to the magazine going to press - or watch the web site or contact Ash Davies for more info.

On the personal projects front, the 122 wagon is coming along slowly. I finally installed the new windscreen yesterday - not too difficult, but very messy with all the sealer! Probably best left to a professional in the future. Now that's done, I'm almost ready to take the car down to John to be safety-checked so I can get the CH plates for it. I'm looking forward to a real drive in the car, although I must admit I haven't had time to do any cosmetic work on it yet. It looks a little tatty, but seems to be mechanically sound. With work being so hectic (as I am sure it is for many of you) I find it difficult to come home and work on cars in the evening - too tired. Once we switch to daylight savings time, maybe I'll be more motivated!

On that note, I hope everyone is able to take some time off over the Christmas holiday and spend a few days with friends & family, and maybe even do some tinkering on any Volvo projects you might have. Feel free to send me the details of your projects and some pics and I'll use it in the magazine.

Regards,

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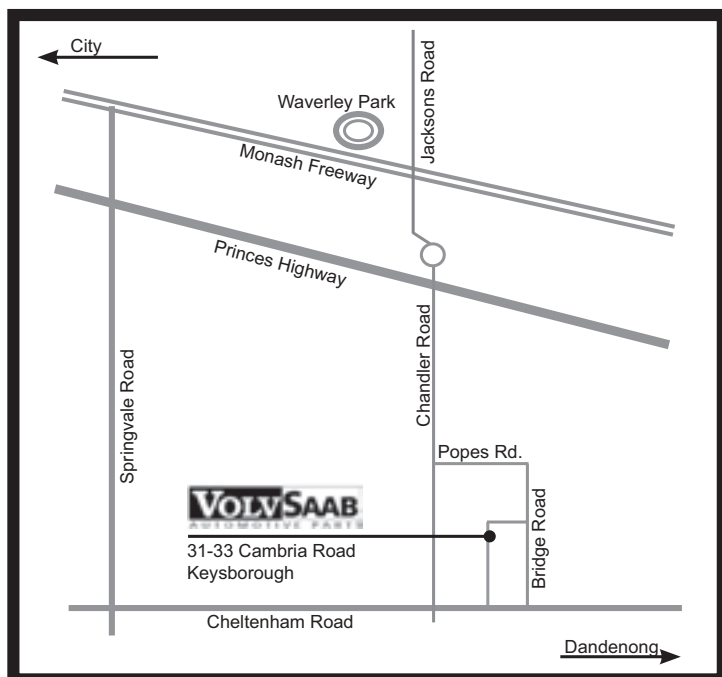
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Treasurer's Report



Adrian Beavis 0402-203-437 (AH) adrian.beavis@smithfamily.com.au

MONEY BUSINESS

As at October 4th the account balance was \$2,716.65

The following is a summary of the club's major expenses and income for the period from September 6th to October 4th.

INCOME:

Membership subscriptions: \$520.00
Meetings: \$157.00
Advertising and sponsorship: \$862.44

GROSS INCOME: \$1539.44

EXPENSES:

Magazine printing: \$720.01
Hall hire for last 12 months: \$330.00
Australia Post: \$298.05
Deposit for Xmas dinner: \$70.00
Annual statement to consumer affairs: \$37.60
Total expenses: \$1455.66
Net income: \$83.78

TOTAL EXPENSES: \$1455.66

NET INCOME: \$83.78

If you have any questions or comments about the above report please raise them with me at the monthly meeting or call me on the number above (after hours please).

I am sure that all club members will, along with me, wish to thank Tina for all her work as the previous treasurer. It is much appreciated. Many thanks too, for the help she has given in getting me up to speed with new software and unfamiliar books and papers.

Something un-financial now.

Q: How many car salesmen does it take to change a light bulb?

A: I'll work it out on my calculator, I'm sure you'll be pleasantly surprised.

Finally, let me wish all members a safe and happy holiday and Christmas.

Adrian Beavis

Membership Report

Wayne Bower - - - - 03-9397-5976 (AH) - - - - waynebower@unite.com.au



Hello everyone! A quick reminder that I will now be sending personalized renewal forms to all members who are close to having their membership expire or who have already had their membership lapse. This makes renewing your membership even easier! No more tearing out the membership renewal form from the Magazine every time your need to renew! Thank you to all the members that have already returned their membership renewal forms promptly, this has been a great help in keeping the club database up to date. Please always return the signed renewal form with your membership payment.

A special thank you to Mr. Bruce Coles for his donation of stamps which will be put towards membership mail outs.

New Member List

A big welcome to the following new club members who have joined the Victorian club over the past few months:
Michael Heard - Aspiring Volvo Owner (grew up in Volvo family)
Anthony & Meg Hyde - 242 GT, 244 Turbo, 850 T-5R

Membership Status

Number of members: 163
Number of non-financial members (membership outstanding): 11
Number of current financial members: 152 (Outstanding! Thank You!)

CH Plates

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

Please REMEMBER if your membership is not current then your CH plates are also not valid and your vehicle should not be driven.

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

HAPPY HOLIDAYS!!!



Frisk's Garage

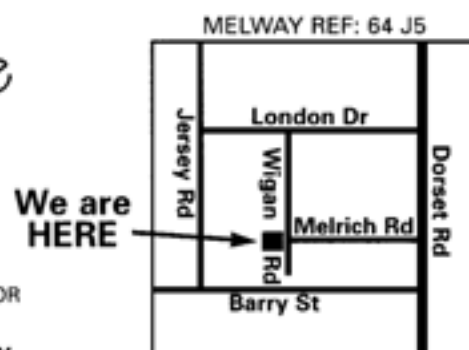
VOLVO SERVICE & REPAIRS
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PH: 9762 9353
FAX: 9761 1593

Frisk's Garage

Paul Frisk
MANAGING DIRECTOR

Marshall Hornby
SERVICE MANAGER





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VCQ Website Updates

Nothing much has been happening with the website lately and I apologise for that. Hopefully, by the time you read this, the members area of the site should be close to operational. As I write this, I have a number of technical files to add which members should find interesting. We had planned not to have a "For Sale" section on the site but we will now have one for members only. This way it can't be "abused" by outsiders the way the guestbook was. So if you have some parts or even a whole Volvo you want to part with, you will be able to let all club members know via the website.

When the members-only area is operational, all club members who have provided their email address will receive a User Name & Password for access. So if you haven't done so, please make sure the club has your current email address. It is strongly suggested that you change your password after the first time you log on. Instructions on how to do this will be included in the email. If you don't have an email address but would still like to access this area (at your local library for example) please let Helen, Grahame or Brad know and we will be happy to help.

At this time I am awaiting an upgrade to the website's software. The website has been rejecting all photos and, naturally, I have plenty of pics to go up on the site. Hopefully, the upgrade should fix that problem.

www.volvoclubqld.org.au

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

VCQ COMING EVENTS:

19 November 2006 - VCQ Christmas Party - Tentative venue will be the Botanic Gardens at Benowa on Gold Coast. Further details will be sent out to members.

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.

Mt Cootha Botanic Gardens

There was only Helen and Graham Hunt (740GL) and Eunice and Vic (740 Turbo). We had a very relaxing day, started off with coffee in cafe and then strolled through the gardens something Vic and I have been wanting to do for years. Even with the drought the gardens were lovely. We visited the Planetarium, which was very interesting.

Unfortunately we missed meeting Damien and family but Damien reported that the Gardens visit was good for them, and the children saw a 2 ft snake. We visited the library there to read about mango trees and saw the rose show as well.

Petrie Markets and Dayboro Pub

On Sunday 27th August the club had an adventurous day out at the Markets and Pub. In attendance were Helen & Grahame (740 GL Sedan), Terry & Gaye (242GT), Wes & Naomi (proudly showing off their new 1987 740 Turbo sedan with a genuine 75000 kilometres!) and Brad (940 GL sedan). At the markets, we had morning tea and a short wander around the stalls. But the adventure really began after we headed to Dayboro for lunch. Not content with following a land barge

(4WD) dawdling along, Grahame decided to overtake. Halfway through this manoeuvre, a huge cloud of white smoke billowed out the back of the car. There was a collective "Hmmm, that doesn't look good" from those of us who followed. After pulling over to the side of the road and opening the bonnet, a mess of coolant was discovered which turned out to be from a split heater hose. As all the men gathered around the poor 740 someone (I won't mention names, but you know who you are!) joked, "How many men does it take to fix a Volvo? And how many women does it take to supervise?!" After a while by the roadside Brad, Wes and Naomi continued heading to Dayboro to meet with Chris and his family (Volvo 144S) at the pub. Someone thought that 4 Volvos parked on the side of the road wasn't a good advertisement for the Marque. Good thing we didn't all have our bonnets up! Helen, Grahame, Terry and Gaye met up with us at the pub about 45 minutes later where we enjoyed a nice lunch on the Verandah overlooking the main street. I decided to take the Mount Mee road home. It's been a while since I've driven this road and I really enjoyed it as I pushed the 940 a little harder than I normally do. This road is very twisty and even though my 940 is no sports car, it handled the road surprisingly well. Believe it or not a couple of cars actually *pulled over* to let me pass! All of them were probably thinking "Bloody Volvo Driver!"

Birth Notice

Congratulations to club members Greg and Madeline Munro on the birth of their baby boy, Born 3:27am, 18/8/06. 7lb 12oz, 54cm long. Named: Hugh Dylan Thomas Munro.

GLT Car Centre open day

Next issue there will be a full report about this fantastic event held on 21st October 2006.

Since this is the last issue for 2006 the club would like to wish everyone a happy & safe Christmas and a great new year of Volvo-ing!



The 1800/120 Pages

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

VOLVO 1800/120 CLUB AUSTRALIA INC.

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Tweed Heads, South, NSW 2486

Ph. 07 5536 6977 BH

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

eGroups site:

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

123GT web page:

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

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NSW 2486

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

SPEED ON TWEED DRAW\$ FAN\$

George Minassian recently attended Speed on Tweed event in Murwillumbah, and reports: "The PV544 belongs to George Bevan, The 1800S to Gerry Lister (maybe Gerry might like to put in a few words) the 1425 Norm Bolitho and the 123GT ex London to Sydney marathon car of Roger Ealand who started the Speed on Tweed when he moved to settle here from England. An annual street car race on closed public roads for the weekend in the middle of the town of Murwillumbah, Tweed Valley, NSW."

Check out the official web site for race results: www.speedontweed.com. Although a bit damp and muddy, the event attracted nearly 30,000 people this year, and fortunately was without any serious accidents.

A summary of the Volvo entries from the web site: Gerry Lister and his 1800S placed 5th in his class (Classic

Sports Cars 1961-1969, 1601-2000CC). George Bevan placed 4th in his PV544 in the Classic Sedans 1961-1964 (under



2000CC). In the Sedans 1965-1974 (under 2000CC) there were 2 Volvos: a strong showing in 3rd place was Norm Bolitho in a 1425 and 7th place was Ken McAndrew in a 123GT.

Well done to the Volvo drivers and congratulations on your results.

Thanks George for the pictures (see next page). If anyone else has stories or info about the Volvos at the event, please email to the editor for inclusion in the next magazine.



Volvo P1800 / 120 Club

2006 Christmas Lunch & AGM

When: Sunday, 3 December 2006

Where: Eagle Heights Hotel
1640 Mt Tamborine / Oxenford Road, Eagle Heights

Time: 11am for AGM, followed by
Lunch: at 12:30pm (Qld time)

Menu: Blackboard Menu and Daily Specials



If you would like an enjoyable drive to Mt Tamborine, good company and to be a part of this end of year gathering, please let the Events Co-ordinators know by phoning Pat Beiers on 3206 1035 or Janet Thomson on 3896 2219.

Here's hoping to see lots of familiar faces and new ones on the 3rd December.



SPEED ON TWEED



**Murwillumbah, NSW
September 15-17, 2006**

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CRIKEY MATE! 4M km!

Irv hits another milestone in his famous P1800

The following note and pictures were sent by Irv Gordon, our "poster boy" for the Volvo 1800 and its legendary longevity. Irv has just cracked the 2.5 million mile and 4 million km mark. King of the numb bum award! Thanks for your inspiration Irv, and we hope to see you (and your car) in Australia soon!
Hi Greg,

Must be old age or something..... forgot to attach the following pictures. It seems the editor of our "Rolling" magazine (from the Volvo Club of America) wrote to ask me where he could get some pictures of the medallions which Volvo Cars Of North America supply to people who join their "High Mileage Club"...reflecting the total miles on their Volvo automobiles. While I contacted the folks at Volvo in charge of the program to inquire about the availability of the information, they asked about my car's current mileage and offered to update the medallions on my car. Previously I had a: 1,000,000, 200,000, and a 300,000 mile medallion of their newest style (even though quite chipped and damaged from all the stone bruises and being on the road). This is the first

2,000,000 mile medallion (in the picture) I have seen so far. Volvo Cars here tell me that they make them in 100,000 mile increments but did not mention how far past 2,000,000 they have available.

The Volvo Owner's Club in the UK also has a high mileage program which they operate in conjunction with Volvo Cars of the UK. However, the owner's have to purchase their medallions and the largest denomination they make is

500,000 miles. Their medallions are a piece of art work however and are much too nice to put on a car such as mine. I will display it on my dashboard so as to protect it. Check out their web site: <http://www.volvoclub.org.uk/index.shtml>

By the way, the medallion in the middle of my grille is from the Dutch Volvo Club who arrived here last summer with 92 cars and toured the United States and eventually traveled



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from Chicago to Los Angeles on Route 66. The medallion is to commemorate that event and only those who drove the route could get one. I have traveled that route many times and met them in the San Francisco area with my 1800 during one of my frequent cross country trips. They were a most enthusiast group of people and they gave me one of their medallions. Until that time, I had an Australian Volvo Club medallion from my last trip to one of your meets on the car. However, like my old high mileage medallions.....it had suffered the ravages of all those miles on the highway constantly being pelted by rocks and stones, etc.

Placid. I think that is terrific they would take such a ride from Texas when the west coast meet is so much closer for them. They should be very proud of themselves. I hope they enjoy the sights along the way and I know they will like Lake Placid as it is quite beautiful. Within

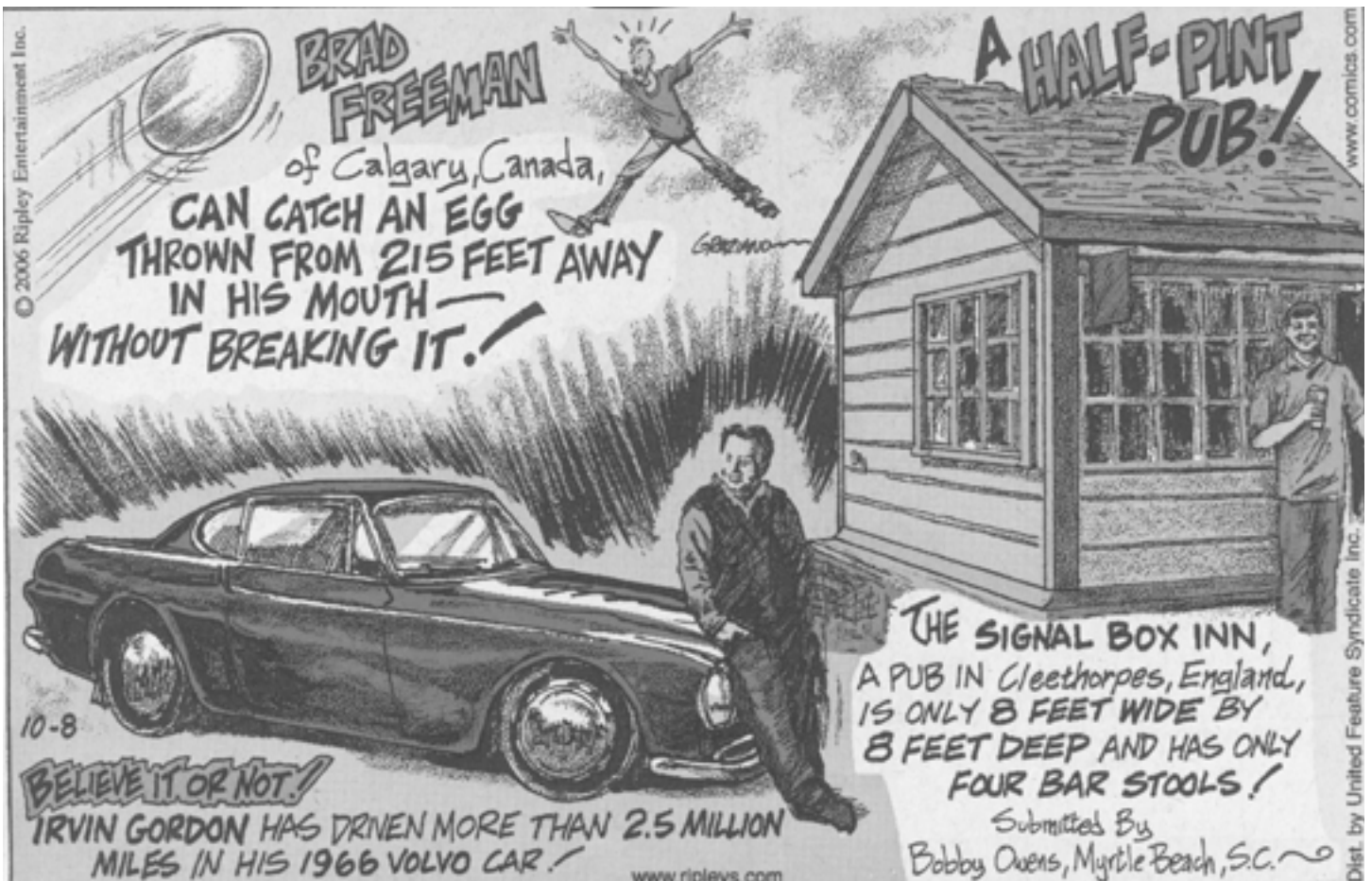
Hope some of this makes sense to you and you enjoy the pictures. Now to get Volvo of Australia involved with such a program for you folks. Who is in charge of Public Relations now in the "land down under?" The last name I had was Elisa Samuelson.

Thanks again for all. My very best to you and yours and I will look forward to seeing your folks at the meet in Lake

a month of Lake Placid, I will be driving out to Las Vegas with my 1800 again for Volvo Cars of North America's Parts Division...which I have done for the past 15-20 years. Now I feel like I am a 2500 mile commuter!!! LOLOL I will put my snow tires on before I leave as in the past, I have hit blizzard conditions in October as I approach 4000 feet of elevation.

Hope all is well. Please give my best to all the members. I look forward to my next trip down there.

*Always the best,
Irv*



BIRTH NOTICES:

CONGRATULATIONS: It's a VOLVO!?

Hello from Darwin

I'm a new member of the Volvo Club of Victoria, having only received my first magazine (July/August issue). I've been to see Mark (VP Tuning) when I picked up my S70, my first Volvo, in December for a Stage 1 upgrade which I've matched to a cat back exhaust system and air filter.

Anyway, my first child Ben arrived on the 27th of August and thought he might qualify for new arrivals. I wasn't using him to wipe down the car after a wash either. And also a photo of the original tyres I'd like to advertise too [See Classified pages].

Regards,
Daryl

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.

Celebrity C70?

Hi Greg,

Thanks for the article on my C70 in the latest issue of Rolling, I'm starting to feel like a celebrity! I've had the brake calipers painted gloss red and a genuine Volvo lowering kit installed with a

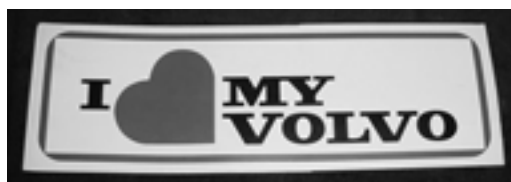


titanium front strut brace to finish it all off. The interior of my vehicle has an eye-catching two tone leather and metal finish as opposed to the more common wood finish.

This is by far the best vehicle I have ever owned or driven, well done Volvo.

Regards,
Rick Sampson

[Thanks for the update Rick. See original birth announcement in September/October 2006 Rolling Australia for more pics and info. Ed.]



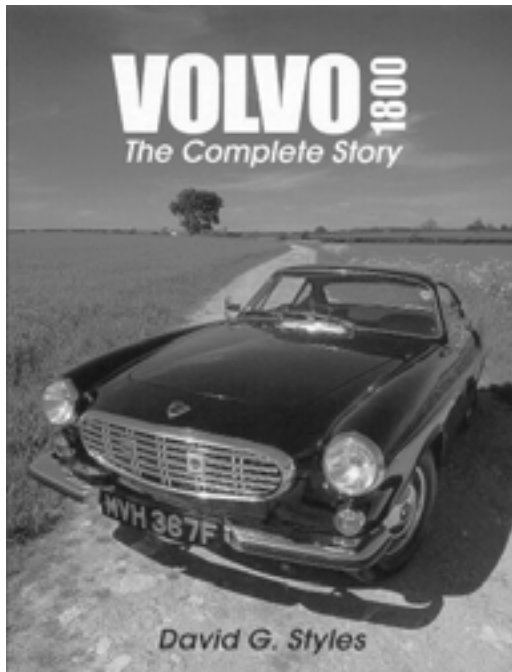
**Daryl's new baby Ben asleep on Dad's Volvo.
Will the Volvo change a nappy?**



Rick's C70 with strut brace, painted brake caliper, and unique 20tone interior (wish you could see the colour pics - it's awesome! Ed.)



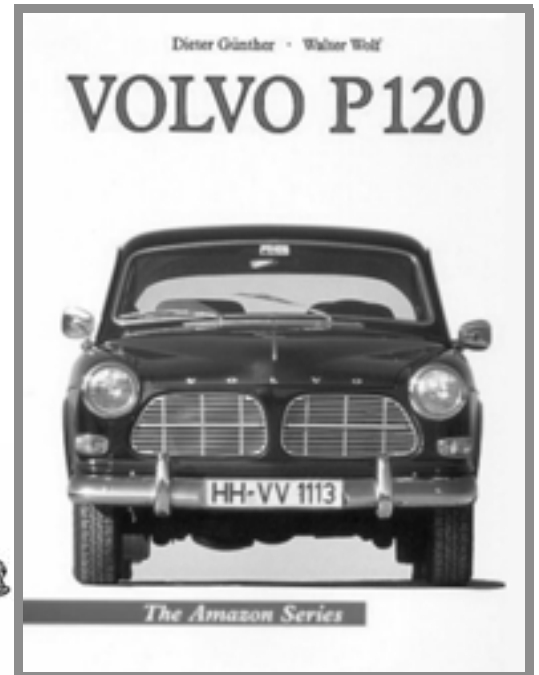
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Most of you know of the great success we had in offering our members unique publications on both the 1800 and 120 series cars. First it was Swedish Iron by Bill Webb which sadly we have no more copies of, and as far as we can tell it is out of print. 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 SA Pages

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

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



Old WA Volvo Club logo!

Our Bay to Birdwood Run Sunday, 24th September 2006

We arrive at TTP McDonalds to eight Volvo all stationery in the rain with member's glaring at us. Firstly we were late, and in a Ford (Barry had just polished the Volvo's and didn't want to get them wet.) Not a good start.

Off we all headed up to the grounds of the Gumeracha Hospital; we parked are cars and positioned ourselves on the Hospital grounds were we had a perfect view of all the vintage vehicles as they passed on their way to Birdwood. It was bitter cold, but the rain held off and the sun made several attempts to shine. The first vehicles came around the corner in superb view, the Volvo Flag was flying and the kids (and some big kids) had air horns and clickers, as the vehicles passed the noise was deafening. But our point got across they all waved and horns were echoing back to us.

Lunch was supplied by the Gumeracha Hospital Auxiliary and enjoyed in the Day Care Centre. It was

a great venue and the meal and dessert was enjoyed by all. (But one of our members seemed to make himself scarce and a very concerned Elsie was left holding his lunch.

The atmosphere was terrific and the Gumeracha Hospital staff made the day even more enjoyable. A great day was had by all and next year's Bay to Birdwood will have the SA Club's classic Volvos participating.

Helen Judd

ANNOUNCEMENTS:

New Members: South Australian members welcome the following new club members: Ilona O'Vari, Greg North and John McAllister.

Congratulations to Rebecca Victor and Chris Allen who are to be married on the 30th September. Rebecca and Chris joined our Club last year and have attended meetings and events, and are very proud of their 122. All Volvo members wish them the very best for their future together.

VOLVO CAR CLUB OF SA CHRISTMAS DINNER

Sunday 26 November
Comfort Inn Haven Marina
6-10 Adelphi Terrace, Glenelg
12 Noon

Cost: \$15.00 per head
(main course, dessert & gift from Santa)

RSVP: Helen 8341 8908
Friday 10 November 2006
18 Revere Drive, North Haven





Bay to Birdwood - SA club members watching the cars go by

VOLVO CAR CLUB OF SA 2006 EVENTS

NOVEMBER

4TH

Christmas Pageant

10TH

Club Meeting

7.30pm ☐ Glandore Community Centre

26TH

Christmas Lunch

See Flyer



For further details please contact the events committee:

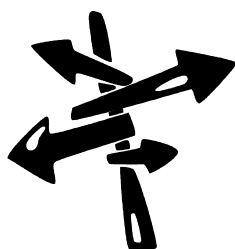
Chris
John & Joan

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(08) 8294 3183

Tricia
Mark

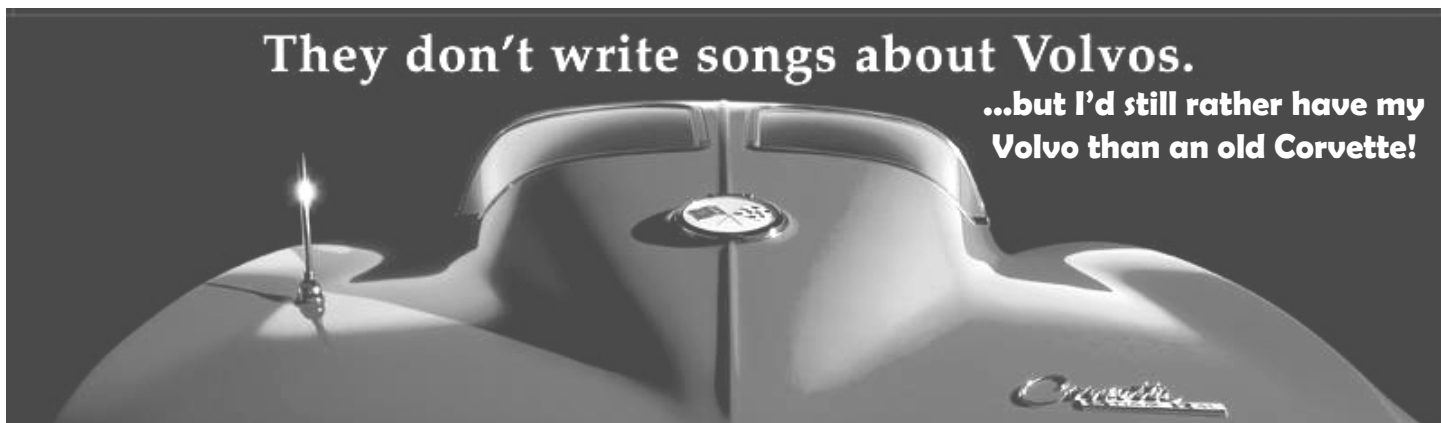
(08) 8248 5081
(08) 8234 9146

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



They don't write songs about Volvos.

**...but I'd still rather have my
Volvo than an old Corvette!**



Victorian Events Coverage

Carson & Murphy Tune-up & Safety Check Day

23 September, 2006

We had a nice day for the C&M tune-up day this year, and quite a few members showed up to have their cars

looked over. Several of us enjoyed looking under Brian Beecham's 850 T5. He's been playing around with underbody aerodynamic enhancements, including a belly pan under the engine, filler panels between the front bumper lip, brake cooling

ducts and deflectors in front of the tyres. Next on the agenda is a filler panel aft of the petrol tank back to the rear bumper. A nice bit of work Brian!

The mechanics were great, and found the usual items such as worn suspension bushes, oil and power

Carson & Murphy Tune-up & Safety Check Day



steering leaks etc. We also spotted some unusual bits and pieces on Dion's "new" 242GT, including a late-model rear axle with electric speedometer pick-up, and alloy gearbox (from a 740?)

A big thanks to the team at Carson & Murphy for opening up the shop and donating your time and efforts for the club. Well done.

Ford Discovery Centre

14 October, 2006

Another beautiful day - great for the drive down to Geelong to the Ford Discovery Centre. Thanks Justin for organising. Unfortunately we didn't have enough people for the group discount (NO, the discovery centre is not

in Cambellfield Ben, and Geelong is not on the Hume freeway!!), but we still got a guided tour.

There are many interesting displays in the museum, including quite a few cut-away cars (mainly AU Falcons - probably the ones they couldn't flog to the cabbies!) It was quite comical to hear the guide talk about how the car would come out of



Ford Discovery Centre, Geelong



the paint shop, then the factory workers would each do up a couple "welds" (I think she meant bolts seeing as the tools hanging by the body were air ratchet wrenches!) In addition to the informational displays about how a car is built and designed, there was also a good video about the Volvo crash investigation unit in Sweden. Of course there were a bunch of classic Ford cars, including the full range of Falcon models through the years, some very old (original) utes, race cars, concept cars, etc. There was also a beautiful display cabinet filled with scale model Fords that we all wished we could have at home (the cabinet, that is, to display our Volvo models of course!)

The nice thing about the museum is that it's not too big so you can look at everything in an hour or so and not get bored or tired of standing up.

After the tour, we all went to a nice café in Geelong (run by friends of Ash & Jae) where we had a light lunch and great coffee. Following that, we did some shopping (who could resist the chocolate shop and the model shop where Dion found a 7-series model at a bargain price).

MUM'S FIRST VOLVO

The birth of a new baby and the fourth member of our VOLVO family. A 2002 S40 T for my wife Gudrun, after 30-odd years of driving two older model Corollas, which gave good service by the way but not a patch on this car. The last Corolla, which we have had for the past 17 years on gas is still going strong.

After months of searching the newsprint ads and internet sites we found that our criteria for the car we were looking for was very limited, at least in Victoria. ie. 2001/02 S40 T with

spoiler, but sun roof optional.

We had looked at a couple of examples that were good cars but the wrong

colour. One woman who was desperate to sell, was willing to go down \$4000 and paint it silver for us. Thank God for the internet and car sales web sites, otherwise we would still be looking for who knows how long.

An ad appeared on carsales.com.au from a seller in Sydney, which took our interest, so a quick phone call confirmed that this car was worth a look. This was the second Sydney car we were interested in and a vehicle inspection by a Volvo mechanic, thanks to Austin from Carson & Murphy proved that it was worth a look. It goes to show that a vehicle inspection by a qualified mechanic is money well spent as the first car was a real dog even though the owner sang its praises; i.e. one owner driven by his mother. If you are going to make a large investment in a car, you don't want to waste your money in travel expenses etc. only to discover it was a waste of time.

A week or so of emailing back and forth and sending email photos from the owner also helped to make our mind up. What a wonderful thing to email specific images immediately! After some quick negotiation on price and on the mechanical inspection report, Gudrun and I decided it was worth a look so we flew to Sydney, hopped on a train and rode off to where the car was located.



The owner was being relocated to the U.K. and had a genuine reason for the sale. Gudrun and I poured over the car and apart from minor stone chips, the car was in excellent condition. Titanium Grey, two-tone interior, with piano black inlays (see picture). The majority of S40s we have seen all seem to have the all-black or dark grey leather interior, but this car looked really smart inside.

After a test drive, we were convinced that this was the car we wanted to take home, so the deal was done there and then, and by 12.30pm we were on our way down the Hume. The car drove beautifully with all its bells and whistles, things that Gudrun never had before and gave 7.2 l/100k

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sitting on 105 kph (about 39 mpg in the old money).

I drove down to Albury where we overnighted and the next morning headed home for the final leg. I thought it was time to get Gudrun used to the car and let her drive for an hour or so, but once behind the wheel, I couldn't get her out, so with a grin from ear to ear she drove all the way home. That was back on June 11th & 12th and it has been performing beautifully (a little rocket ship).

The car was purchased with NSW registration therefore it required a roadworthy certificate and re-registration. The roadworthy was done by Carson & Murphy along with the front and rear brakes that were due for replacement. Buying a car privately especially from interstate where they don't have a RWC requirement as in Vic, you need to consider the added cost of re-registration, stamp duty, plates re-issue or in this case, personalised plates transfer and insurance. Also, in our case, a boot mat, weather shields, floor mats and headlight protectors, all adds to the final cost but it was worth it, with many years of comfortable motoring ahead.

So, if you see a titanium-grey S40 T with registration "GUDRUN", give her a toot and she will greet you with a grin from ear to ear.

Regards

Peter H.

[For another pic of the car, see Birth Notices in the July/August 2006 edition of Rolling Australia. It's a real beauty! Ed.]

Volvo Test Track

by Allan Abbott

Bert Melen, head of VCD A made a trip to Alvdalen to have lunch, do a little business, and catch up. I had asked him if it was possible to tour the factory and crash test centre in Gothenberg, but bad timing - it was closed to the public for security reasons as new models were coming (S80 and/or C30). He said he was going back to Stockholm but call him when I got back to Gothenberg - he may be able to arrange something else.

The something else was "can you get to the Volvo Great Hall (where they hold exhibitions and displays) on Assar Gabrielsson Dve (a name all Volvo enthusiasts would recognize) where Krister will

meet you and take you to the Volvo test track and you can drive the cars. "Is that ok?".....Ok! I'd crawl over broken glass to get there after all the previous experiences.

A taxi, Volvo of course, dropped off at the Great Hall and it was only a short wait (didn't matter there was a brand new C70 in the car park to check out) before Krister arrived in his S80 and drove to the factory through a security area where the guards seem to take their job very seriously.



On the right of the road was the very recognizable Volvo crash test centre and stacks of large cubes of compacted metal around what looked like a portable crushing plant. It was only a short drive through an area full of brand new trucks and cars to the test drive track. The track is used by prospective clients to drive cars they are thinking of purchasing to help them decide on the model and configuration they may fancy. The track is about 2.6 km of bitumen cleared and salted with snow banks on either side and set up to be representative of a country road, undulating with crests and curves.

I had joked with Bert after being to Alvdalen that it would be great to try some of the skills they showed us on the ice. He was quick to point out this was a "normal" road; all the cars were new and expensive and "shod" with normal road tyres. (It was only light-hearted as you wouldn't want anything to reflect badly on Oz, after all, I was a guest enjoying their generosity and hospitality) The track was set up in front of a small building with a "pit" area holding a row of about 15 cars. There were all types of brand new

wagons, sedans, AWD'S, 2WD'S, autos, manuals, diesel and petrol engines.

The fellow in charge of the track said "the keys are in the cars, drive whatever you like, as many laps as you like, come back and swap to something else. I'll be back in one hour, you have the place to yourself - please enjoy." It was interesting to drive the various vehicles in their different forms, for example, an XC90 petrol turbo and V8, an XC70 petrol and diesel, manual and then auto.

Back to the favourite vehicles from the winter driving course. I asked the instructors if Volvo said you could have a vehicle free, yours to take home, what would they choose. What did they say? Did you guess an XC70 diesel? Interestingly that is what Bert was driving. An understandable choice considering the driving conditions and price of fuel.

A favourite among everyone (participants and instructors alike) were the S40's and V50's for their driveability on the snow and ice. I have since been informed by one of the Danish fellows that he has taken delivery of a new S80 V8 AWD, and that should be a super car.

That was my 3rd trip to Sweden and now having crisscrossed areas from Stockholm on the east, Alvdalen and country in the west, the arctic circle in the north and Gothenberg and areas in the south, so if you have the opportunity to visit grab it with both hands. The country is diverse and fabulous and the climate is interesting and challenging depending on the season.

The Swedish people I have met have been warm, interesting, hospitable, and helpful, and possess a great sense of humour and a zest for life. The association I had with Volvo over the time was enjoyable, rewarding and they went out of their way to make me welcome.

Given the chance to return I would take it "in a heartbeat"

Allan Abbott, Member VCCV



242GT/262C Register

Lance Phillip;

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Birth notice - Dion's GT

Dion Nowatzky is now the proud owner of a 242GT which was one of my fleet. The car has some unusual options like a LSD, cruise control, rear wheel spacers as well as electric mirrors/windows and central locking. Dion will be able to do justice to the car as I was not able to find the time to bring it back up to scratch.



Dion Nowatzky's "new" (Ex-Lance) 242GT

I had run out of puff a bit for articles for the Register page but hope you enjoy Stephen's two-part story. Stephen purchased the GT a little while back as a factory automatic but has since installed a M46 manual gearbox as well as preparing the car for rallying. He recently fitted extractors complete with new exhaust and competes in historic rallies.

Here are Stephen's comments on the exhaust system as well the BP Tassie Rally:

Well, the extractors and larger exhaust have been fitted & the GT has been to Tassie & back for the BP Rally Tasmania...

First of all, the extractors.

I only fitted them a fortnight ago in the lead up to the BP, and when I took it for a test drive the heater core split which was the last thing I needed!

So the BP was really the test of the new exhaust system.

At the same time I put in a 2.1/2" exhaust running through a free flow muffler placed just in front of the axle housing & tucked up high, then instead of doglegging around the fuel tank and exiting on the LH side of the car, the exhaust runs through a smaller glass packed resonator & exits on the RH

side. Mandrel bends were used to go over the axle and I had to make up some very sturdy rubber mounts so that the exhaust wouldn't contact the fuel tank or the spring (not much room). I cut off the end of the extractors & welded on a flange for ease of removal. I also did a rough die grind of the cylinder head end of the extractors to match them up to the size of the exhaust ports in the cylinder head. At the moment they are unpainted.

The car definitely breathes a lot better across the rev range & is a lot happier to sit in the higher rev range (6-6,500). I suppose that the best description is that the car feels a lot perkier. It is certainly no V8, though!

I have used a pretty free-flowing system, so I don't know if you would be happy with the exhaust note. I love it!! It is hardly noticeable when sitting on the speed limit and doesn't drone, like

say a V6 Commodore with a sports exhaust. Use the revs and the right foot, though, and the note is very definitely un-Volvo like. The sound of this car at 6,500rpm echoing off the pine forests in Tasmania will stay with me a long, long time! Due to the hard brackets I have used, there is a small amount of vibration that comes through at particular revs. Not a lot, but it is there.

For me, and the environment in which the GT operates, it is a change that I am more than happy with.

Now, the BP:

Wow!!

I think that sums it up. 27 hours and 1,200km non-stop with breaks only for servicing, refuelling and plotting the next division. Many, many stories with the perhaps the most critical being when we turned down a track on the top of a hill (mountain?) only to realize at the last moment it was a fire break. We couldn't go back & had to fill the dozer cuts with pine logs to get the car down the hill. Near the bottom I hit a stump when trying to manoeuvre around a dozer-cut. We were stuck for quite some time (see photo) in a place



Stephen's GT in the forest

where we would not expect to be found. Due to another lost competitor we saw in the distance we managed to winch the car off the stump & continue. However, we lost so much time & had to shortcut, so incurred quite a few penalties.

The GT, however, was amazing! It took an amazing amount of punishment and really performed well. It never missed a beat. One of the highlights was catching and passing a Commodore rally car uphill! Remember that the GT is stock, apart from sump guard & navigational equipment.

Man, I love that car!

We ended up 6th outright & first in class. We played tag for nearly the whole event with Ian Swan (from VolvSaab) in his 242DL rally car. The third car in our "MVT" (Mainland Volvo Team) was Ralph Price's 142GT, but unfortunately he withdrew the day before the start. Ian Swan finished 5th outright.

Stephen Coutts-Smith of Kyabram

Elephants & Ethanol

Ethanol made from sugarcane is in the news these days as a substitute for petrol, but did you know that basically the same stuff was made in the 1940's to supplement the heavily rationed petrol during the war.

My uncle Roy noticed a small add in the newspaper for farmers wanting to buy stock feed by the railway truck load. This was the residue after wheat had been crushed and fermented to produce grain alcohol.

As Australia in 1944/5 was in the grip of a bad drought [what is new?] and Roy was running out of feed for his sheep he figured he had nothing to lose so he sent off his order and a cheque and in due course he was notified that the load of feed was ready for him at the siding at his local railway station.

So he drove his old farm truck down to the railway line and loaded up these big black flat discs of muck. After several hours of hot thirsty work he stopped off at the local pub for a nice cold beer or two. While he was propping up the bar counter one of his neighbours wandered in and said to

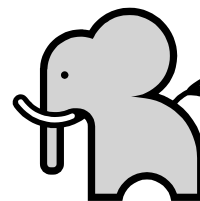
Roy "What have got in your truck, it looks like giant cow flaps?"

This gave Roy an idea, "I need fertiliser for me back paddock and that stuff in the truck is manure from the elephant enclosure down in the Sydney Zoo." Naturally the story spread quickly around the countryside and within days the folk at the zoo were puzzled by the number of farmers ringing up and wanting to buy elephant shit for their paddocks.

With difficulty the zoo people explained that as they only had two elephants and the end product of the elephant stables was only enough to spread on the rose beds in the front of the zoo.

So there you are, grain alcohol also known as "Ethanol" has been around for over fifty years and no, you will not be using elephant manure in you car or on your roses - at least in the near future.

Grumpy



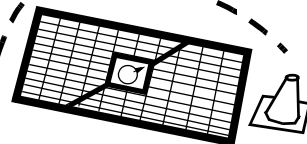
Stephen's 242GT in Finish Control

240/260 Register

Mark Hoffmann

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Welcome to this issue's 240/260 Series Register Page. The theme of guest contributions continues this month, with Tassie policeman and Volvo devotee Peter Riggall inspired to put pen to paper (or hand to keyboard as is the case nowadays), and share his experiences after reading Ryan Ridgely's story in the last issue of Rolling. Over the past couple of months I've enjoyed giving Peter some advice about parts and accessories for his cars, which I hope has added to his driving enjoyment, and I look forward to corresponding with him via email in the future.

Peter's article, which appears below, was accompanied by some remarks about just how similar he felt his experiences of 240 ownership were to Ryan's last month. It tends to highlight some of the commonalities shared by us Volvo owners, wherever we might live in the world, in terms of the attributes that we love about the brand and why we would be unhappy behind the wheel of a lesser car. Whilst these qualities apply to all Volvos, and the newer models offer standards of opulence, refinement and driveability that earlier cars could never match, there remains something special about the 240s and their solid quality, proven engineering, rugged reliability and uncomplicated purity of design that guarantee them a legion of devoted owners, myself included, for many years to come.

Peter writes:

My first Volvo was a 1978 264GLE. I sold our Honda Accord to buy it. The reason I bought it was that we were expecting our first child and I wanted a safe car. I'm a Police Officer and always took note of how different makes of cars stood up in crashes. I took a close look at a 244 that had been driven off the edge of a steep road by a woman with 3 children onboard. It had rolled five times and they all walked away from it without injury. Although severely damaged, all doors could still

be opened and shut. The side intrusion bars were substantial and actually worked! I was amazed. I said to my wife: "We need a Volvo!"

The 264 belonged to the father of a colleague. It was in terrific condition. I called it "The Battleship". You know what I mean. The only real problem we had with it was with hot starts; the hotter the day the harder it was to start. It seemed to be fuel vaporisation but no-one could seem to fix it. Cold starts were excellent - the colder the better.



Peter's 1989 240 GL Wagon

I then bought a 1982 245GL as a second car. It was a 4-speed manual, very basic, with no power steering or aircon. I managed to pick up a 7 seat option for it which was very handy when three kids had arrived and they wanted friends to come too. I had this car for 19 years and travelled 360,000 kms in it before I updated. It certainly served me well. The 264 was also later traded on a 1986 740GL which my wife drives currently.

I had been keeping a lookout for several years for a later model 240 wagon. It had to be manual as I still had one child to teach how to drive and the 740 was an auto. I preferred a manual anyway. The search was not easy; as you well know, Volvo manuals can be few and far between. I wanted something 1988 or later, up to 1993 which were the last of the series, and aircon and power steering would be nice. Also, the 5-speed gearbox would be nice as the old 4-speed was a bit of a buzz box.

After a long wait I was in Hobart (I always checked both of the main newspapers every Saturday) and lo and

behold: 1989 Volvo Wagon GL, 5 speed, \$3,000. I couldn't get to the phone quick enough! I went straight to view it and first impressions were good. The car was white with blue upholstery which suited me fine, especially as my 245 had been canary yellow! I was also glad it was a GL and not a GLE as I had no real desire for power everything.

200,000 kms on the clock was pretty low for it's age, a very straight body, no accident damage, and good paintwork. The car also had a few genuine accessories including cargo

barrier, tow bar, snow mats (therefore carpets perfect), and headlight protectors.

The test drive went well and the car felt good on the road, although the clutch felt like it was getting towards end of its life. There was clearly some money to spend: The aircon did not work, the power steering was inconsistent, and LOTS of electrical things didn't work. I knew these weren't major issues and the car was just too

close to what I wanted to pass it up. The car was originally purchased in Canberra and the log book was missing a few services. Not done or not recorded? I'll never know.

I gave him a cheque for \$500 to hold it and said I would be back with the balance as soon as banks opened on Monday, which I duly did. I didn't talk him down at all as I thought the price was more than fair for what it was. It was apparently the first time he had advertised the car but he had been driving it around for a while with a For Sale sign on it but hadn't had any takers.

The owner said he also had the 7 seater conversion (dickie seat) in the garage if I wanted it. I didn't really need it anymore as the kids had grown up but thought it might be a future selling point, so I said I would like it. He produced it and it was in mint condition, and he also threw in a workshop manual.

So I was away with my long awaited replacement for my faithful old girl which I ended up selling to a

friend of my son's. A good and faithful servant for 19 years. There was a tear in my eye as she drove away.

The previous owner of my new wagon said that since my initial visit and picking the car up he had had 12 phone calls for it. One caller was very persistent he said, even though he told him car was sold. Just as well I gave him that cheque!

I now have all the defects put right. It took a while, but I hate things not working properly. The paint job is also far superior to my 245 which was built in Australia. My mechanic, a Volvo fan who has a V70, has given her a once over, and work done so far has included a new cambelt, new radiator (plastic one was past its use-by date), new front struts, air needed re-gassing only, power-steering flushed, new wiring through hinges in tailgate etc.

I did get one surprise: The car had thick lambswool seat covers which I had a cursory glance under and upholstery looked fine. When I got home and removed them completely to wash them, I was shocked at the condition of the front seats. The fabric was in good nick but the seats had completely collapsed, lumbar supports had snapped, and the metal frame could easily be felt under the fabric.

I got onto a very good motor trimmer who did a great re-build at a reasonable cost and the seats are now probably better than new. I was also able to get a lot of the electrical things working again simply by disconnecting the battery and brightening up the fuses and connectors with steel wool, then replacing them. The daylight running lights were one of the things that magically started working.

The car is a great cruiser compared to the four speed. It's actually at times too highly geared. At 100 km/h it's only doing 2000 rpm in 5th gear, which makes for great cruising, but you have to stir the gear stick and keep the revs up when things get a bit hilly, as they often do in Tassie. Once I had her fixed up I was going to overtake a truck and although I had plenty of road I thought I would give her a 'blow out'. I wound her out to 140k in third, into fourth and she was off. Until I backed off of course!

I don't think there is another car that gives the same 'feel' as the old 240s. I can get the seat adjusted perfectly and it's supportive and comfortable enough to drive all day. I'm pretty fussy with my cars and I

couldn't bear to come back to a new car and see it scratched by some wayward shopping trolley. The 240 will do me fine.

Thanks Peter for sharing your experiences of 240 ownership with us! Like Peter, you may own or have owned other model Volvos, but if being behind the wheel of 240 now or in times past has defined your Volvo experience, and/or convinced you that you will always own another Volvo, I would be very happy to hear about it, so don't hesitate to drop me a line at vol244@hotmail.com. Until next time, and particularly with the approach of the holiday season, I wish all club members pleasant and safe motoring.

Mark Hoffmann

200 Series Register Captain

Record-Breaking Volvo Driver Irv Gordon Clocks Four Million Kilometres in His Trusty Volvo P1800

LONG ISLAND, N.Y., Sept. 26 / PRNewswire/ -- He just keeps on going. Irv Gordon, Volvo's "Two Million Mile Man," just became the "Four Million Kilometre Man," breaking the four million kilometre barrier in the same shiny red 1966 Volvo P1800 he has been driving for more than 40 years.

Sixty-four-year-old retired science teacher and Long Island native Irv Gordon made history in 2002 when he reached a milestone no other individual had ever accomplished in more than 100 years of the automobile: driving two million miles in the same vehicle. He continues to break records with his latest one-car feat.

"It was a beautiful day. I was leaving Lake Placid, the leaves were starting to turn and the road had just the right amount of twists and turns for my P1800. Perfect driving conditions for reaching a new milestone," said Gordon, describing his four-million-kilometre moment. "The only way it would have been more perfect was if I'd been cruising the Italian Alps or driving cross-country down under. It is a metric milestone, after all."

Although many Americans may agree with Grampa Simpson's rant; "The metric system is the tool of the devil! My car gets forty rods to the hoghead, and that's the way I likes it!" -- Irv has clocked enough of his four million kilometres, or 2,485,484 miles, overseas to embrace the metric system in honour of such a significant milestone.

"So far, I've probably driven about 41,000 kilometres abroad. My P1800 and I have survived the perils of driving on the left side of the road many times in the British Isles. I've also driven in Sweden, Canada, Mexico, Denmark, the Netherlands and Germany. In Sweden, we drove to Volvo's global headquarters to see where the P1800 was born," adds Gordon.

So, what's next for Irv? Well, he isn't ditching mileage milestones entirely. His next goal is two-and-a-half million miles. And, at 2,485,484 miles and an upcoming trip to Las Vegas, he's pretty close. He also would love to add Italy, France, Belgium, Greece and Hawaii to his driving credentials. Oh, and maybe squeeze in a drive around the circumference of Australia as well. *Roll on five million!*

HOW FAR, EXACTLY, IS FOUR MILLION KILOMETERS?

Four million kilometres is 2,485,484 miles, or put in a different way, Irv and his trusty Volvo P1800 have travelled the equivalent of ...

- Almost 100 times around the world (via the equator).
- Nearly five round-trips to the moon.
- 1,111,111* completions of the Tour de France (*recurring).
- 7,104 swims across the English Channel.
- More than 114 Great Races (New York to Paris).

IRV'S SCORE CHART

In addition to Irv and his Volvo P1800's impressive mileage/kilometre score chart, they have racked up some other amazing numbers ...

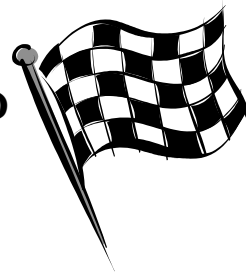
- 710 oil changes. Irv recommends changing your oil every 3,500 miles (5,632 km).
- 100,000 plus miles (160,934 km) per year since retiring in 1996.
- 0 false starts. Zero. Zip. Not even on the coldest of mornings.
- 0 replaced engines. The Volvo P1800 still has its original engine, though it was rebuilt at around 675,000 miles (1,086,307 km).
- One new starter.
- \$4,150. The cost of Irv's Volvo P1800 back in 1966. "The best \$4,150 I've ever spent."

- 99 tune-ups (every 25,000 miles, or 40,233 km).
- 8,285 tanks of gas (The Volvo gets 25 miles, or 40.23 km, per gallon).

Source: Volvo Cars of North America
[See additional story from Irv and photos elsewhere in this edition of *Rolling Australia*. Ed.]

MOTORSPORTS REGISTER

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



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/>

Note: The next big event is the 17th December Winton Fun Day.

We hope to have a big turn-out of Volvos there (maybe it'll be dry unlike the last one?) Cost is minimal (about \$25 per driver) and all you need is a

road-safe car and helmet. We've had a great day at this event in the past, and hope to have a few club members this time too. If you plan to attend, please ring Ash and let him know so we can coordinate and let others know who to look for on the day.

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.

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.

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

MOTORSPORTS REGISTER EVENTS CALENDAR

DECEMBER

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

- We hope to have a good turn-out of club Volvos!
- Contact Ash if you intend to go.

FEBRUARY

Date TBA: Possible Dyno Day - watch the web site or contact Cam Tuesley for more info

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Brickbats & Bouquets

with "Grumpy"

PETROL HEAD

Have you ever given thought about petrol-heads? Are they born or do they just get that way? I think it a bit of both.

Consider the baby in the womb. In the month before birth the baby can hear the mother's heart beat, but can also hear music and loud voices, and from time to time mum is driven to the doctor for a check up and baby hears the throb of the family car motor. Then comes then comes the DAY, mum is rushed to the maternity hospital in the family V8, or an ambulance is called complete with a racing motor and siren.

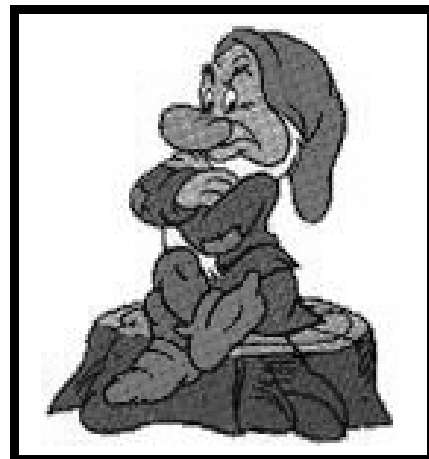
Is it small wonder that the baby associates car engines with dramatic happenings? Then mother and baby are taken home by the father, once again by car. The next year is rather dull for the baby - on his back in a baby capsule and with only sounds and flickering light on the inside of the car

roof. But wait, perhaps mum is a keen jogger and has one of these high speed strollers, the three wheeled type with small bike wheels. So our little petrol-head gets used to being tucked in and seeing the footpaths and streets fly by at high speed.

Then a little later he is old enough for his first trike. He pedals it about the back yard as fast as his chubby little legs will let him and chanting "Zoom Zoom". Next comes the first two wheeler, with of course trainer wheels, but these are soon discarded and he rides the bike path with mom or dad in hot pursuit.

A little later "Dad, I want a mountain with eighteen gears for my next birthday, my old bike is only for little kids." So we work up through various bikes to a high speed carbon fibre racing bike.

Then comes the eighteenth birthday and the opening to that wonderful world of having a car licence. But he soon tires of driving mum's little



"shopping basket" or dad's "family" station wagon. The kid wants his OWN car, so he works at KFC, Maccas, or even Hungry Jacks, until he has saved enough to buy a cheap second hand car. It may be small or it may be full size and it will certainly be rusty, but it is HIS and he can personalise it and make it go faster.

Eventually he has a full time job and his search for newer and faster cars continues. Then he meets the girl of his dreams. They have a lot of fun and his fast, noisy, two seater sports coupe, and then they marry. They keep the coupe but far too quickly his wife becomes pregnant.

After a visit to the doctor for check-up his wife has trouble squeezing her growing body into the front seat she turns to him and says sadly "I think the time has come to get a bigger car." Even more sadly he agrees but with a mortgage they can not afford to run two cars. So he sells the most beautiful car he has ever owned. He buys a car suitable for a growing family - "just like my dad" he thinks.

So the years pass by and our petrol-head gets a company car, but it is a dull fleet car and to him the only advantage is that he doesn't have to pay for it. It is no fun to drive. Then the kids grow up and leave home and retirement is beckoning. Once again he is free to indulge himself and relive his glorious youth - he buys a top of the line turbo charged sports coupe and thunders off into the sunset, just as fast as his arthritic knee on the accelerator will let him.

Grumpy



THE EVOLUTION OF A
Petrol Head

Tech Tip - Remote Locking

By Alex Isaac (v8vq@m3n.com)

As GLE spec 200's have central locking fitted, I had wanted to install remote central locking into my car, for as little cost as possible; equipment needed for installation is a Phillips head screwdriver, wire cutters, wire strippers and a crimping tool. The products needed were a 4 channel remote receiver and sender which I purchased unmade from Oatley Electronics online (www.oatleyelectronics.com.au), a standard lock motor with the mount switched around (I sourced mine from Voldat) and 10amp wiring in blue, yellow, green, red and black if you want to match it up with original wiring, in image this will not be shown

door and removing that altogether if you so wished.

Now, once a method of action is worked out, the next step is to remove the lower trims of the dashboard and the drivers door, which is basically undoing a few screws and pulling out some rubber seals on the doors to get the side ones out, the Haynes manual (assuming you have one.) Covers how to do it in detail.

Once this is completed, the next



crimp them all together as I did, as shown above.

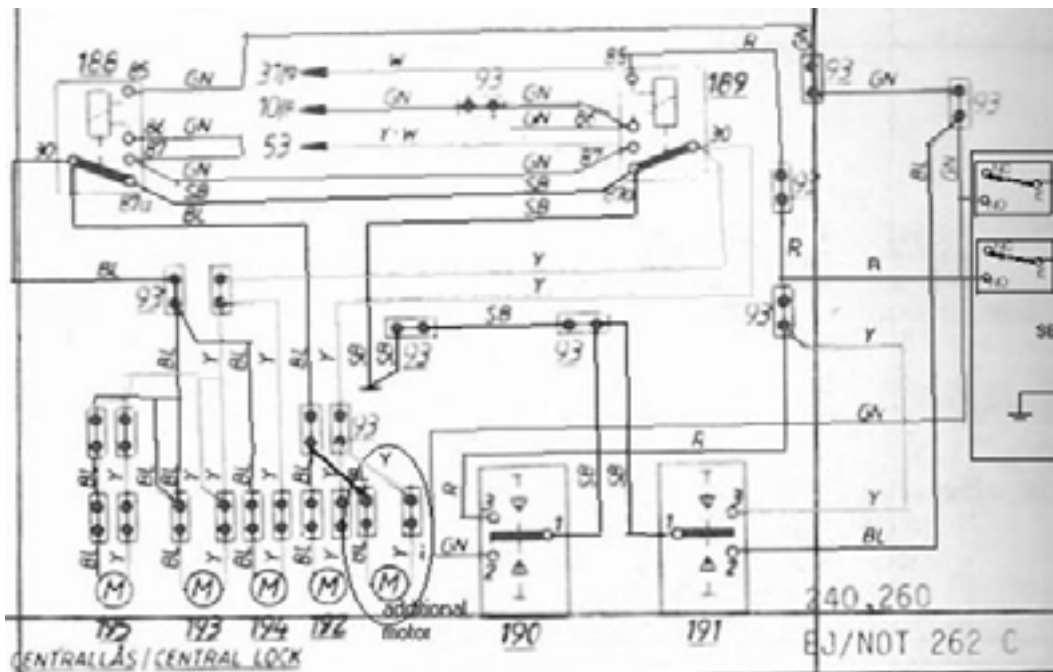
I used red for blue and green for yellow as I did not have access to blue or yellow wiring.

Following this, I guesstimated the length needed to run from one side to the other and cut the wires, I run the wires just underneath the hard part of the dash after pulling the centre console a bit forwards, and running them into the passenger side. The wires for the passenger side drivers lock motor were then found just behind the fuse box and I hooked the wires from the other side onto the two wires, pressing the switch in the door should result in the door pulling down hard.

To wire up the relays on the receiver board, a central earth was created and bolted in on the other screw to where the other earths are, as I found this easiest to do, from there I used a red wire to hook onto the red wire that sends the signal to unlock the doors, right near the connection for the original relay, the same thing was done for the green wire, which comes off no 85 on the connection and it is the single green wire, the other connections for the relay there are multiple. As shown in 1st pic next page.

The wires were then connected to the receiver board and assembled (2nd pic next page).

Which was then mounted on the pole that lifts off by a clip under the



First the diagram to show the additions to the system.

as I used the wires I had (red, black and green), also needed will be connectors or a solder + soldering iron if you wish to do it that way.

As circled, the new motor is wired over to the passenger side motor as I felt this was the easiest method, as I did not want to take apart much of the dashboard, with the relays (in the rectangle at the side) on the 4 channel board going on very close to the relay as I also hooked my boot release up to the board, on the passenger side was well, it could easily be done by connecting the wires up at a point further back on the drivers side, or even using the wiring from the switch in the

step is to put your drivers lock motor into your door, which should just slip in at the bottom with the two bolts that are there, with this bolted in, attach the arm onto the pin by removing the clip that holds it on and slipping the arm in and then reattach the pin. The next step is to run two wires (in blue and yellow preferably) through the door jamb, which can be a difficult process, I found taping them together at the end helped as well as running a sleeve through the jamb then running the wires through that to get them through, don't cut them off the reel yet. Connect the wires up to the motor wires with the factory plug on both sides (assuming you have them), or get connectors and



dash, held on by zip ties, the box was created by me at school as was the assembly of the board.

All up I spent \$50 on installation, as I already had the wire rolls around

and other assorted bits, the majority of the work is in the routing of the wiring, for installation in the car at least, the creation of the unit is even harder, but it was done as a

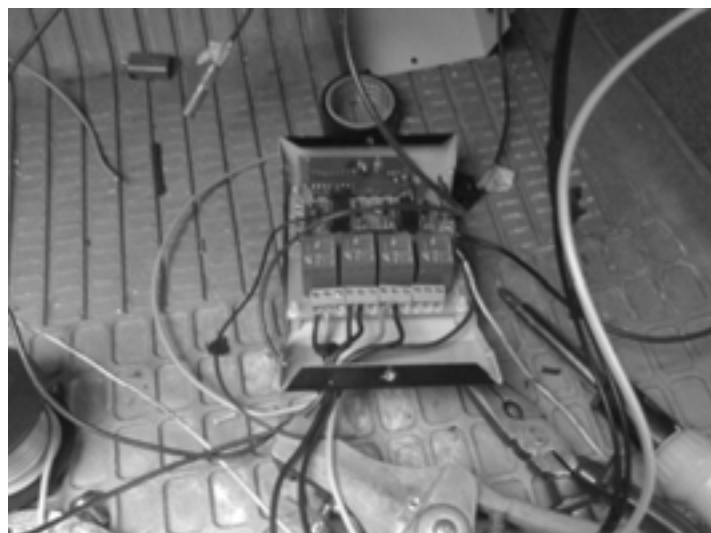
complete project for class so I'm sure the entire job could be done in about a weekend or at night in a week. I now have a functional keyless entry to my



car just like later models and I have a provision to add security features to the unit as well.

Alex Isaac

Member, Volvo Club of Victoria



CARSON & MURPHY AUTOMOTIVE

VOLVO SPECIALISTS

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VOLVO *Imagineering*

Thanks Alex Isaac for these images. If you have any similar imaginative ideas, sketches, etc., please email to the Editor for a future edition of Rolling.

Gold 262C with smooth bodywork, Simmons OM's and "stupidly low"

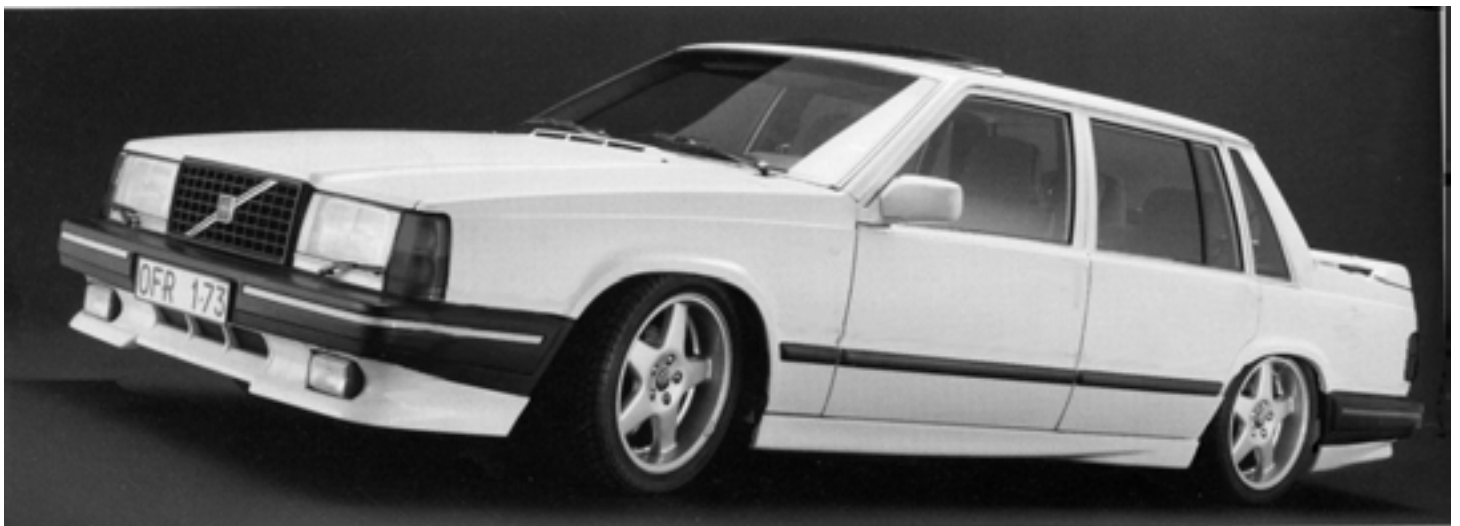


Black 262C lowered



262C with smoother bodywork, larger front spoiler, larger rims and lowered

740 Turbo with smoothed bodywork and lowered; Polaris alloys. (BELOW)



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!

1979 242GT. Original, complete and in good condition. Well maintained and a daily driver for my daughter. Victorian registration, \$2300 ONO Phone Andrew White on 0438 013 303. (31Oct06)

Part: Galore for 142, 144, 145 or 164.

I have complete cars ranging from very good condition to restorable body shells. Years starting from 1969 to 1974. Plus lots of parts for all models. Give me a call - I should have what you want. Melbourne. Ph Heino 0425 705 045 (22Oct06)

1980 242GT (IAD 859) 4Spd+OD, Black over silver shadow tone, Vehicle is in good condition and drives very well. Rial 15-inch



alloys with 225x50 radials. Unreg - body no 2428MI58407, Eng no 49878601342. Menzies Creek. Price: \$2,500 ONO. Ph. Gordon 0403 172 144 (11Oct06)

PRICE REDUCED! 1980 262C (NSW - PTV-325) 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. Reco alternator, new front suspension bushes. Would be willing to travel 200-300 km to deliver (car is in Coonabarabran - 150 km NE of Dubbo NSW). Reg until 2/2/07. Further details

contact Don Stewart on 02 68422 406: Price \$3k neg. (updated 15Oct06)

Wanted: M41 gearbox complete, prefer good working order. If you can help out, please contact Kevin Allen, Sydney 02 9543 4303. Mob 0425 371 886 email racingcar6@primusonline.com.au (15Oct06)

1987 240GL Wagon (DFA 492) Silver with blue interior. 147k with full service history. 2 owners. Auto/air/steer, roof rack, new tyres on 14" alloys, tow bar, central locking, electric mirrors and windows. No accidents and in excellent condition. Price \$5,000. Ph. Ian on 03 9521 9515 (5Oct06)

WOW!! LOOK AT THIS:

1979 343DL (CVT 79) 1.38 litre Two Door with Hatch. With Personalised Number Plate "CVT79". **Rare to Australia** -Volvo only imported a handful for evaluation purposes. V-Belt Drive Automatic - Continuously Variable Transmission. Resprayed original grey colour along with a spare bonnet and two doors painted to



match. 101,410km. Registered to 20th April 2007. Includes lots of other unique spares: eg two extra nose cones, most window glass, bumper bar, complete motor and CVT (transmission, drive belts, differential) tailshaft, manual, sales brochures and numerous other parts. Original Condition, well maintained, reliable, goes well. Reason for sale - running out of garages - too many cars. Price \$3500 Ph. David (03) 9553 2851 (2Oct06)

1970 122\$ (OB132) 2 door, white with red interior, very good condition. Registered till July 2007. B20 engine, twin SUs, head



restraint front seats. Split brake system, very good tyres, near new battery. New quartz halogen head lights. Purchased in 1973. Only one previous owner. \$6000 ONO. Contact details: email: ocberg@bigpond.net.au Ph: 03 9600 1628 (AH) (2Oct06)

1974 164E. (just out of reg.) Fuel injected model for sale in Heidelberg. (not a "TE") Car is straight and original (one owner), with approx 166k travelled. Interior leather is good for its age. Asking price is \$650. Ph. Rob 0416 058 200 (1Oct06)

1990 760 Sedan. Dark blue, camel leather inside, new CD/mp3 player installed. It's in good condition - full working electrics, recent sunroof reco and new brakes. Smooth



engine and transmission, 190,000kms. \$4500 ONO. Ph. Paul 0432-544-809 (21Sep06)

Early P1800 passenger door for sale.

Passenger door shell, no filler, rust holes have been repaired with mig welded steel. Very straight, never been hit or damaged. \$550 ONO. ph Philip Perkins 03 9874 7543 AH. (13Sep06)

Wheels & Tyres from 1997 \$70 T5. 2x Hankook Ventus 90% tread and 2x Bridgestone Potenza 70%. Size is 205/50x16". I'm in Darwin so they'd need



freighting down south. Ph. Daryl 041 9951 644 (9Sep06)

1966 122\$. Maroon 4 door [ex Malaysia] Ph. Natasha 03-9337-2274 (29Aug06)

1961 122\$ (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)

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 magt, 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)

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

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)

1965/66 1800\$ (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, marshall5@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 chuggs!??? 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 122; (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, 1 1/2 owners since new (father's car). RWC. \$8750 neg. ph. Brad 0438 240 574 (24Jul06)

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).

VP Tuning



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Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

mobile: 0403 814 545
fax +61 3 9775 5302
mark@vptuning.com.au

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)

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.



email mark@vptuning.com.au or 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?

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**

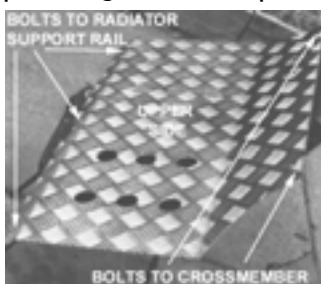
DVS Volvo 850 & P1 x70 strut tower to tower brace. Suit 850/C70/S70/V70 cars from 1993 to 2000. Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in charcoal

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

DVS

volvo performance parts

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

ashleigh davis

0412 709 695

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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**

DVS Volvo Performance Parts

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

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

Joke of the day from G. Harder:
Q: What's the difference between a mother-in-law and an outlaw?

A: One needs to be arrested!

VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



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

() **Renewal** (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)

Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.

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

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Contact Details:

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

Email:

Car(s) Details:

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

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

Membership Type:

() Adult Membership (\$40)

() Student/Pensioner (\$20)

Payment Details:

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

Amount paid \$.....

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

Signature Date.....

For information about the club please contact the President Heino Nowatzky on (03) 9423-5045 or 0425-705-045. For information about your membership please contact the Membership Secretary Wayne Bowers on (03) 9397 5976 or email waynebowers@unite.com.au

Please send this form with payment to **Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189**
Thanks for joining or renewing membership with the Volvo Car Club of Victoria.



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Artarmon NSW 2064

Telephone: (02) 9939 4072

<http://www.alto.com.au/volvo-sydney/volvo-sydney>

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Telephone: (02) 6884 9755

<http://www.heyford.com.au/hag.html>

Jason Wagga

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<http://www.jasonwagga.com.au/showroom/volvo.asp>

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<http://www.peterwarren.com.au/index.php>

Purnell Volvo

139 Princes Highway

Arncliffe NSW 2205

Telephone: (02) 9567 0000

<http://www.purnellmotors.com.au/showroom/volvo>

Southern Classic Cars

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

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http://www.trivett.com.au/Sydney/dealers/Volvo_Parramatta

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

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

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Port Melbourne VIC 3207

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

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Doncaster VIC 3108

Telephone: (03) 9840 8868

<http://www.silverstonecars.com.au/volvo/>

Rex Gorell Volvo

212 - 224 Latrobe Tce

Geelong VIC 3220

Telephone: (03) 5244 6222

<http://www.rexgorell.com.au/volvo.htm>

On the Back Cover: Photo of the ipd special edition new Volvo C30 to be shown at the November North American SEMA (Specialty Equipment Market Association - www.sema.org) show. According to web "blocs", the car puts out 400 hp using a supercharged engine and sports a blue and yellow Swedish flag motif.



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