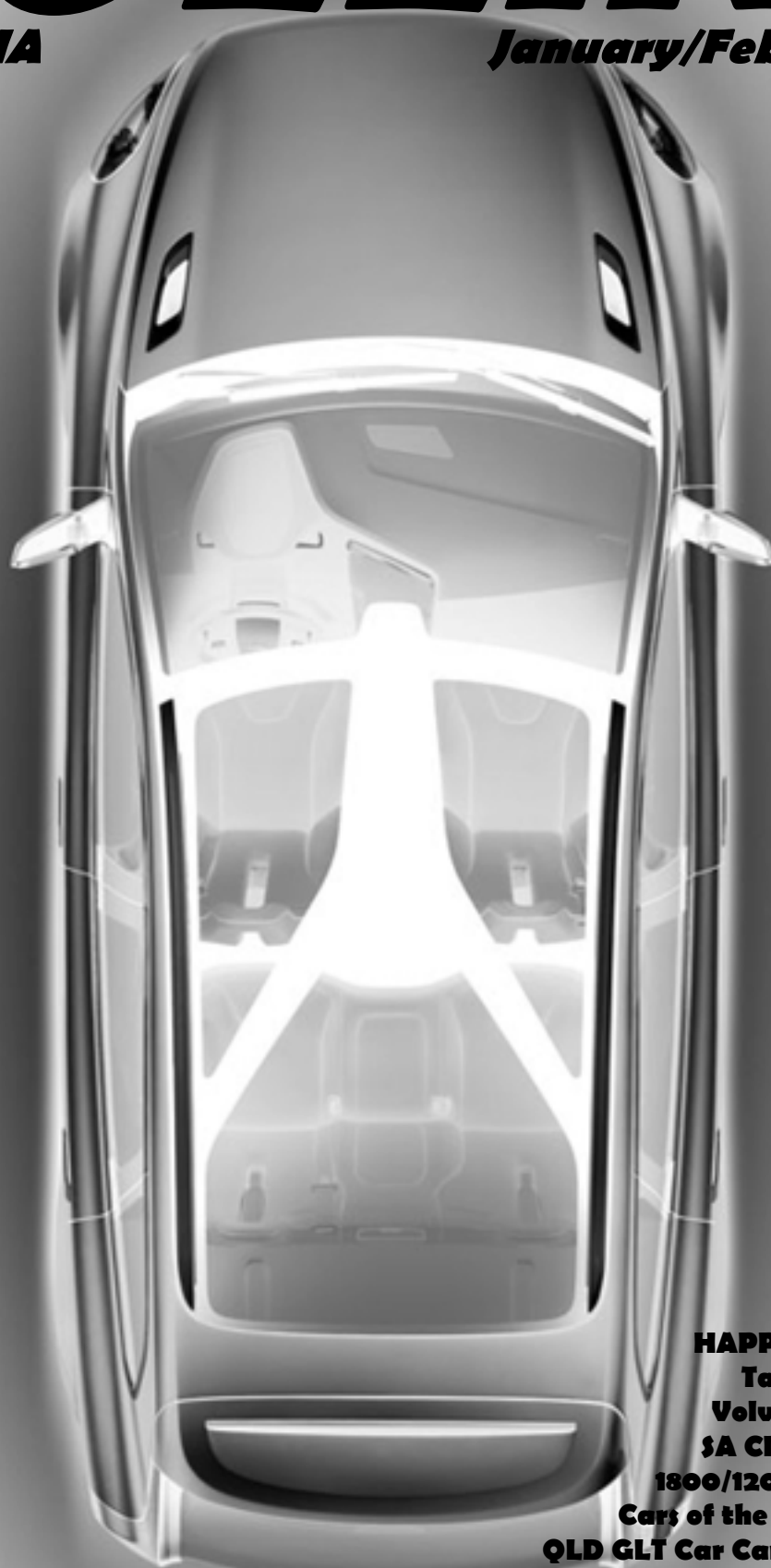


# ROLLING

**AUSTRALIA**  
**No. 170**

**January/February 2007**



**INSIDE THIS ISSUE:**  
**HAPPY NEW YEAR 2007!**  
**Targa Tasmania Tales**  
**Volvo's on a Sunken Ship**  
**SA Club Christmas Lunch**  
**1800/120 Club AGM/Officers**  
**Cars of the World - Queensland**  
**QLD GLT Car Care Centre Open Day**



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



## HOT EVENTS - NOT TO BE MISSED!!

### RACV Great Australian Rally

**DATE:** Sunday 21st January

**LOCATION:** Mornington - see Vic calendar for details

---

### Motorsports Dyno Day

**DATE:** Saturday 3rd February (Date/Location subject to change)

**LOCATION:** Swinburne TAFE dyno - see MOTORSPORTS REGISTER or Vic calendar for details

---

### Picnic at Hanging Rock

**DATE:** Sunday 11th February

**LOCATION:** Hanging Rock - see Vic calendar for details

---

### British & European Display Day - Volvo Club of Victoria Display Day

**DATE:** Sunday 4th March

**LOCATION:** Flemington Racecourse - 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:

**The Volvo XC60 Concept: (Image courtesy [www.volvocars.com](http://www.volvocars.com))**

**Showcased at the Detroit Motor Show in January 2007, Volvo's latest concept car not only previews their next XC model, but also reveals a glimpse into the future of Volvo Cars.**

### Future Innovations:

The tailgate features an ingenious innovation. A lower section moves out and up over the upper part, creating an opening for small items without needing to open the entire tailgate. The upper part can also be opened separately, and the tailgate can be fully opened for the largest of loads. Equally innovative, is the tailgate's darkened lower section. Transparent from within, it increases driver visibility behind the car. In addition, a transparent, dark-tinted glass roof attaches on top of a Y-shaped structure. Text and image courtesy Volvo Cars. More info and pictures are available on the Volvo cars web site [www.volvocars.com](http://www.volvocars.com). **Additional pics and text on Page 31.**



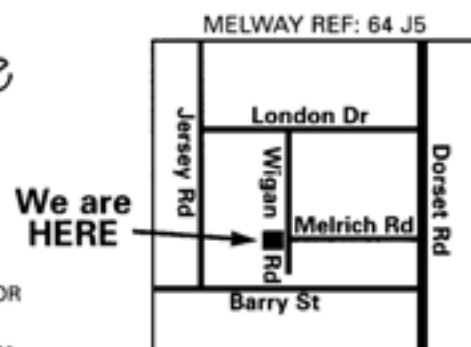
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Gordon Scrambler, John Johnson

### HONORARY MEMBERS

Robert & Shirley Kaub

### REGISTER CAPTAINS

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

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- A tale of 3 yellow 1800's
- Volvos in Miniature
- More *Imagineering*
- The new C30: full details
- Winton Fun Day pictures

# HAPPY NEW YEAR 2007!

## ROLLING AUSTRALIA

JANUARY/FEBRUARY 2007 ISSUE NO. 170

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 February 2007

**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](http://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.

## January 2007

**REMEMBER: NO Night Meeting in January!**

- Sun 21<sup>st</sup> RACV Great Australian Rally**  
**Location:** Mornington Peninsula  
**Details:** web site/flyer: <http://www.abccc.com.au/Calendar.htm> then go to the "flyer" link next to this event. 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 (registration is likely to have closed by the time you read this, but come down to the Mornington Racecourse to check out the cars!
- Fri 26<sup>th</sup> 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. Registration has closed for this event.

## February 2007

- Sat 3<sup>rd</sup> Dyno Day** Note: check web site beforehand or call Cam (0425 791 817) to confirm date/location as it may change!  
**Location:** Swinburne TAFE Dyno, Stud Rd, Wantirna (near Knox City Shopping Centre).  
**Details:** A dyno day like no other, with a plethora of high-powered Volvos battling it out to see if anyone (other than Tina and Chris!) can make over 100 kw! The DAY or LOCATION MAY CHANGE, so please keep an eye on the web site ([www.volvovic.org.au](http://www.volvovic.org.au)) to make sure you are aware. Numbers will be limited to around 15, so please let Cam know by email ([cam36023@yahoo.com.au](mailto:cam36023@yahoo.com.au)) if you are attending. The dyno run will cost approximately \$40-\$50 but that will include checking your AFR as well.
- Wed 7<sup>th</sup> Night Meeting**  
Guest speaker information see [www.volvovic.org.au](http://www.volvovic.org.au)
- Sun 11<sup>th</sup> Picnic at Hanging Rock**  
**Location:** Hanging Rock Reserve - near Mt. Macedon  
**Details:** Join other members of the Volvo Club for a great day out. We meet at the bakery in Woodend between 8-8:30 AM (take the Woodend exit off the Calder highway, bakery is on the left side of the road in Woodend just as you are getting to the end of Woodend). We'll leave Woodend as a group at around 8:45 and drive to Hanging Rock so we can all park together. It's important to be at the bakery on time or you will be left behind and you probably will not be able to park with the Volvos. Picnic at Hanging Rock is a huge car display day (THOUSANDS of cars of all makes/models/years) and a fun day for families. You can climb the rock, have a picnic in the park, enjoy entertainment, food vendors, and check out the cars. Contact Heino to confirm departure time from the bakery - further info at the February night meeting. For more info about the event, check out the web site: [www.mradmc.com.au](http://www.mradmc.com.au) and click on the Picnic at Hanging Rock link. Entry to the event is approximately \$15 per vehicle.

## March 2007

- Sun 4<sup>th</sup> British & European Display Day - Volvo Club of Victoria Display Day**  
**Location:** Flemington Racecourse.  
**Details:** This is the club's major display day, held in a great location. There will be people's choice voting in a variety of car classes, and a free BBQ for all paid-up members. Give your car a wash and show up before 9AM (time to be confirmed closer to the event) so we can get all the cars in position before the show opens to the public. Cars do not need to be in "concours" condition many people will be displaying their daily driver - the more cars the better! Cost is approximately \$12 per vehicle including all occupants. A great day to check out the Volvos and many other interesting classic British and European cars.
- Wed 7<sup>th</sup> Night Meeting**  
Guest speaker information see [www.volvovic.org.au](http://www.volvovic.org.au)
- Sat 31<sup>st</sup> Girls torque drag racing training day**  
**Location:** Heathcote Raceway  
**Detail:** See MOTORSPORTS REGISTER for more info.

## April 2007

- Wed 4<sup>th</sup> Night Meeting**  
Guest speaker information see [www.volvovic.org.au](http://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.**



**Injured wildlife?**  
Call RACV on 13 11 11  
RACV wildlife connect

# President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



## NOW HEAR THIS: Welcome to the Year 2007

Firstly Happy New Year to you all. We had quite a few events during December, which kept the committee very busy. We started with the traditional Tune Up day at Voldat on Saturday the 2nd, this was very closely followed by the Christmas presentation luncheon at the Waverley RSL. Around forty members turned up for a three-course meal and the trophy presentation, which was held after the meal in the members lounge. Everyone left with a Christmas present and well fed.

The December night meeting was once again held at Voldat with the annual end of year BBQ. This was well attended and we had a few new members show up on the day. The next event was the Llamas and lavender at Yuulong. As the temperature was going to be over 40 degrees we decided to take a "modern" along and we were not surprised when everyone else turned up in a modern as well (except for Greg who has aircon in the 1800ES). We even beat the Mercedes Club but

this was on a forfeit as they had another event planned for the date. Fear of bushfire was ever present and we all relaxed under the trees sipping refreshing cold drinks while keeping an eye on the horizon for signs of nearby fires. For most of you living in Victoria you will know the ever-present smoke has been with us for over a month now.



Our thoughts go out to all our members that are affected by both the fires and the drought. Many of our members are directly involved in the emergency services and we hope they remain safe and thank you for all your tireless work.

The last event for the year was the Winton Fun day and we had quite a few Volvo's plus a couple of 'ring-ins' with the Volvo Club. A great day was had by all and as

usual the Volvo's performed faultlessly. Towards the end of the day we were all surprised by the appearance of a 242GT based Sports Sedan. The car came out onto the track and appeared to have gear selection problems before it even went 100 metres. Many in the crowd made comments of "typical Volvo" but these were well and truly silenced when the car next appeared. It runs a mid-mounted V8 and the roar of the engine and the speed of the car was enough to silence all the detractors. It was easily the fastest car out there. We will endeavour to find out more about this car which turned up with the paint still wet and was transported in a very professional looking articulated bus converted to a race transporter.

I need to apologise to our Editor, Greg, as I have been tardy with my report and missed the magazine deadline. In my defence, we have had the house full for the Christmas holidays and have been unusually disorganised...

*Until next time*

*Heino Nowatzky*

*[Full Winton story in next magazine - stay tuned! Ed.]*

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# THE EDITOR'S DESK

Greg Sievert

03-9397-5976 (AH)

gsievert@tpg.com.au



## Out with the OLD, in with the NEW!

Here we are, ringing in another New Year. They fly by faster every year, don't they? I guess that happens with age (or new technology that makes us busier, or maybe Daylight Savings Time according to some Queenslanders - no offence!) Being the New Year, I find it useful to at least throw out some old junk (20-year old tax records and receipts, used radiator hoses and the like) as it makes me feel better. This year I'm well on my way to returning at least 2 Volvo bodies to the great recycling station in the sky (a.k.a. Sims Metals). The first is the blue 740HP Turbo body shell (pictured on this page). Over Christmas, I removed the final parts off the shell (not much was left, but I found a few useful bits such as rubber plugs, metal clips, etc.) and it is now ready for recycling. Unfortunately it's not as easy to have somebody pick up a body shell from rural areas (the car is located near Wangaratta at Wayne's folks' house) as it is in Melbourne. Hopefully for Shirley's sake (Shirley is Wayne's mum) they will come soon so she doesn't have to look



at the carcass out her kitchen window for all of 2007!

The second body to be recycled is the \$352 Ebay "special" red 1986 240 sedan (complete with "stainless steel" extractors and exhaust, custom "wood" dashboard trim and 20 km extra wiring for undecipherable electrical black

boxes). It's currently sitting at the factory in Mulgrave awaiting the removal of engine, transmission, suspension etc. With any luck, Heino and I will be able to arrange a collection day wherein several Volvos are removed from the factory after a thorough salvage of any usable parts.

So that's the old - what'll be the new in 2007? I suspect it will be more of the same - more work, less free time, and the ever-constant pressure to improve efficiency and reduce

structural cost. (How much money does one need to retire? Excuse my cynicism - I just had a faint recollection that I will have to go back to work on 8th January!) For the Volvo fans out there (and there might be a few reading this!) 2007 will bring some great new cars, including the new C30, the new C70, S80, and possibly more diesel models in the range. There are even more great things to come from Volvo based on the recently-released images and video of the XC60 show car (revealed at the North American International Auto Show in Detroit in early January). It looks like a great concept, and the assumption is that it will translate relatively unchanged into a production car (hopefully without the gimmicky dual-mode power tailgate though!) I'm still holding out for a C30 T5 when my winning lotto number comes up (do you have to buy a ticket to win? Oops!)

Here's hoping you and your family have a health, happy and prosperous 2007. Happy New Year!

Regards,



**VOLDAT AUTOMOTIVE**  
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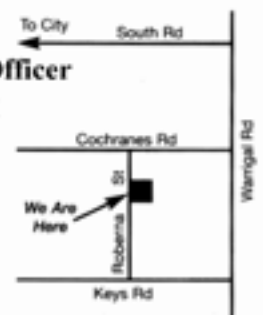
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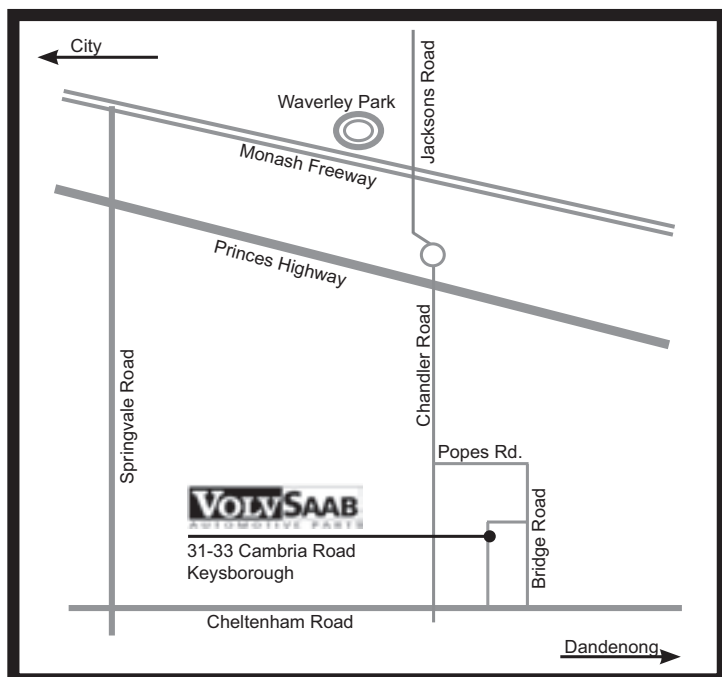
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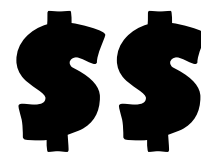
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**Monday-Friday 8.30am to 5.30pm**

**Saturday 8.30am to 12.30pm**



# Treasurer's Report



**Adrian Beavis 0402-203-437 (AH)**

## MONEY BUSINESS

As at December 7th the account balance was \$1735.04. (This includes a deposit by electronic transfer of \$60 for membership subscriptions which was not recorded in the books of the Volvo Car Club until December 10th. This amount is not included in the figures shown below. It will be included in the next Treasurer's report.) The account balance includes the cost of the Christmas lunch at the Glen Waverley RSL Club.

The following is a summary of the club's expenses and income for the period from November 1st to December 7th. (This is the time period between and including the November and December monthly meetings.)

## INCOME:

Advertising and sponsorship: \$195.00  
Magazine contributions: \$500.51  
Meeting donations: \$70.80  
Membership subscriptions \$660.00  
Payments for Christmas lunch (25 persons @ \$25 each): \$625.00

**GROSS INCOME: \$2051.31**

## EXPENSES:

Bank operating fees: \$12.20  
Christmas lunch, soft drinks and room hire: \$955.50  
Magazine production: \$720.01  
Postage and delivery: \$505.58  
Trophies for 2006 awards: \$267.05

**TOTAL EXPENSES: \$2460.34**

**NET INCOME: - \$409.03**

While we spent more than we earned during this reporting period, it is the time of the year where most money is spent by the club. In total - with the lunch, the tab on the bar for soft drinks, the hire of a room for the presentation and the purchase and engraving of the trophies - the Christmas function cost \$1222.55. Those 25 who attended the lunch (club members, spouses, friends and lovers, or combinations of each of these) paid a total of \$625. Thus the day cost the club \$597.55.

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

*Adrian Beavis*

# Membership Report

**Wayne Bowers - - - - 03-9397-5976 (AH) - - - - waynebowers@unite.com.au**



Hello Members,

Thank you to all the members that have updated their membership information on their renewal forms. To help reduce costs we are no longer sending out membership cards and receipts directly back to members. We will now send your membership card and printed receipt with your next magazine. This may mean that it takes longer for you to get a receipt. To make this process easier we will be including a self addressed envelope with your printed personalised renewal form (postage required). We are also looking at the possibility of members being able to pay membership fees by direct deposit - so stay tuned.

## New Member List

A big welcome to the following new club members who have joined the Victorian club over the past few months:  
Graeme & Kareen Berry (C70)  
Richard & Gwendoline Griffin (244)  
Owen Thompson (740GL)  
Girius Antanaitis (850R)

## Membership Status

Number of members: 164

Number of non-financial members

(membership outstanding): 11

Number of current financial members:

153 (Outstanding! Thank You!)

## Club Permit Scheme (CPS) for Victoria

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

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

AOMC recommends that the permit holder take a conservative position!

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

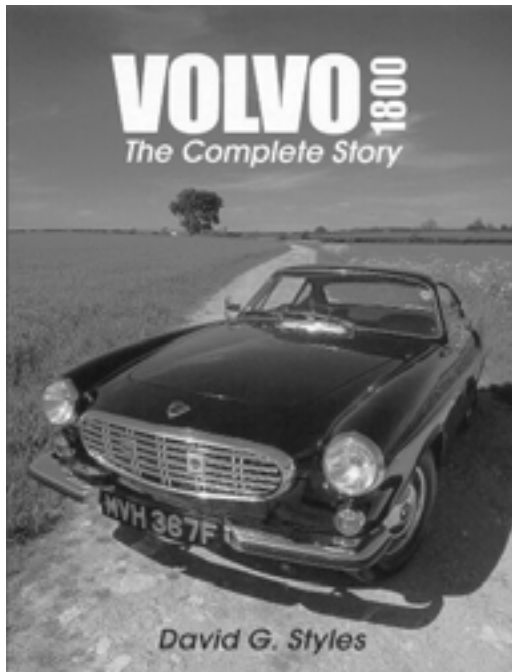
- Fines for driving an unregistered vehicle, or
- Loss of your individual Club Permit, or
- Loss of your club's authority to operate the Club Permit Scheme, or
- Cancellation of the Club Permit Scheme for all enthusiasts.

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

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



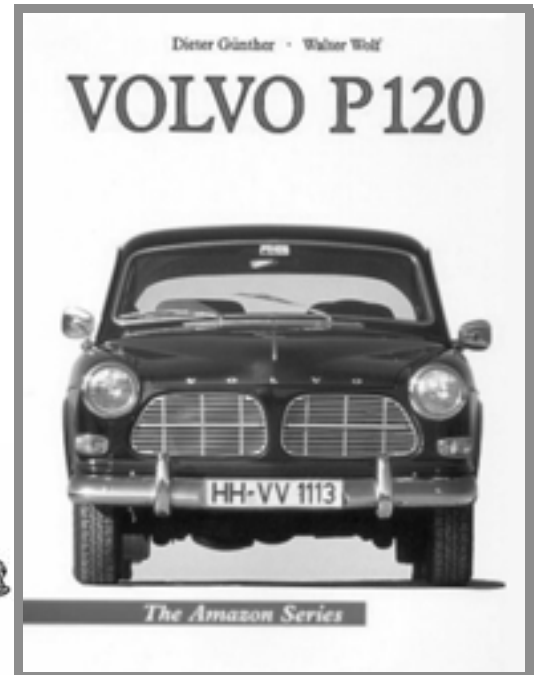
# VOLVO BOOK OFFERS



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inc. p&p



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

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

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

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

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



# The 1800/120 Pages

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

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

## Outgoing President's Report 2006

It has been a fairly quiet year. We started with our annual breakfast at Daisy Hill, which was well attended as usual. Special thanks needs to go to Ian Beiers for his special skills in organising cover for the BBQ as it was quite a wet morning.

The rally at Inverell then took up a lot of time as our club was the host. All who attended had an excellent Easter Weekend. Special thanks again to Rex and Edith Sneyd for all their hard work and to our Technical Advisor, Peer Skaarup, for his generous donations which were used as prizes in the multi raffle.

I was then on leave for a few months ex-Brisbane and very little happened club-wise. An excellent 'boy's day' was hosted and sponsored by Peer at his workshop in late October. This was well attended with several 120s and 1800s in attendance. I was at my eldest's wedding in Port Douglas and unfortunately was not able to attend. Hopefully, this looks like becoming an annual event.

Many thanks to the outgoing committee and all the best for the incoming committee for 2007.

*Graham Jones*

## AGM & New President's Report

The Volvo 1800/120 club held its AGM on 3 December 2006 at the picturesque Eagle Heights hotel in Mt Tamborine.

There is a new committee for 2007, being the following persons:

President	Robert Bakker
Vice President	Graham Jones
Treasurer	George Minassian
Secretary	Vicki Minassian
Events Director	Maida Skaarup
Technical Advisor	Peer Skaarup

I am sure that all members extend their thanks to the outgoing committee.

I am proud and excited to be the new club president. I have previously served on the 120 club (in the old days when there were two clubs). Volvo has

been a lifetime passion for me, and I am the proud owner of a pristine fleet.

These are my aims as president of the club:

- To restore enthusiasm amongst owners of 1800/120s for their cars;
- To establish a series of core events each year that members will look forward to participating in;
- To have events in association with other car clubs so that there are always events to look forward to;
- To increase the membership of the club;
- To reverse the downward trend in values of our cars (1800s in particular);
- To improve the network amongst members for technical support and supply of parts.

The next event will be the Daisy Hill Forest breakfast on 11 March 2007 @ 8am. Maida will be working out the details for the event, and it will be a wonderful event to look forward to. Of course, the club will be providing breakfast for those interested, and I hope that you, the members, will provide a sparkling collection of our beautiful classics for display.

All readers are in some way interested in Volvo. If you know someone who owns an 1800/120 who is not a member, or has not been a member for some time, we would all benefit from you making that extra effort to have them join/rejoin our club.

If you are selling your classic, tell the new owner (who will probably be tickled pink by his new pride and joy) about our club. There will be lots for him to benefit from in being a member. Our AGM brought home the point that ALL members are important to the club. Associate members can be ANYONE who simply loves the Volvo 1800/120! So even if you don't own an 1800/120, you are still very welcome to be part of our club.

Remember, the club is all about people, just like you, who have a common interest, that is their Volvo car(s). You are welcome to take advantage of that to whatever extent you like. The old adage rings true; you get out of it what you put into it!

I would dearly love to hear from any members who have any suggestions

for our club, or who just want to boast about their car, or have a technical question (I have rebuilt many Volvos too!!). I can be contacted after hours on (07) 3283 8067, or via email on [robert@robertbakkerlawyers.com.au](mailto:robert@robertbakkerlawyers.com.au).

I can't wait to hear from members or potential members and to see new cars at club events, or at any other place you care to mention!

*Robert Bakker*

## 1800ES Fuel Pump Question from Canada

Hi Greg:

I read an article in your newsletter a year ago or so on the restoration of your 1800 ES, or at least I think it was yours.

In the article it referred to replacement of the electric fuel pump with an alternate from a Ford or Holden or something. Does this ring any bells?

I would like to find an alternate to the Bosch pump as they are atrociously expensive and that single O-ring seal where the electrical connection passes through the body of the pump is just stupid. The seal leaks and you throw away the pump for the sake of a 25 cent O-ring.

How did you go about researching the alternative?

Attached picture is my ES.

Cheers

Gregg Morris

Editor - Volvo Club of BC Newsletter

*[If anyone has any info regarding the fuel pump swap noted above, please contact Greg Sievert and I will pass the info on to Gregg Morris. I vaguely recall reading about it but I can't find the article!]*

## Volvo Club Member from Japan

It's great to know that our club has members from

overseas as well as all areas of Australia. Member Kazuhiro Torikai from Japan recently sent through a photo with his change of address. It looks like there are a number of beautiful 1800's in Japan! Thanks for the photo!



# volvo downunder spares

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*[I received an email from Kevin Greenaway regarding the publication of his new book. Many club members know Kevin, and may be interested in the book, so please see info below. Good luck with the book Kevin - I shall have to order a copy! Ed.]*

## THE BANK MANAGER WANTS TO SEE YOU

At last, after almost three years of hard work and gaining a whole new respect for authors, I have finished writing my memoirs, **'The Bank Manager Wants to See You'**. The finished copy is A4 size, contains 340 pages, 150,000 words and in excess of 300 photos and illustrations

It begins with a brief family history and then evolves into social history. I've recorded memories of growing up in the forties and fifties and through my twenty-three year career as a bank officer/manager with the Commercial Banking Company of Sydney. I worked throughout Victoria and New South Wales in seventy-nine different branches, including small country towns where I met many interesting 'characters'. I've also included Australian history, amusing incidents and details of appliances now considered antique, and long forgotten methods of doing things.

Reviews of my book appear to indicate that it has general appeal, especially to people of my era who can relate to the events described and it will, I hope, give later generations an insight into what life was like in an earlier and quite different era.

Some reviewer comments:

*"He demystifies banking..... a very interesting yarn.....easy to read..... well illustrated.....most absorbing.....anecdotaly funny.....succeeded admirably.....an entertaining read.....sound archival references.....often amusing..... informative and nostalgic.....I thoroughly enjoyed it..... this is really 'The way we were'.....start reading and gain immediate empathy with the author.....encapsulate for history Australia's coming of age..... a must read..... reminding you of your own upbringing..... etc."*

I have self-published the book and limited copies are available direct from me for A\$30 plus postage A\$30 to Europe by airmail or A\$16.50 by sea mail. Please note - Credit card facilities are not available.

## The Bank Manager Wants to See You.



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## **VCQ COMING EVENTS:**

### **Sunday 21st January 2007 -**

Australia Day Barbeque at Queen Mary Falls. We will be meeting at the Boonah Information Centre at 10am and travelling together to Queen Mary Falls. BYO meat etc for a barbeque. See notice below!

**Sunday 11th March 2007 - Spit Roast** lunch at historic Apollonian Hotel, Boreen Point. We need to know how many will be attending. Please RSVP to Helen by 3rd March 2007.

**Sunday 22nd April 2007 - Tech Day** at Brad's house, Wamuran. Further details closer to the event.

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

## **NOTICE: Aust Day Barbeque - 21st Jan 2007**

Members are urged to attend this meeting as we will be having a formal discussion regarding the 2008 Rally which VCQ will be hosting. A few ideas have already been put forward but we need to start making formal arrangements. A sub-committee will

# **The VCQ Pages**

**The Pages dedicated to the Volvo Club of Queensland**

be generated to organise the event and members are strongly encouraged to participate. If you're worried you'll be burdened with a huge job, don't be. But we need people to help out both in preparation and during the rally. Please let's not leave the job to one or two people. The Rally will be held in Toowoomba so if you know of a good tourist attraction, restaurant, etc in the area please put forward your ideas. Let's make 2008 the best rally yet!

Also, at this meeting we will be having our AGM elections for club committee positions. If you'd like to be more involved in the club this is your chance!

## **New Members Welcome!**

Brian Speakman - 262C

Wayne Jones - 740T Wagon

## **Gold Coast Xmas Party**

November 19 was a lovely sunny day, perfect for a Volvo club picnic lunch outdoors to celebrate the coming festive season. In attendance were Helen & Grahame (740), Brad (940), Vic & Eunice (740 Turbo), Terry & Gaye (242GT), Wayne (740 Turbo Wagon), Chris & Jennifer (164) and Gus & Lyn (S90). The Evandale parklands are on the banks of a canal and we found a nice, shady spot where we discovered a new spectator sport - watching people get booked by the water police for

going too fast on their boats and jet-skis, "Here comes another one, will they get him? Will they? YES!!!" We had a brief formal meeting to discuss events for 2007 (see elsewhere) and people started heading home around 3pm.

## **GLT Car Centre Open Day**

On Saturday 21st October 2006, GLT Car Centre at Capalaba held an open day. Around 40 Volvo's were on display during the day from 1800/120's to the new XC90 D5 and all models in between. Mark Richardson from VP Tuning was there with a display Volvo Merchandise including scale models, T-Shirts, Key rings and various suspension components. Peer and his staff were excellent hosts for the day, making everyone feel welcome. Two 850 Estates were brought into the workshop and 2 groups of 4 people competed to see who could perform a tyre change (from front to back), a brake pad change and a re-fuel in the quickest time. Unfortunately real petrol couldn't be used (Health & Safety and all that) so instead the teams filled up the washer reservoirs instead. But the containers of water were tied to the backs of the cars so team members had to invent ways of getting the water to the front of the car. Ultimately, the "old and experienced" team beat the

"young and inexperienced" team. Their prize? Alcohol of course!

There was also a "Show n Shine" held with 3 categories and the results are below.

There was a fair amount of interest in the club from those present and we gained some new



### **GLT Show-n-Shine**

<i>Category</i>	<i>Winner</i>
Best 1800/120	Paul Scholz - 1970 P1800 E
Best Rear Wheel Drive	Brad Wightman - 1991 940GL Sedan
Best Front Wheel Drive	Kent Beecham - 850 R Sedan

members (see elsewhere) and hopefully others will join soon. Overall, it was an excellent day that was enjoyed by everyone. Hopefully it can be an annual event. See pictures below - more pictures on the website.

### ECU upgrades by VP Tuning - Mark Richardson

After a long year waiting and emailing back and forwards with Andrew Triggs and Kent Beecham an arrangement was made to get as much guys/girls together for an ECU re-program on their Volvo's so that it would be easier for me to go to Brisbane then for them to send the ECU's down to Melbourne. Well on the 18th of October it was finally the time to fly up to Brisbane and meet all friends

again that I met last year on my promotional tour.

The first few days I spend meeting up with contacts from Toowoomba till the sunshine coast and Brisbane area.

I always seem to have not enough time when doing these sorts of things as people are always interested in talking about Volvo so a listing ear is all you can offer...meanwhile the time "ticks" and calls for the next appointment made that it will be a bit later.

But I managed it all, with new contacts made and hopefully also new products, made in Australia.

The Friday evening/ night was going to be the ECU tuning time at Kent's place who kindly lend his neighbourhood for some serious Volvo

testing. (Hope we didn't keep any one awake!!)

We had the Triggs family over with 3 cars and Kent's 850R. After hooking up some test equipment (boost gauge) we did a first run to check the settings on the cars.

We had four guys in the car doing these tests as nobody wanted to miss anything, which was...crazy really

I had a test procedure we went through and readings were noted, well we tried to remember them really.

After the programmer did its work and downloaded the stage 2 software we went for the second run doing the same test. The results...speak for themselves personally, and I hope the guys feel the same.



## GLT Car Care Centre Open Day





There was some minor adjustments that could have been made to the wastegates to get the boost MTE suggested but we opted to leave them for now and have fun doing the upgrades.

All cars gained a fair bit of grunt with the best improvement (personally speaking) the 850T-5R from Mr. Triggs which was a standard Volvo without any mods done. The car was so "happy" to drive, smooth, responsive a real pleasure.

The next day Peer from GLT car centre opened his doors to us, where the two Qld based Volvo clubs already had set up camp before Kent and I arrived.

Sometimes you think you are going to be the first one....think again, right! Anyway I set up the table with my Volvo merchandise while Peer was still arranging things in the workshop.

It was another great day with activities planned and nice prices to be won. The only Volvo dealer in Brisbane kindly put the XC90 diesel on show while some other suppliers had parts on show too. Met a lot of known and new faces again with another great turn out of people and cars.

The Queenslander likes to be out and about for sure.

I personally had to leave early at 3 to catch the plane, sorry guys, but next I will take more note on the departure time as I always feel that I haven't talked to everyone.

My thanks to Peer and family and the Qld Volvo clubs for having me over again, I fully enjoyed it and will be back again and hope to spend more time.

*All the best,*

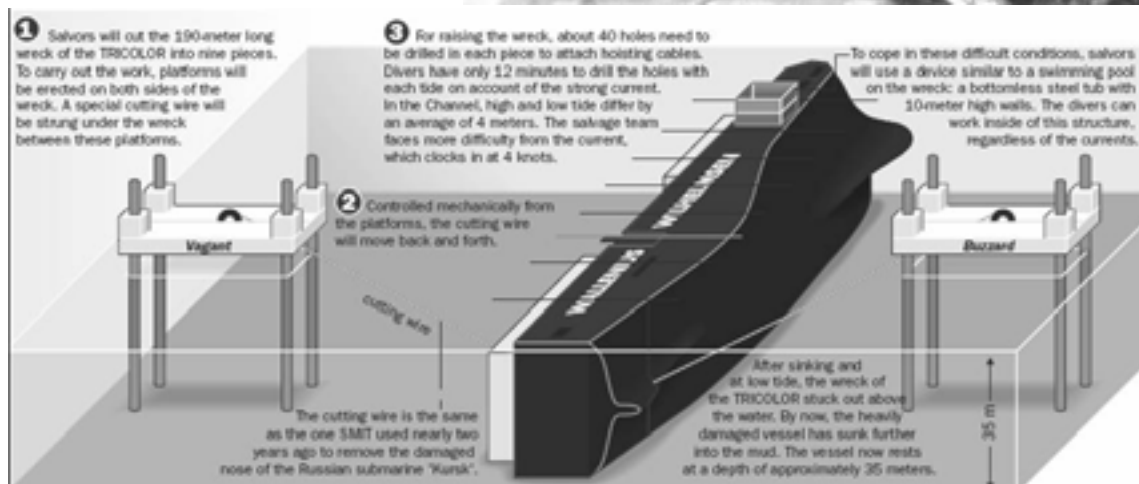
*Mark Richardson of VP Tuning.*

### **Salvage of the ship "TRICOLOR"**

The Tricolor was a car-carrier ship owned by the Wallenius Wilhelmsen line. It sank in the English Channel on 14

December 2002 after being stuck by another ship. Onboard was a large shipment of luxury cars, including many Volvos. Obviously, the cars had to be scrapped! The ship was eventually

salvaged (for metal) by a consortium of marine salvage companies. It was a huge undertaking involving special salvage equipment. The ship was basically cut into segments by a huge



cable (using a back and forth motion controlled by rollers on a platform on each side of the ship) and loaded onto barges using cranes. As you can see from the photo, the cable cuts clean through the entire ship, including any cars inside! Not even a Volvo will stand up to that. Detailed info is available on the web site [www.tricolosalvage.com](http://www.tricolosalvage.com)



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**NOTE:** All SA Club-related Magazine  
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craig.s.rasmussen@team.telstra.com



# The SA Pages

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

**2007 Events:**

See next page for the 2007 South Australian Club meeting schedule and events.

**HAPPY  
NEW  
YEAR!!**

**Sunday 26 November**

**2006 - Car Club Christmas Lunch**

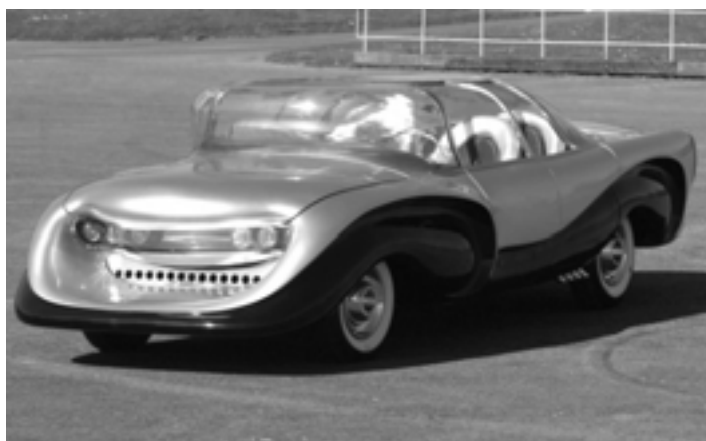
A total of 55 members attended the Christmas Dinner this year. It was a great time to catch up and enjoy each others company and tales of the year gone by.

A very special thank you to Santa's helper Helen for ensuring Santa arrived on time with gifts for all.



**2006 Christmas Lunch with Santa**

Last edition's mystery car (submitted by John Todhunter) was a Triumph TR-X. Only 3 were ever produced (1950) and 2 are known to survive. It was a 3-seater convertible based on a Vanguard chassis. It had a double-walled alloy skin, with the hydraulics sandwiched between the two layers. Notable features included pop-up headlamps, hydro-electric (dam! or is that DAMN!) assistance for the overdrive, seats, windows, roof and radio antenna. Twin carbs provided 72 hp for a top speed of 90 mph. No guesses!



**World's UGLIEST CAR?**

If anyone doesn't agree, have your head examined! This is also the Mystery Car for Jan/Feb 2007. Enjoy! Probably not too challenging as you will be able to find it using Google (you may also get a picture of the Ssangyong Stavic!)

# SA CLUB EVENTS CALENDAR 2007

## VOLVO CAR CLUB OF SA 2007 CLUB MEETINGS

**MARCH**  
9<sup>TH</sup>

**Club Meeting**  
7.30pm – Glandore Community Centre

**MAY**  
11<sup>TH</sup>

**Club Meeting**  
7.30pm – Glandore Community Centre

**JULY**  
13<sup>TH</sup>

**Annual General Meeting**  
7.30pm – Glandore Community Centre

**SEPTEMBER**  
14<sup>TH</sup>

**Club Meeting**  
7.30pm – Glandore Community Centre

**NOVEMBER**  
9<sup>TH</sup>

**Club Meeting**  
7.30pm – Glandore Community Centre

An Events Committee meeting will be held in January. A full itinerary will be published in the next magazine with a copy posted to all members.

Ken  
John & Joan

(08) 8293 2784  
(08) 8294 3183

Tricia  
Chris

(08) 8248 5081  
0409 678 044

## EVENT FOR FEBRUARY 2007

**FEBRUARY**  
25<sup>TH</sup>

**Picnic at Freemont Park**  
Corner Main North Road & Yorktown Road, Elizabeth Park  
Meet in the first carpark on Yorktown Road at 10.30am  
BYO Picnic Lunch  
Make this a time to relax, enjoy the surrounds and catch up with other club members



# Victorian Events Coverage

## Cars of the World - Queenscliff

29 October 2006

For the first time this year, several Volvo club members attended the Cars of the World display day at the fort in

Queenscliff. The event is a charity event held to benefit Retina Australia. This year, there was a starting point in Williamstown on the Sunday morning. At the start point, cars began to gather around 7:30 AM, and a BBQ was provided by the organisers for a

reasonable fee (delicious bacon & egg sandwiches! Mmmm!)

From Williamstown, the cars departed at around 8:30 AM for the freeway run down through Geelong and on to Queenscliff for the display. By the time we arrived at Queenscliff,



Cars of the World

## Historic Fort Queenscliff



the show field was already nearly full, so it was a tight squeeze to get into the designated parking area for the "Sweden" country class. We had a couple 242GT's, an 1800ES and a non-member brought a 122. The final car representing Sweden was a relatively new Saab convertible (which took out the concourse win for the class seeing as it was new!) The organisers promised a larger display ground for next year's event, and they anticipate even more cars next year.

There's a lot to do on the day in addition to checking out the wide variety of cars. During the day, there are several demonstration cannon firings of the historic guns at the fort. The fort's historical museum is also open (gold coin donation) and has much memorabilia depicting the history of the fort. Food vendors are on site, or you can enjoy a picnic lunch. We also watched several ships entering the bay through the heads. Overall, it was a good drive and a great day out. We hope to have a few more Volvos in attendance next year.

## **November Guest Speaker: Lars Nyborg 1 November 2006**

It was a great honour to have Lars Nyborg - Engineering Director Ford Motor Company of Australia as our guest speaker at the November night meeting. Lars was formerly the Director of Vehicle Dynamics and Active Safety at the Volvo Car Corporation, and has over 25 years of experience at Volvo and Ford. He began his career at Volvo in 1981 as a chassis engineer (working on tyres), after graduating with a master's degree from university in Gothenburg. At that time, he sold his first Volvo (an

Amazon) and upgraded to a 240 Turbo.

This was during the development period of the 760. Lars commented that there was a lot of discussion about the new 760 within Volvo, with some Volvo engineers thinking "Oh dear, this is a crisis" when they first saw the angular styling of the car. It was designed to suit the US market, which is one of the key markets for Volvo. Ironically, it didn't do too well in the US, but it was very popular in Europe. In this case, the product planners got lucky! The 760 spawned the Bertone-designed 780 Coupe, which was supposed to have had a turbo V6 engine. Unfortunately Volvo were unable to resolve overheating issues with the turbo V6, so the car went into production with a naturally-aspirated V6 and later the turbo 4-cylinder engines.

In 1989, Lars was a manager in the chassis department. There were 2 distinct teams - one working on the P7 platform (the "current" model 7-series and 9-series) and other working on the revolutionary P1 platform (what was to become the 850). The Volvo 850 was the biggest industrial project undertaken in Sweden - EVER! There was a lot of emotion within the company (front wheel drive vs. rear wheel drive.) Fortunately, the 850 was a big success for Volvo. There was to have been a new RWD platform, but it was cancelled due to the pursuit of a merger between Volvo and Renault.

Why did the Volvo/Renault merger fail? Some of the reasons were: Engineering were generally not for the merger (probably like a lot of engineers - fear of change?) Renault could not understand the Volvo safety philosophy ("Safety beyond stars" as Lars describes it). Everything at Volvo had safety

inborn - it was not an extra or a nice-to-have. Because Volvo was run by a Safety guru, that probably didn't help with the merger! Ultimately, the merger failed, and Volvo was left with no new product plans (all they had was the 850 platform). It was a terrible/scary time for the company.

With no new model plan, Volvo put all their efforts into developing a 10-year plan, which included the new S80 and S/V70 models - all done in a very short time period. Engineering was totally reorganised, with the goal being to deliver the new strategy to plan. Safety was a given, but they also had to reduce the new model development time by 30-40%. It was the new standard at that time - and a lot of hard work and passion went into the program by all involved.

In 1995, Lars went from the chassis group to the test department, a group of about 280 people who performed all vehicle tests. This was also about the same time of the Nedcar joint venture with Mitsubishi. The S40/V40 was to be named "S4" but Volvo found out very late that the name was protected by Audi. This resulted in a last-minute change to Volvo's entire naming strategy - not something to be looked upon lightly!

In 1996, the 850 AWD was developed. The project was basically dreamt up in a weekend "kitchen" conversation. It was never meant to be a large volume selling model - in fact it was only originally intended to be sold in volumes of 4000 per year, but this turned into 20-30,000 per year when the car was introduced. This caused huge issues for suppliers and Volvo alike, as nobody had predicted the huge success of the concept.

There was a lot happening at Volvo in those years. The S80 was in the

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final phases of development, and Volvo had embarked on a joint venture with UK engineering firm TWR to build the C70 coupe. The C70 was developed in about 2 years, and was a huge challenge for TWR and Volvo to ensure the quality of the car was up to Volvo standards. Incidentally, when asked, Lars said the C70 convertible (original model, not the new hard-top convertible) is the most beautiful Volvo in his eyes.

Getting back to the S80 - this was an enormous undertaking for Volvo. The car had a (world first) new high-tech electrical system using multiple computers interlinked (multiplexing) to reduce the amount of wiring in the car. Signals could be sent between computers and modules along the same wire, reducing the need for multiple wires running between each computer and module. Teething problems with the new system could lead to odd problems, such as you try to adjust the seat, and the window goes down instead! It was all computer stuff, and the technicians had insufficient training to deal with the issues. It led to a few uncomfortable test trips when testing in winter and the windows and sunroof opened and wouldn't close, and the temperature was minus 35C! Even with all the problems and new computer systems, the S80 was introduced to plan and quality in 1998. Whew!

In 1999, Ford Motor Company bought Volvo Car Company. Fortunately for Volvo, it was a very gentle transition (in fact, Volvo almost

didn't notice anything had changed!) They had learned from the Renault mistake.

In 2000, Lars became Deputy Vice President of Vehicle Engineering. At the time, he spent half his time working on the development of synergies with Ford. Obviously, investments in automotive development infrastructure such as wind tunnels and crash test labs run into the billions, so it made sense to rationalise the Ford and Volvo expenditures. Around the same time, the V70XC and S60 were introduced, to put things into historical perspective.

In 2002, Lars moved back into the Chassis area, when he became Director - Vehicle Dynamics and Active Safety. This began the era of new safety innovations such as dynamic stability control, brake and steering intervention, etc. Many of these new state-of-the-art technologies are being rolled out in the all-new S80. The complexity and interaction of these new safety systems mean that not every situation can be physically tested in the safety test lab or on the test track, so many of the testing is done via computer modelling.

In 2002, Volvo recognised the lack of a 4WD SUV in the USA as a huge potential market. Unfortunately, they couldn't get it through because the business case didn't seem to stack up with the predicted volumes. The only way they could get the program approved was through some creative bookkeeping! Fortunately for the company and management, the new

XC90 was introduced and became an immediate success and profit-generator. Predicted volumes of 40,000 per year became 90,000 per year in reality, which again caused huge issues for suppliers (who had only planned on 40k per year!)

About the same time, the new C1 platform (co-developed with Ford) spawned the new S40/V50, and the upcoming C30 and new C70.

In 2004, Lars moved to Ford Australia as the Engineering Director. He's enjoying the new experiences in Australia (for example the differences between the Australian and other markets when it comes to ride & handling/chassis dynamics) but he will eventually be going back to Volvo when his contract with Ford ends. He said he's not in a real hurry to return!

Thanks again Lars for your enlightening and frank discussion with the Club - we welcome you to join us at any time. Thank you also to our secretary and Ford employee Justin Chiew for making contact with Lars and inviting him to be a guest speaker.

---

## **Election Day Display - Bell Primary School 25 November 2006**

Peter Soko invited Volvo Club members to display their cars at the Bell Primary School fete on Election Day. The fete organisers wanted to have a car display, along with the usual fire truck for the kids to look at. We had about 10 cars on site, and we had many





favourable comments on the cars. It was a good location, and we were able to check out the various vendor stalls at the fete. There was good food, music, face painting for the kids, etc. The Australians amongst us (ie. most in attendance!) also did their civic duty and voted for their favourite politicians once the queue reduced in length. See note of thanks from the organiser below.

*Hi Heino,*

*I wanted to thank you and the Club Members for your contribution to the Fun Day and especially for helping me out with the gate. (As you could probably see I was stretched to capacity). I hope it was a successful day for your members and they got plenty of interest in their vehicles. We raised a record figure on the day (clearing approx \$15000.00) and having events/displays such as yourselves helped keep people there (and spending). Please pass my thanks onto all Club Members who came.*

*Kind regards,*

*Jodee Chrystal*

*Bell Primary Fun Day Coordinator*

## **Voldat Tune-up Day**

**2 December 2006**

The annual Voldat Tune-up Day was well attended as usual, and the weather was fantastic (not too hot, not too windy, no rain, etc!) A big thanks to John Johnson and Mark Richardson for checking over the cars. It was a good chance for members to have their cars



inspected prior to any holiday driving (the last thing you want is a breakdown on the way to Christmas dinner!)

## **Christmas Lunch & Awards Presentation**

**3 December 2006**



We had a repeat of last year's format for the awards presentation, again having a Christmas Lunch at the Waverley RSL. After a tasty 3-course meal, we moved into the function room for the awards presentations. Heino did a good job of keeping the crowd entertained, even if he did have to remind people to pay attention to the awards and stop looking at the door prizes! Dion Nowatzky was awarded the attendance award - a credit to Dion as he now usually brings his own car (immaculate V70) instead of "just" tagging along with Dad. After all the trophies were distributed, the ticket numbers were called out and everyone went

home with some sort of prize (ranged from free services, Volvo paraphernalia, oil filters, watches, pens, etc.) A big thank you those individuals and business who donated prizes this year.

## **Club BBQ at Voldat**

**6 December 2006**

As per our usual tradition, the December night meeting was held at Voldat, and the club provided a gourmet BBQ for all members in attendance. This year we had record numbers, and the festivities lasted well into the dark. Thanks to the cooks (Heino, Wayne, Dion) for keeping the masses well-fed. This year we even had some kanga-bangas for the more adventurous (or health-conscious, as they have virtually no fat compared to traditional sausages). In addition to the Volvos in attendance, the automotive "boffins" in the club showed up with some other marques. Justin brought a new Ford Focus, and Greg brought a new Holden Statesman (with 6-litre V8). Everyone who saw it agreed that the local manufacturers are improving quality greatly (and loved the sound of that V8!), and the Focus was very impressive to drive (good news for the new Volvos based on the Focus platform - thanks for the test drive Justin!) It was a great way to wrap up the year with our Volvo Club friends.



## National Rally Musings - Thorben Hughes

### PLANNING

Some time last year over dinner with my good friend, Alan, the conversation got around to The National Rally in Inverell and we arranged that he came along as my co-driver to experience the trip and a Volvo Car Club event.

Just a few weeks before I had given in to the temptation to acquire a replacement for the 1980 Volvo GT that I wrote off in an accident six years ago. I thought that it would be fun to make a long trip in it and see how its rebuilt motor performed. However, another temptation came into sight! Idly reading the Trading Post during the post Christmas holidays my mother observed that there was a white one of those 240GL 20-year anniversary wagons that I had been talking about for sale. I thought: Ah It will be sold or it will not be any good. Not one to resist temptation I rang up anyway. It was just what I wanted and even better nobody seemed keen to buy at that time, so I made an offer and it was mine. Within a few months I suddenly had two new cars and the agony of choosing which one to drive to the rally. The wagon beckoned with its cruise control and lots of luggage space and as nobody knew about it would also be a surprise, when I turned up in it at the rally. So the wagon it was.

### PREPARATION

As the time approached I got down to organising a few cosmetic jobs as well as window tinting, LED side-lights, detailing, driving lights, rear blind, cargo barrier and a nice number plate frame. My thanks to my friend, Martin, for help and use of his shed, also to Bilia for recommending Brett from VIP Tinting and to George and the guys

from One Stop Car Detailing. Last but not least many thanks to the guys at Volvonly for their advice and assistance.

### ROUTE

We set a motoring theme for our trip. All our overnight accommodation was pre-booked, so we had to keep to our schedule. We decided to stay off the main highways and do a large loop taking in Victorian and NSW country towns and visiting the various motoring museums along route. Other places of interest along the way were "The Dish" at Parkes and the Australian Museum and The National Film Archives in Canberra.

### ECHUCA

The day of departure had finally arrived. I arrived at Alan's place and parked outside. He looked around for my car, thinking I would be driving my red wagon. I told him the trouble with red is that it fades! He was very happy with the change though.

We were now off to our first destination, which was Echuca on the River Murray. By 9am we were on the ring road out of Melbourne heading north on the newly constructed Craigieburn by-pass, which was a great time saver. By mid-morning we had a rest stop at Wallan with nice coffee at a bakery and then on to Echuca. On the drive to Echuca along main country roads, we noticed how dry the countryside had become. On arrival in Echuca we dropped our gear at High Street Motel (Budget Chain - very nice) and headed off to Rafferty's Motor

Museum and afterwards the Holden Motor Museum, both of which were terrific. There were many unusual vehicles like a 66 Chevy Impala Convertible and a Chevy 66 Impala Sedan found by its previous owner in a suburban street unmolested and completely original. The Holden museum had many wonderful examples of the Holden Marque on



display with even the protective seat covers and a very nice example of a 48 FX Holden with accessories, which was the first Holden made here. After visiting the museums a walk along the old Wharf, which in the past had been a hive of activity, was just the thing to work up an appetite for dinner. We had a big day ahead of us in driving to our next destination.

### PARKES

The next day we said farewell to Echuca and left at a reasonably early hour to give us enough time to visit the Parks Telescope (The Dish). Well that was the plan. We had a stop for petrol at Cobram and another for coffee at Narrandera. Coffee in a small town is very relaxing. Again the dryness of the countryside was very noticeable. It was also getting warmer. Keeping up the pace with only a very brief lunch stop and refuelling in Forbes we started noticing some nice old classics cars, which were travelling in the same direction as us. One particular vehicle that caught our eye was an Austin and Alan remarked that it looked pretty original. As we got closer to Parkes more classic vehicles started appearing like an MGB sports convertible, Valiant Chargers, XY Falcons and lots of English classics. This was an unexpected bonus trip down memory lane and made me recall the Morris Minors and Minis of my sixties childhood. In the early afternoon we were approaching West Wyalong and suddenly noticed quite a few old Volvos driving along. As we got closer to town I noticed a particularly nice red P1800 with terrific wire wheels and I remarked to Alan what a nice example it was. I then realised that it must have been Lance & Pam. I was all set to stop, but my diligent navigator reminded me that we had a schedule to stick to and there was no time for stopping to chat. Just as well we didn't for later on massive road works slowed us down



and it was late afternoon when we arrived at Parks with just enough time for The Dish. That was the highlight of the day. We took our cameras with us and made our way to the visitors' section with just 30 minutes to go before closing time. It was a fascinating place with old TV footage of the Apollo Space Program which Parks played a vital role in. Among various displays, the piece de résistance is the dish itself. It is a big dish about the size of two B double semi trailers. We made the most of our 30 minutes and took some quick photos. So glad we made it. When we were filling up with fuel for the next day who should happen to come up along side us but Ken Bailey from the SA Volvo Car Club. It was evident as we got nearer Inverell Club Members would be thicker on the ground.

#### INVERELL

The next morning we set off quite early so that we could spend some time in Armidale and maybe visit Ceders Lane Garage. At mid day we had a lunch and fuel stop at Gunnedah and next stop would be Armidale. By early afternoon we had passed through Tamworth famous for its country music festival, golden guitar awards and the big guitar on the outskirts of town. Still very dry countryside and it wasn't till we got further north that things started to improve. Just as we were about to approach Armidale after a steep climb I noticed that the volt gauge was acting up so we lost a bit of time in finding an auto electrician to check the electrical system, which fortunately, apart from the volt gauge, all was in order. To our disappointment Ceders Lane was about to close up for the weekend so instead we had a quick look around the town. We decided to turn off at Guyra, as this would be a slightly shorter route. By 5:30 pm the light was just about fading away but we managed to get through the forest section and well on our way to our final destination. At 6.00 pm we

were checking in at our motel, where no other club members had so far arrived.

The next day we had a look around town, registered at the visitors centre and took some photos of the town's many wonderful old buildings and of the wagon between the old courthouse and the police station. Back at the motel we found that club members had started arriving and the car park was getting rather full. After a brief rest it was time to make our way to the welcome dinner at the Inverell Club, where a fine Greek spread was put on. The building had lots of character with lovely high ceilings and open fireplaces. I caught up with some old friends and introduced my friend Alan to the Volvo Car Club and Lance Phillips president of Volvo Car Clubs of Australia. The Rally Director who was also the MC for the night gave a very amusing and informative speech. It was a wonderful night of socialising and enjoying a delicious meal.

The next day we set off for a leisurely drive up to Copeton Dam and stopping off for morning tea along the way. It was a very impressive drive across the dam where you could see water stretching out for miles. Once we had all arrived and the cars were parked in their respective places it was time to relax and have a chat amongst friends and view the wonderful collection of vehicles before having lunch and listening to a talk about the dam from one of the locals. After a further look at the vehicles on display we headed back to Inverell to give the wagon a quick wash and then dinner at the Transport Museum. On the way there I almost had a brief encounter with a fence post. On arrival we found a spectacular venue and how fitting it was to have our dinner in this special place created by the locals and many volunteers. There were some very good examples of



vehicles displayed. One of the stars was a really nice 122 complete with an advertising poster featuring it and a beautiful Rolls Royce, which we rather fancied. An old route master double-decker bus and an AEC bus reminded me of when I was a kid going to school. There was even an example of my very



first car, a shovel nosed Toyota Corona. In fact there were so many vehicles it would be hard to decide which one to take home. If you haven't been, put it on your list of musts. After looking at the wonderful vehicles it was time to sit down for dinner and take in the night's entertainment. There was an inspiring poetic recital by one of the local poets. After the night's entertainment and various raffles and prizes being handed out it was time for a last quick look at the vehicles before heading back for a good night sleep before the big day tomorrow.

I was up early to spruce the wagon up and get it down to the display area. There were vehicles from as far away as South Australia, Queensland and Victoria. The various models were displayed according to categories starting with the 120's through to the late models like S90's. After completing the set up of your vehicle you were free to walk around and admire the other





### Thorben buffing his knob

models on display. By mid morning a gem stone demonstration was put on. Gemstones are one of the local industries. After lunch we headed back to the display where the judging process was drawing to a close. Then it was back to the motel to get ready for another great night with an educational talk about the local township and its beginnings. At the end came speeches and awards and I am happy to report that the Victorian Club members, Greg Sievert, Wayne Bowers, John Johnson, Lance Phillips and my good self all won awards for our respective classes. In the morning there was a farewell breakfast at the Transport Museum. What a great way to end a truly successful rally.

#### BATHURST

We had a long drive to Bathurst, the home of the great race with all its racing heritage history. We noticed how

the countryside was starting to change again from sub-tropical around Inverell to arid farmland and as we got further south towards Singleton we passed through the mining district.

Having reached Singleton we then made our way through the beautiful Woollemi National Park along The Old Putty Road, which would lead us to the turn off on the

outskirts of Windsor for the road to Bathurst. Towards the turnoff my co-driver noticed that I had missed a speed sign so I promptly pulled over to change driver as I was obviously getting fatigued. I couldn't get over the amount

of traffic going towards Sydney. We arrived in Bathurst by early evening. It had been the longest stint in the car of the whole trip. I had been at the wheel for close to 10 hours and was happy to settle in at our motel, The Panorama Motel, for a nice meal and a much



needed rest. The next day we headed for the Bathurst Motor Racing Museum and the racetrack. The museum had a huge amount of vehicles dating right back to the sixties. All the vehicles that had won at Bathurst were on display. It was especially nice to see the vehicles that had been driven by winners. There was an absolute feast of vehicles: Peter Brock's Torana, Peter Williamson's Celica, Allan Moffet's Falcon Hardtop and the TWR Jaguar driven by John Goss. There was even the Volvo 850 driven by Jim Richards and the Mini Cooper formally known as the "Flying Bricks" because you could drive it during the week and race it on the weekend. After visiting the museum it was time to take ye olde wagon for a



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## The wagon on Bathurst Racetrack

quick fang around the hallow racetrack and what a track it was. There is simply nothinglikeitanywhereintheworld!Itwas quite sad to leave and make our way to Canberra.

### CANBERRA/QUEANBEYAN

It was very late when we arrived in the ACT. We had chosen a motel in Queanbeyan - much better value and quite close to Canberra. It was only 15 minutes to The National Film and Television Museum, The Australian Museum and The National Gallery, which kept us entertained for the day. I can highly recommend that you pay a visit to these places as it gives you an appreciation as to how far we have progressed as a country. It was also great to see the old movies and television programs. The Australia Museum was fascinating with its high tech displays and interactive sites like a map of Australia lighting up with thousands of LEDs to indicate population changes and the various environmental effects that took place to flora and fauna over many years. There were displays of old kitchens complete with appliances and the cars we used to drive. Speaking of cars, there was an excellent display of an FX Holden with all options that you could get at the time. The vehicle is like brand new with very few miles on the odometer owned by (you guessed right) a little old lady from Queanbeyan complete with sun visor wheel spats, white wall tyres and internal fan. There was also another famous old car that travelled around Australia dating back to the early 30's before vehicles became commonplace. After doing the round of the museums it was time to head back have dinner and retire for another day.

The next day we checked out of our motel and, because we had run out of time yesterday, we now visited The National Gallery where The Constable Exhibition was on. Constable was a famous English artist, whose paintings are exhibited all over the world so it was a rare opportunity for me to see so many of them in the one place. He is the most famous painter of English landscapes.

### CORRYONG

By midday we left Canberra and travelled along the Monaro Highway to Cooma, famous for the start of the snowy mountains hydro project, which started in the late 50s to early 60s, which was basically the building of a network of power generators to produce electricity for the surrounding areas. By early afternoon we had arrived in Cooma and decided to have lunch. On the next part of our trip we would pass through Jindabyne. As we made our way through this picturesque scenery, I couldn't get over how dry the countryside was. Prior to passing through Thredbo we had to stop and pay an entry fee into the park. We mentioned that we were just travelling through so got a concession with just one stop. So if you are passing through just ask for a transit pass. By this time the scenery had changed and also the temperature on my gauge showing a very cold 4 degrees. It got colder still as we ascended. The wind was blowing a gale, and with the chance of bad weather on the way, we didn't hang around. As we got further up along the Alpine Way we noticed the devastation caused by the bush fire disaster a couple of years ago. After winding our way through the twisty road section of the

Alpine Way with the light starting to fade we just made it to Khancoban. By early evening we arrived at Corryong Country Inn from where we headed off to the Corryong Bistro to unwind with a nice country supper.

### MELBOURNE

We checked out early so that we could make the most of the day as we had still a few places to visit, one being the Beechworth Bakery and the other the Brown Brothers Winery. By mid morning we had arrived at Beechworth and headed for the famous bakery where people come from everywhere just to enjoy the wonderful gourmet delights of the bakery. After our coffee our next and final stop before Melbourne would be the Brown Brothers Estate where we made a brief visit before starting on the homerun. The weather that had been kind to us was starting to become unpredictable so we chose to stay on the freeway instead of winding our way through the scenic countryside. As we got closer to Melbourne the weather gradually got worse and we could see clouds following us. By late afternoon we were safely back home in Melbourne.

Alan and I had one final meal to debrief. We both agreed that it had been a great trip.

A couple of days later Lance rung to find out how we got on and to make sure that we arrived home which I thought was a nice touch.

### CONCLUSION

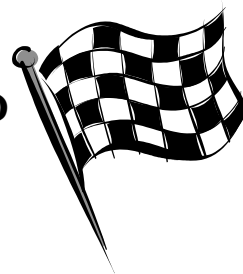
I would finally like to express my thanks to the many people who contributed to making this such a wonderful trip: first to Alan as co driver/ navigator and technical support on fuel economy (which by the way was an average of 9.92 litres/per 100 km - not bad, eh?), to the Volvo Car Club of N.S.W for a truly wonderful rally, to Lance Phillips for all the hard work and effort as Chairman of the Volvo Car Club Associations and last, but not least to all the Volvo members and Clubs for making it the great success it was. Without the passionate involvement of so many Club Members we would not have been able to enjoy such a great rally. Finally I would like to wish you all a Merry Christmas and a Happy Safe New Year. I hope to see you all on the next rally.

*Regards,  
Thorben*



# 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](http://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](http://www.sdmahillclimb.com)

AROCA Victoria website:

[www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)

Holden Sporting Car Club of Vic

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

## OPEN PRACTISE AT CALDER PARK:

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

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

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

cam36023@yahoo.com.au

ph: 0425 791 817

## MOTORSPORTS REGISTER CALENDAR

**February 3<sup>rd</sup>: DYNO Day. Note: check web site beforehand or call Cam to confirm date/location as it may change!** Swinburne TAFE Dyno, Stud Rd, Wantirna (near Knox City Shopping Centre). A dyno day like no other, with a plethora of high-powered Volvos battling it out to see if anyone (other than Tina and Chris!) can make over 100 kw! The DAY or LOCATION MAY CHANGE, so please keep an eye on the web site ([www.volvovic.org.au](http://www.volvovic.org.au)) to make sure you are aware. Numbers will be limited to around 15, so please let Cam know by email (cam36023@yahoo.com.au) if you are attending. The dyno run will cost approximately \$40-\$50 but that will include checking your AFR as well.

**March 31<sup>st</sup>: Girls torque drag racing training day, Heathcote.** Organised by the Australian Women's Motorsport Network Inc (AWMN). This will be the 5th Girl's Torque drag racing training day held at Heathcote Dragway. The training includes burnouts, staging and launching your vehicle off the lights on a quarter mile track. Training is provided by top Australian female drag racers. Entry is \$145.00. contact Ash Davies for entry forms and more information.

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## TARGA TASMANIA

by Andrew White

Four years ago co-driver Bob Pettitt and I joined the line of competition cars awaiting the Bass Strait ferry. It was the fulfillment of a dream - to compete in the 2003 Targa Tasmania. We felt a little sheepish with the couple of hundred thoroughbred cars assembled there - and us with our 'duck egg' blue 122. Preparation had been a rush having found a major twist in the front rails just a couple of months before the event. We had just enough time to straighten it on a rack and throw it all back together. We had just 75 bhp at the back wheels and the suspension was almost standard.

For 2004 we changed cams and managed 85KW at the back wheels. Preparation was improved with tighter springs (about 200lb/in effective rate at each corner), 28mm front bar and 18mm rear bar - both with adjustment,

rear axle with discs from an 1800ES, twin master cylinders with balance bar. We had a difficult run with welsh plugs failing leading to a blown head gasket and then the works close ratio box started screaming and we went to a standard box.

Bob (co-driver) took a break in 2005 to renovate the kitchen and Ashley Yelds joined as co-driver. The motor was bored to 2 litre and more head work resulted in about 95 bhp at the back wheels - we were still disappointed with the power! The close ratio box was rebuilt and numerous other mods completed - it was beginning to be a well-built and bullet-proof car. A win in Category 3 leading home Porsches, the mighty Ullrich Jensen CV8, twin cam Cortinas, Alfas and Shelby GT350's for a tenth in Classic was a great result.

For 2006 standard carbs were



replaced with HIF7's from a 1974 Jaguar to give 100 bhp at the wheels and resulting in another Category win leading the Jensen home by just 23 seconds - it was the very first all dry Targa. Mike Batten's PV 544 blew up on Day 4 - he later analysed the times and let me know that we lead him by 4 seconds after 26 stages (elapsed time) at the time of his demise.

The car was built by the Volvo competition department and brought to Australia by British and Continental in Sydney. I once met the man that



Photo Captions (this page, clockwise, from top left corner):

1. Thanks to Volvo Australia for a great service vehicle. Volvos main street Ross
2. In action at the Natone hairpin - Day 4
3. Pure Grip two wheeling on the Prologue
4. Wild and Mild in Darwin
5. Fail-safe Welsh plugs - well worth the insurance.
6. The office - keep it simple and reliable. Dashboard - Brantz brake balance, digital speedo
7. A good reliable spark keeps the engine strong for six days of competition - Bosch electronic dissy



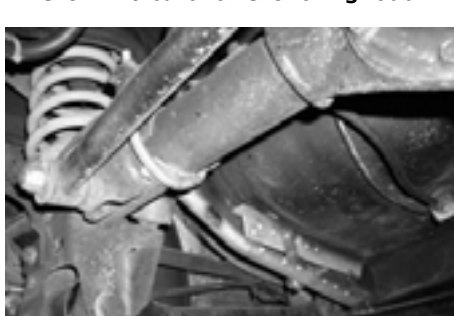
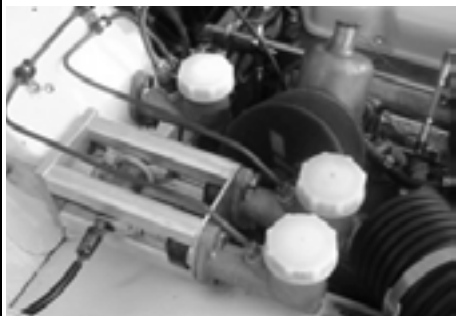
## How the 122 placed in 2003-2006 Targa Tasmania

2003 Targa Tas	Andrew White/ Bob Pettitt	34 <sup>th</sup> Outright	2 <sup>nd</sup> class	
2004 Targa Tas	Andrew White/Bob Pettitt	78 <sup>th</sup> Outright		
2005 Targa Tas	Andrew White/Ashley Yelds	10 <sup>th</sup> Outright	1 <sup>st</sup> Class	1 <sup>st</sup> Category 3
2006 Targa Tas	Andrew White/Ashley Yelds	7 <sup>th</sup> Outright	1 <sup>st</sup> Class	1 <sup>st</sup> Category 3



Photo Captions (this page, clockwise, from top left corner):

8. Another use for a SU dashpot
9. Front end - big bore Konis, standard discs
10. A balanced car with adjustment for the weather is vital - 28mm adjustable front bar
11. Strong and light - for 2006 we saved 35kg and we felt the difference - Fibreglass bumper.
12. Oil needs to be kept cool climbing the mountain stages - oil cooler and air intake scoop on bumper
13. Everything needs to be neat and simple - one breakdown and it's all over - Oil cooler hoses
14. Few mods allowed but every little bit helps - Kings rear springs, big bore Konis, adjustable rear bar, reinforcement to shocker mount.
15. Essential kit for the changing weather and surface conditions on Targa - adjustable brakes
16. Horsepower is the last thing you need - here we are looking for some! Profiling the HIF 7 carbs on the rolling road



drove the car from the boat and he confirmed that it was delivered with a straight through side pipe exhaust! From the factory the car had a close ratio gearbox, modified head, balanced, 4.88:1 Dana 30 LSD, 90 litre tank with filler on the right C pillar, tacho mounted to A-pillar, Koni shocks, chassis plating, sump and tank guards and a Halda. The car was sold to Ossie Jackson (father of Arthur Jackson) who drove it to 11th Outright and a class win in the 1969 Southern Cross rally. He continued to rally it with success for

another year or two before it became a road car and eventually being stored.

George Minassian bought it in the early 90's and began refurbishing the car in among a number of other projects. I heard about the car and began annoying him with offers. Finally he agreed to sell it and I flew to the Gold Coast assembling the car in a week and driving it back home to Darwin.

Without a doubt Targa is the greatest motorsport experience I have ever been involved in. While the costs

are considerable a 1960's car with modest modifications can be very successful. Changes to the regulations are making it even more accessible with a rookies category for 2007 running over just a couple of days for first timers. Any one who is considering preparing a 122 - we are happy to provide advice and specifications to build a competitive car.

*Andrew White  
Gunn, NT  
Member, Volvo Club of Victoria*

# Brickbats & Bouquets

with "Grumpy"

## WHO NEEDS SKILL?!!

I enjoy reading road tests of the latest cars - not that I can afford even the cheapest new car. It has occurred to me that all the wonderful gadgets supplied with the latest technology makes the skills I learned in my first few years of driving completely obsolete.

With six speed automatic gearboxes a driver has no need for that smooth release of the clutch. I started out with a four speed gearbox with no synchromesh on first. This was unimportant as in normal driving I never needed to shift down to first. However when competing in the Rob Roy Hill Climb I ran out of engine revolutions at the top of "The Wall" and avoided the humiliation of running backwards by quickly "double de-clutching" and using first gear for the last few metres.

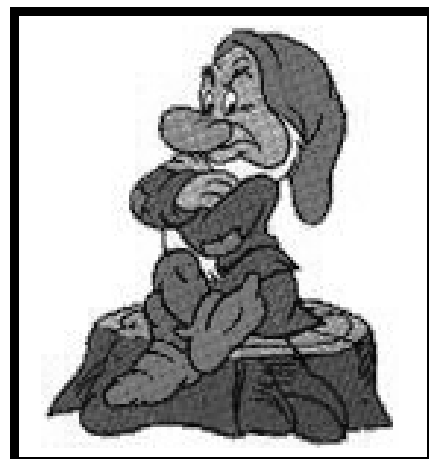
That first car of mine had an operational crank handle. How many 18 year old "P" platers would know what a crank handle was, or how to use it? If you were a poor student and could not afford a new battery every two or three years it was quite handy to crank-up the old car in the event of a flat battery.

Then I started thinking that I was lucky to have a "modern" car with a self-starter, synchromesh gearbox, and electric headlights. Back in the early 1920's drivers had to crank-start their engines every time. A few of my mates had very old cars where you had to manipulate a variety of controls. First you retarded to the spark, then set the hand throttle and pulled out the choke. Releasing the crank handle from the leather strap that secured it to the nickel-plated bumper bar you pushed it towards the motor against a spring until the "dog" connected with the end of the crank-shaft then turned the motor over until the handle of the crank was pointing downwards then

pulled the handle up sharply with the hand open.

Now if you did not retard the spark and gripped the handle with the thumb locking fingers in place, and wound the handle round and round the motor could back-fire violently turning the crank-handle backwards and breaking your arm! \*@#\$\$%&!!!

Another delight of these early cars was the acetylene headlights. As dusk approached the driver stopped and unscrewed the top of an upright brass cylinder mounted on the running board on the driver's side. A lump of carbide was dropped into the bottom of the cylinder and water poured into a reservoir on the top of the cylinder. By adjusting a small tap, water was allowed to drip onto the carbide which would hiss and bubble as gas was produced. Screwing the top in place and making sure that the rubber hose

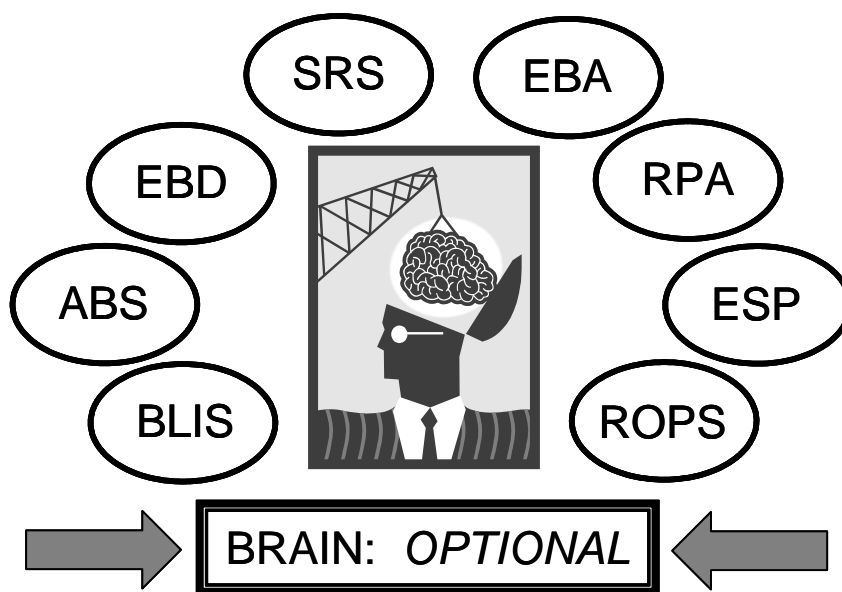


punctures and the way down and **ONLY five on the way back!**" Even when I started driving there were a lot of horses on the roads in Melbourne. Bread and milk were delivered door to door in suburbs by carts pulled by horses. So I had my share of punctures ... but probably only once or twice a year. The culprit was usually a worn horse shoe nail.

Within a few weeks of buying a car I joined a car club and at weekends competed in car trials, hill climbs, and quarter-mile sprints. As a club we provided members to do the timing at the various car racing circuits around Victoria. I learned how to take corners in a "four wheel drift". How take corners fast using the brakes at a crucial point, and to control a skid on muddy and gravel roads. These

skills came in handy when driving in snow, slush and ice in Canada many years later.

So when you get behind the wheel of your new Volvo think of all the skill saving technology such as stability control, ABS braking, brake force distribution, automatic starting, wide alloy wheels with tyres that grip the road like a cat, and in some case 4 wheel drive. With the disappearance of horses on the road maybe you can get by without a full size spare wheel



was connected, the driver ran around to the front of the car and opened the clear glass front of the headlights and struck matches to light the gas jet. Not the sort of procedure to enjoy on a windy wet night.

Then with no synchromesh on any gears drivers had to be very expert on double de-clutching when down shifting.

The RACV Journal in these early days had a letter from a motorist reporting on his week-end drive from the city to Frankston. **"We had nine**



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### Some Round the World Volvo experiences:

During September 2006 I had the opportunity to travel with work and spend some time in the US, Canada, Britain, Europe and South Africa. My youngest daughter, Claire accompanied me and we had a few Volvo experiences.

1. It is not really about Volvos but I just had to drop in and see Boyd Coddington of American Hot Rod fame - I just love the way these guys fabricate cars - can do without the soap opera.
2. Heading up to Pikes Peak to thrash the Chrysler 300 (hire car) up the hill climb. We spotted a very clean PV544 in the yard of a repair shop. The mechanic told us it was owned by an old guy who had owned it for thirty years and brings it to him for regular maintenance.
3. Road America hosted a major historic race meeting which featured the Volvo Grand Prix - fitted in nicely with a meeting the day before in Madison! My Targa Tas co-driver Ashley Yelds has just moved to Washington DC for his work and he flew up to Wisconsin for the races. 122's and 1800's made up a quality field. We enjoyed a lap of the track during the lunch break.
4. Talking with David A. Hueppchen of OJ Rally Auto.
5. Steve from Minneapolis was at Road America with his brothers - all keen Volvo drivers. Steve is a retired lawyer (now studying theology) and uses a 122 as a daily driver.
6. Catching up with Ashley Yelds in Washington.
7. Volvo's stand at the UK national motor museum.
8. Once again it's not really Volvo - it's Renault Art - note the R16 bonnets - on the Champs D'Elysee.
9. Nice 122 in a driveway - Johannesburg.
10. Race 122 driven on the road near Pretoria - I had trouble catching him in the breathless 1.4 litre Corolla hire car!
- 11 & 12 Mr. Goss and his wife have built a number of pre-schools and a large primary and secondary school all from their own resources right in the middle of Soweto. Fantastic people - and a Volvo nut - his run about is a very neat 164E while for longer trips he uses the S60R.

Andrew White, Darwin, Australia

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# 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](http://www.volvovic.org.au) for a three-month period for \$5 (+\$5 for photos) by contacting the Editor.

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

**1980 262C (NSW -PTV-525)** Silver with black vinyl roof: 305k: body GC but needs paint on boot. Black leather in GC. 2.8 litre V6 -not original motor, cruise control, good tyres and mechanically sound. 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 30Dec06)

**142\$ historic touring car** and tarmac rally car. The history of this car speaks for itself being 2nd outright in the 2000 appendix J grp Nc NSW championships and the most successful under 2ltr car of the season. It comes with a truck load of spares,



tyres, suspension & gearing options. This is a complete competitive package that has had the very best preparation at obscene cost & is race ready. Price \$19,000 for the lot. Phone Norm Bolitho on (02) 6226-3434 or 0418 679 783 (20Dec06)

**1993 850GL** (432 BZO - Qld) White with lots of extras - mags, spoiler, chrome wheel arches. New air compressor with fully gassed system (Rego till June 07) \$6250 ono. Phone Gus (07) 5485 3483 (2Dec06)

**1972 P1800E\$ (551 CYD) PRICE REDUCED!** White with blue interior. Excellent condition with 183,000kms on the



clock. Reduced to \$14,000 as I can no longer justify two cars! Ph: John (07) 5494 3891 or email [jwenban@iprimus.com.au](mailto:jwenban@iprimus.com.au) (29Nov06)

**1987 240GL** (DFT 724) 4-cylinder, fuel injected, auto, central locking, a/c, radio cassette and has done 238000K's.



Registered in Vic until April 2007 (RWC Supplied). Full service history. \$4500. Phone John 0414 295 075 (29Nov06)

**1-SERIES CARS FOR SALE (QLD):** 1970 **144S** - rust-free body, good paint and trim. Carbs overhauled and engine tuned. Brakes overhauled. Unreg. \$800. 1974 **144S** - rust-free body - needs bonnet and turret painted. Motor runs well with recent tune-up. Immaculate interior except dash cracks (has dash mat). New gearbox mounts, engine mounts & ball joints supplied with car if needed. Unreg. \$500 with new parts and other spares. 1974 **145** - one owner until 2005. Injectors overhauled, ball joints and steering rods replaced. Motor and auto trans tuned. Some minor rust around screen etc. Done 440,000KM but does not use oil or blow smoke. Drives beautifully. Unreg. \$600. 1972 **164E** - Originally owned by John Pearey. Extensive service history. New genuine upper control arm bushes fitted (cost \$400!), ball joints, etc. Injectors tuned and new boots fitted. New heater valve just fitted (cost nearly \$500), Auto trans serviced. Recent new silica-based high-performance tyres fitted. Car had extensive work at Voldat in Melbourne after purchase (no expense spared - new back seat trim cost \$500 alone). Perfect dash/interior

excellent. Working PS and AC. Has good body but requires full repaint to bring to showroom condition. Excellent club car. Unreg. \$2200 ONO. Cars located in Toowoomba. All prices negotiable - MUST SELL! Also a 1969 **164E** located at Voldat in Melbourne - English import - offers invited. Ph: Chris 0407 457 559. (25Nov06)

**1967 122\$** (PFT-399) Sedan. Duck Egg Green, 2.0ltr 4sp manual, 37000 km's on reconditioned factory engine, body in great



condition. Excellent value for the right buyer. \$4000. Ph. (03) 9833-3286 or 0400 502 279 or email [mcchoppa@hotmail.com](mailto:mcchoppa@hotmail.com) (23Nov06)

**Wanted for 164:** 4 spd manual gear box with overdrive, and accompanying prop shaft & sports steering wheel and gauge set for early 140/164. Ph. Andrew Jackomos (03) 8684-1755 or 0417 546 945, or email [andrew.jackomos@justice.vic.gov.au](mailto:andrew.jackomos@justice.vic.gov.au) (7Nov06)

**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)

**Parts: 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 2428M1158407, Eng no 49878601342. Menzies



# VP Tuning



## Volvo Performance Parts

**Mark Richardson**

PO Box 2002  
Seaford Vic 3198  
Australia

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

Creek. Price: \$2,500 ONO. Ph. Gordon  
0403 172 144 (11Oct06)

**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)

**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 (20Oct06)

**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)

**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)

**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?**

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

**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 (10Oct06)

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



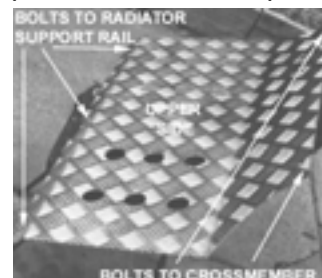
Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in charcoal metallic pearl. **\$210.00**

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

**DV\$ Volvo Performance Parts**

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

**DV\$ 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**

**DV\$ 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  
[www.dvs.net.au](http://www.dvs.net.au) for more details.

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

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

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

**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**

## More info about the Volvo XC60 Concept Car:

### Branding the future

From the enlarged iron mark emblazoned on an aggressive trapezoidal grille to super-sized lettering across a sculptured tailgate, the XC60 Concept boldly announces that what lies on the road ahead will be clearly branded Volvo.

"If you recognise a Volvo from 50 metres today, you will instantly spot it from twice that distance in the future," says Steve Mattin, Volvo Cars Design Director.



### Pump up the Volvo

"In recent years we have successfully emphasized the Scandinavian characteristics that base prestige on timeless, functional elegance. Now we're elevating our design DNA to an entirely new level by literally pumping up our cars' visual volume," says Steve Mattin.

The XC60 Concept splices together the very best of two car types. Crossover signals like 20-inch wheels, accentuated wheel housings and aluminium scuff-plates emphasise unmistakable XC muscularity. While above the waistline, sleek windows and a dramatic roof line trace the profile and sporty charisma of an elegant, sexy coupe.

"At the rear, the expressive, sculptured shapes provide additional



hints on the direction our design DNA is set to take. The contours of the tall tail lamps highlight the muscular shoulders and the tailgate's trapezoidal shape is a further development of the glass tailgate in the Volvo C30," explains Steve Mattin.

### Elegant, high-tech interior

The XC60 Concept's interior design is just as daring and forward looking as the exterior.

The instrument panel and the new steering wheel harmonise with the iconic floating centre stack, which is angled towards the driver. Touch sensitive buttons and controls are integrated into the centre stack's surface and an "invisible" screen for information and navigation appears only when switched on.

*Images and text courtesy Volvo Cars - web site [www.volvocars.com](http://www.volvocars.com)*



# DVS

## volvo performance parts

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

**ashleigh davies**

0412 709 695

[ashdavies@optusnet.com.au](mailto:ashdavies@optusnet.com.au)

# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal

Printable On-line Application Available at [www.volvovic.org.au](http://www.volvovic.org.au)



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

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

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

### Your Details:

**Membership number** (renewal only) .....

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

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

**Postal Address:** .....

.....**State:** ..... **Post Code:** .....

### Contact Details:

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

**Email:** .....

### Car(s) Details:

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

Model	Year	Colour	Reg. No.	Engine No.	Body Style
.....	.....	.....	.....	.....	.....
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### 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](mailto: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.



## VOLVO DEALER LISTING AUSTRALIA

### ACT

#### Rolfe Motors

29 Botany Street

Phillip ACT 2606

Telephone: (02) 6282 4888

<http://dealerpages.volvocars.se/au/en/dealerpages/1353/>

### NEW SOUTH WALES

#### Alto Newcastle

82 Lambton Road

Broadmeadow NSW 2292

Telephone: (02) 4927 6622

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

#### Alto Volvo

Unit 3, 65 Whiting Street

Artarmon NSW 2064

Telephone: (02) 9939 4072

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

#### Alto Volvo

393 Pacific Highway

Artarmon NSW 2064

Telephone: (02) 9412 7555

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

#### Annlyn Motors - Retailer of Excellence 2004

93-99 York Road

Penrith NSW 2750

Telephone: (02) 4722 9900

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

#### Bellbowrie Motors

Cnr Pacific Hwy & Halls Road

Coffs Harbour NSW 2450

Telephone: (02) 6656 8700

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

#### Heyer Automotive Group

66 - 72 Windsor Parade

Dubbo NSW 2830

Telephone: (02) 6884 9755

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

#### Jason Wagga

42-50 Dobney Avenue

Wagga Wagga NSW 2650

Telephone: (02) 6925 3211

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

#### John Patrick Prestige Cars

169 Hastings River Drive

Port Macquarie NSW 2444

Telephone: (02) 6584 1800

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

#### Liverpool Prestige

Cnr Hume Highway & Mill Road

Liverpool NSW 2170

Telephone: (02) 9828 8123

<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

188 -194 Corrimal St

Wollongong NSW 2500

Telephone: (02) 4254 2070

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

#### Trivett Volvo

60 - 64 Church Street

Parramatta NSW 2150

Telephone: (02) 9841 8888

[http://www.trivett.com.au/Sydney/dealers/Volvo\\_Parramatta](http://www.trivett.com.au/Sydney/dealers/Volvo_Parramatta)

#### Trivett Volvo

476-488 Crown St

Surry Hills NSW 2010

Telephone: (02) 9383 9300

[http://www.trivett.com.au/Sydney/dealers/Volvo\\_Parramatta](http://www.trivett.com.au/Sydney/dealers/Volvo_Parramatta)

### NORTHERN TERRITORY

#### Darwin City Moteur

34 Stuart Highway

Stuart Park NT 0820

Telephone: (08) 8946 4444

<http://dealerpages.volvocars.se/au/en/dealerpages/2641/>

### QUEENSLAND

#### Austral Volvo

773 Ann Street

Fortitude Valley QLD 4006

Telephone: (07) 3248 9488

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

#### Pacific Volvo

129 Sugar Road

Maroochydore QLD 4558

Telephone: (07) 54795533

<http://dealerpages.volvocars.se/au/en/dealerpages/4143/>

#### Southern Cross Volvo

Cnr James St & Anzac Ave

Toowoomba QLD 4350

Telephone: 07 4690 2333

<http://dealerpages.volvocars.se/au/en/dealerpages/3334/>

#### Southside Volvo

1388 Logan Road

Mt Gravatt QLD 4122

Telephone: (07) 3323 7000

#### Sunshine Volvo

179 Nerang Road

Southport QLD 4215

Telephone: (07) 5509 7100

<http://dealerpages.volvocars.se/au/en/dealerpages/1362/>

#### Tony Ireland Volvo Cars

54 Duckworth Street

Garbutt QLD 4814

Telephone: (07) 4726 7700

#### Trinity Volvo

94 McLeod Street

Cairns QLD 4870

Telephone: (07) 4050 5028

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

### SOUTH AUSTRALIA

#### EuroCars

272 Glen Osmond Road

Fullarton SA 5063

Telephone: (08) 8338 4344

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

### TASMANIA

#### Performance Automobiles

269 Davey Street

Hobart TAS 7004

Telephone: (03) 6236 3700

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

### WESTERN AUSTRALIA

#### Barbagallo Volvo

1286 Albany Highway

Cannington WA 6987

Telephone: 08 9231 9777

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

#### Premier Motors

393 Scarborough Beach Road

Osborne Park WA 6017

Telephone: 08 9443 1133

<http://dealerpages.volvocars.se/au/en/dealerpages/2644/>

### VICTORIA

#### Bilia Hawthorn

139 Camberwell Road

Hawthorn VIC 3122

Telephone: (03) 9882 3600

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

#### Blacklocks

140 Melbourne Rd

Wodonga VIC 3691

Telephone: (02) 6024 5570

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

#### Melbourne City Volvo

Cnr Turner St & Ingles St

Port Melbourne VIC 3207

Telephone: (03) 9684 1070

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

#### Silverstone Volvo

591 Doncaster Road

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 submitted by Gregor Dickson. The beauty in the photo is Gregor's 1968 1800S (oh, and the OTHER beauty is Gregor's friend's daughter Alise Morgan, who used the car for her Year 12 Formal). Lucky gal!



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