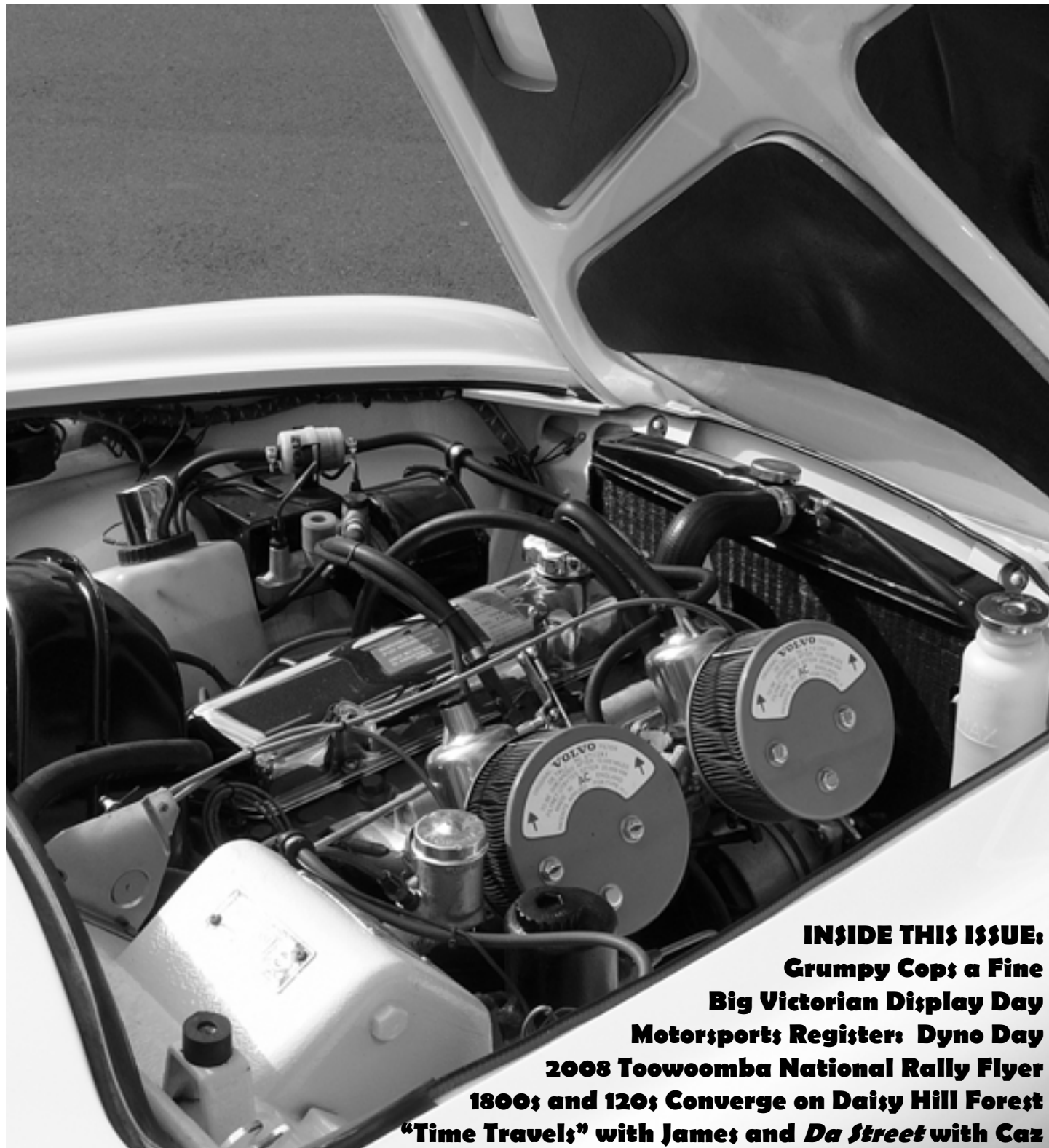


ROLLING

AUSTRALIA
No. 172

May/June 2007



INSIDE THIS ISSUE:
Grumpy Cops; a Fine
Big Victorian Display Day
Motorsports Register; Dyno Day
2008 Toowoomba National Rally Flyer
1800; and 120; Converge on Daisy Hill Forest
"Time Travel;" with James; and Da Street with Caz



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





www.cvmce.org.au

Classic & Vintage Motor Club of Eurobodalla Inc.

PO Box 684
Moruya NSW 2537

Dear Editor

I am seeking your help in promoting our clubs BAY to BERMAGUI RUN this year, the event will be held on the 20th to 22nd July I have attached a information sheet & brochures on the RUN. More information & entry forms can be sourced from our Club website at www.cvmce.org.au or contact myself on 02.44712778 or romar49@bigpond.net.au

Would it be possible for you to print an article, or copy the info sent, into your club mag/newsletter if you haven't done so already.

Thank you for reading this, the committee looks forward to seeing some of your members at the RUN.

Safe & Happy driving
Roger A Pearson
Events Director CVMCE

NOTE: Full details of the event and entry form can be found in this edition of *Rolling Australia*

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: John Johnson's P1800s

The immaculate engine bay of John's Volvo continues to impress - nice work!

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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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- The new C30: full details
- New Tech Tips
- Golf Day report

Did you know? Volvo turns 80 years old in 2007!

ROLLING AUSTRALIA

MAY/JUNE 2007 ISSUE NO. 172

THE MAGAZINE FOR THE VOLVO CLUBS OF
VICTORIA AND SOUTH AUSTRALIA
(INCORPORATING WESTERN AUSTRALIA)
THE VOLVO 1800/120 CLUB OF AUSTRALIA
THE VOLVO CLUB OF QUEENSLAND

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DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th June 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
Unless specified below, all night meetings are held on the 1st Wednesday of the month at 8pm sharp at the South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6.

May 2007

- Wed 2nd Night Meeting**
 Guest speaker information see www.volvovic.org.au
- Sun 6th Golf Day - Ivanhoe Golf Club**
 Details see www.volvovic.org.au or email Cam Tuesley "cam36023@yahoo.com.au" by 2nd May.
- Sun 20th National Motoring Heritage Day**
 The Volvo Club of Victoria plans to organise a drive, picnic or other way to get our cars on the road for the day. See www.volvovic.org.au (or contact a committee member)

June 2007

- Wed 6th Night Meeting**
 Guest speaker information see www.volvovic.org.au
- Sat 16th Frisk's Garage Tune-up and Safety Check**
 Free safety check and tune check day at Frisk's Garage, 4 Wigan Road, Bayswater. Come on down and have your car looked over by the professional mechanics - free to all club members. First come, first served. 9AM to 1PM. For further info, contact Heino.

July 2007

- Wed 4th Night Meeting**
 Guest speaker information see www.volvovic.org.au
- Sun 8th Winton Fun Day**
 Mark this day on your calendars now - more info to follow or contact the Motorsports Register captains for more details.
- Fri 20th & Sun 22nd Bay to Bermagui Run**
 See details & entry form elsewhere in the magazine or check out the web site www.cvmce.org.au - entries close 30th May so be quick. Great drive from Batemans Bay NSW. Events Director is our friend Roger Pearson (Volvo Club member!) Hosted by the Classic and Vintage Motor Club of Eurobodalla.

August 2007

- Wed 1st Night Meeting - Dinner & AGM**
 Volvo Club of Victoria Annual General Meeting. The election of officers for the next year will be held at this night meeting. Dinner will be provided for all members (served at around 7:30PM, with the AGM starting at 8PM). Please contact one of the current officers to register your interest or nominate for one of the committee/officer positions. All positions will be declared vacant at the start of the meeting. Please consider putting your hand up for a committee position so we can maintain a dynamic leadership team for the club.

September 2007

- Wed 5th Night Meeting**
 Guest speaker information see www.volvovic.org.au
- Sun 30th Bay to Birdwood Classic - Adelaide**
 Full details in the SA Club section. Contact an SA club officer for an entry form, or www.baytobirdwood.com.au for more information. Open to cars manufactured from 1956 to 1977. We hope to have a good number of cars driving over to Adelaide for the event. VIC club members please let Lance Phillips or Heino Nowatzky know if you are interested in attending so we can work out possibly driving over in a group. Entries limited to 1500 - register early for this great event!

October 2007

- Wed 3rd Night Meeting**
 Guest speaker information see www.volvovic.org.au
- Sat 13th & Sun 14th Australian Historic Motor Festival**
 Winton Raceway. More details in next edition of Rolling.

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



This month brings the announcement of new member Mark Icton's handsome dark blue 740 Turbo (photo below - see more photos in Victorian Events coverage in this edition. Thanks Mark for providing the photo!

Stories & Pics wanted - what cars have you owned? How many Volvos? Any interesting cars? What car did you learn to drive in? Send a story and pictures to the Editor for future publishing in Rolling. See Bob Mitchell's story in this edition.

Frisk's Garage



VOLVO SERVICE & REPAIRS
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 Bayswater 3153

PH: 9762 9353
 FAX: 9761 1593

Frisk's Garage

Paul Frisk
 MANAGING DIRECTOR

Marshall Hornby
 SERVICE MANAGER

MELWAY REF: 64 J5



President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS:

Annual Club Show and Shine

The British and European Car Show, which is the Volvo Club of Victoria's annual show and shine has come and gone for another year. Thankfully we had good weather. Thankfully the organisers, the AOMC, gave us a much large space this year and thankfully the members didn't let us down and turned up in numbers. While the numbers were down on the P1800's and 122's we had a good selection of 2 Series, 7 and 9 series and Later Models. Thank you to the committee members for helping set-up the gazebos and BBQ trailer. A list of winners and photos will be elsewhere in the magazine.

We decided to take three cars this year (four if we count Tina) but then which three would we take? Dion had to take his V70 as it was the previous Master Class winner. I was looking at showcasing the 74 144GL we had just completed and Dion also wanted to take the 242GT. Problems then occurred because Chris was unable to drive the 144 without power steering and wasn't confident driving the manual GT. After some car shuffling when we took them to the local carwash, we decided on Chris driving the V70, Dion the 144, Tina her 960 and I would take the GT (which didn't have

a towbar). So in the end Ben had to take the club trailer behind his Subaru Outback. Now Ben was feeling very unwell with a dose of the flu, so he dropped the trailer off and drove home, returning later in the day to collect the trailer again. Thanks Ben, well done.

On the subject of the club trailer, I have finally solved the problem of five-pin and seven-pin trailer plugs. I went to Repco and asked if they had an adaptor for large round seven-pin car to five-pin trailer. After enduring a lecture from the salesman that you don't need an adaptor, I grabbed a seven-pin plug that had a wiring diagram on the back and explained that the two indicator pins are out of sync between the two. The other salesperson (a young girl) winked at me, disappeared around the back and came back with the correct adaptor that we needed. So now I don't need to rewire all our cars to tow the club trailer. Now while I have solved our problem I still can not understand why they didn't stick to the five-pin convention with the seven-pin plug and utilise the spares as auxiliary and reverse (anyone with any ideas on this subject?)

Many of you may remember a new member, Daryl, and the photos of his newborn son, Ben, with his S70T5 in the November/December 2006 edition. Well Daryl appears again in this edition

(see "Your Say" section). All going well, Daryl will be reunited with his family after his second tour in Iraq with the Australian Army. We arranged to send Daryl a copy of Rolling and he arranged clearance to be photographed with the magazine. Daryl from all of us, enjoy being back in safety with your family and thank you. I also bet that you are miffed that while you were away risking your life they lowered the speed limit in the NT.

I guess I will have to change my photo for the next magazine because I have sold my beloved 72 144GL and by the time you read this it is probably off to its new home (in Ireland). I know Barry will look after it because he is going to a lot of trouble and expense to import a lovely Australian assembled Volvo. I only offered my 144 after some other cars Barry was looking at didn't meet his criteria and I took a long deep breath (bit my hand hard) before making the logical decision that we have way to many cars and it will be going to a loving home. John Hughes in England who was looking for a 142 ended up with a French 164E Manual in LHD. As a side note you would be surprised how many overseas visitors we get on our webpage and a Google search will turn our webpage up in number one position.

*Until next time
Heino Nowatzky*



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May/June 2007

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THE EDITOR'S DESK

Greg Sievert

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Back to the Future?

Welcome to the May/June edition of Rolling Australia. This month we have several interesting contributions from new and old members alike, in addition to coverage of the usual events from around the country. It's great to have contributions from members, so please keep sending me your stories, your perspective and your photos.

Shortly after Easter, I had the unique opportunity to participate in some filming for Melbourne Channel 9's "The Car Show" for a story they're doing on the new Volvo C30. They contacted the club looking for an 1800ES to film along with the C30 test car. They were interested in identifying some of the similarities between the two cars, and wondered whether Volvo had captured the spirit of the ES in the new C30. The filming took nearly a full day - all that for only a few minutes of finished TV show. They asked me a few impromptu questions about both cars, then proceeded to film both cars with the host and in various driving conditions. It will be interesting to see how the final production turns out. The production schedule hasn't been finalised, but the program should be aired within the next couple months. They promised me a DVD of the program, so hopefully we

can show it at one of the night meetings and possibly put the C30 segment on the web site for downloading.

As you should be able to see from the photos, we had a great day for the Volvo Club of Victoria Display Day - held in conjunction with the British and European Car Show at Flemington Racecourse. 40 member and guest cars were on display, plus a new C70 that



Justin obtained from his inside contacts. It was a great day and good to see such a large turn-out. We also had a great turn-out for the Dyno Day held at Swinburne TAFE. It's definitely the best location we've been to for dyno testing - very professional, very safe, and in a nice location with plenty of parking and seating for spectators. It was good to see a modified 850R (with TME computer upgrade) and how it compared to another standard 850R on the dyno. I was also interested in seeing the power figure from the 1800ES. Being the only low-compression 4-cylinder on the dyno, and also the only pushrod engine we've had at dyno days, I wasn't surprised that it was at the bottom of the ladder on the day. I

was pleasantly surprised that the power figure was about 5-10% higher than the catalyst-equipped B230F-powered 240s we've had at previous dyno days, indicating that the engine is still putting out a bit more power than it would have from the factory. I guess that's thanks to the free-flow exhaust and the ipd "street torque" camshaft. The torque curve was virtually flat - which can definitely be felt driving the car as it never needs to be revved to get moving. Now all it needs is a bit of a kick (hmm, turbo or supercharge?)

If anyone wants to take a drive to a great car show, those of you with classic Volvos should consider making the trip to the South Australian "Bay to Birdwood Classic" event later this year (see SA section for more info/dates). Lance Phillips, Heino and I may be driving over, so contact one of us so we can organise ourselves and maybe drive over together. There is also a notice about the 2008 National Rally - this time hosted by the Volvo Club of Queensland. I'm sure it will be a great event, and we plan to be going up to it. Be sure to register your interest with the QLD club organisers so they can get into the planning. In the mean time, enjoy the autumn weather and keep enjoying your Volvos.

Regards,

CARSON & MURPHY

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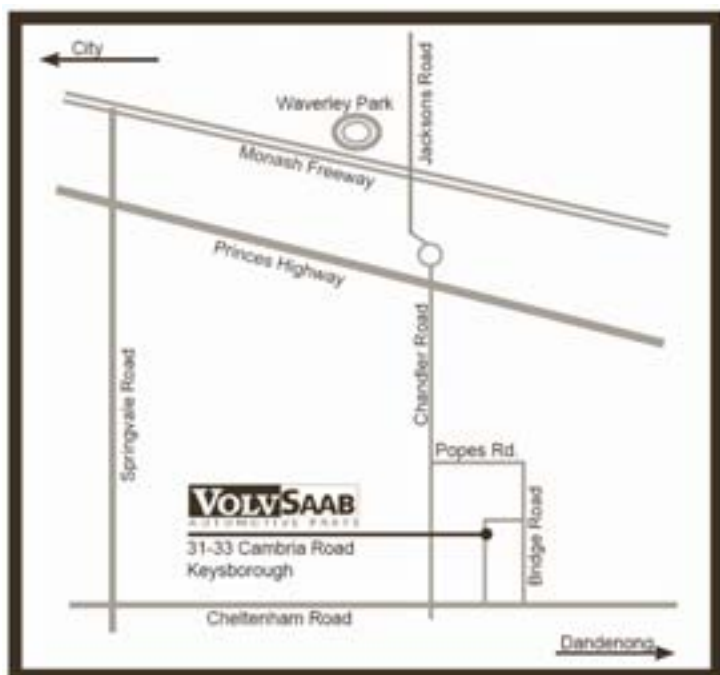
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Treasurer's Report \$\$

Adrian Beavis 0402-203-437 (AH)

MONEY BUSINESS

This month's report is a little shorter than usual because the computer I used for holding the financial records was a work computer and after changing jobs, it is taking a while to get a replacement. The club's financial data are OK, nicely backed up, but it does mean I cannot provide the usual level of detail. I am currently holding some cash and cheques pending

the computer being organised so I can properly process them. By the time you read this report all will be back to normal, but as of today - April 15th - this is the following financial situation of the club:

Money in the bank: \$1230.66

I am holding:

- A cheque for \$94.91 as payment for Rolling magazine
- Cheques and \$20 totalling \$520 as membership payments

- Cash of \$46.10 donations from the April meeting.

Together, therefore, I am currently holding \$661.01. Combined with the amount in the bank, **the club currently has \$1861.97.**

As usual, if you have any questions or concerns, please do not hesitate to contact me.

Adrian Beavis

Membership Report

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



Hello Members,

Thank you to all the members who have updated their membership information on their renewal forms. We currently have 154 financial members, this is outstanding!

Please Note - Membership Renewal Changes:

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 (stamp is required) with your printed personalised renewal form. Please do not act on a renewal form if you have recently sent in your membership renewal. Please do not cut off the bottom of the membership renewal form, the entire form should be returned.

Direct Bank Deposit is Coming!

Direct deposit is now being rolled out for Volvo Club of Victoria membership renewal. It is important that you follow the instructions below if you are going to pay by direct deposit:

1. You must receive a personalised renewal form with direct deposit details.
2. You **MUST** return your personalised renewal form - failure to do so will mean we have no record of your payment and the onus will be on you to prove that you have paid your membership. Members who make payments to the Volvo Club bank account and have failed to return their personalised renewal form will **NOT** have their membership renewal processed!
3. Use the account details as printed on your personalised renewal form.
4. Use the Deposit Description as printed on your personalised renewal form (membership number, initial of first name and surname up to 18 characters - eg. John Smith would enter - 20070602JSMITH).
5. Once payment has been made to the Volvo Club bank account, return your signed and completed membership renewal form in the supplied envelope (note: stamp is required) or bring the form to the night meeting and give to the Membership Secretary.

Membership Status:

Number of members: 163

Number of expired members: 9

Number of current financial members: 154



Club Permit Scheme (CPS) for Victoria

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

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

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

New Member List:

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

James Rova 850 T5R
Brennen & Natalie Niegut 240/244
Hayden James 245DL
Albert Sattler C70/ \$70
Victor Preusker \$40

WELCOME
NEW
MEMBERS!

Brickbats & Bouquets

with "Grumpy"

Honestly Officer - I wasn't Speeding

Dear reader: Have you opened an anonymous envelope to be greeted with a letter from the Victoria Police aka Senior Sergeant R. Richie informing you, The Owner, of an offence detected by an Automatic Detection Device. Permitted speed 100 km/h Alleged Speed 106 km/h. Penalty Due \$134.00.



Your first reaction fear, followed by anger. You feel like grabbing a pen and writing a letter to your tormenter one Senior Sergeant Richie. But wait, is he a real person? Or just a robot that issues thousands of traffic fines to swell the coffers of the State Treasury?

Here is the letter I wrote but didn't send.

*Dear (?) Senior Sergeant Richie,
Honestly Officer I wasn't bloody speeding!*

I was just cruising homewards after a pleasant Sunday lunch with friends at a winery listening to a cool jazz combo. No, I wasn't drinking [well maybe just one glass of chardonnay].

I was travelling with the traffic flow when I came up to two cars



travelling slowly as I approaching the Forsyth Road Bridge on the Princes Freeway. I crossed over to the right lane and accelerated slightly to overtake safely. What I didn't know was that you had sneaky speed cameras mounted on the far side of the bridge. Apparently most of the other drivers were aware of the cameras.

I guess I am stupid I haven't yet managed to keep one eye continually on the speedometer and the other focused on heavy traffic.

Things are further compounded by the fact I drive an old car with a thermometer type speedometer graduated in miles-per-hour. It is marked at 5 mph intervals and it is hard to see exactly where the pointer is - unlike large circular instruments. I was never much good at mental arithmetic at school and trying to drive and convert miles to kilometres is extremely difficult. I had a vague idea that 65 mph was the equivalent of 100 km/h. What was that? It is actually 104.6056 km/h! Oh, that explains a few things.

*I have tried calibrating my speedo using those overhead gadgets on the main highways that invite me to check my speed, but in a case recently where a driver found that her new car was actually travelling at 92 km/h when her speedo was reading 100 km/h. She increased her speed to 108 km/h and copped a fine for exceeding 100. The police comment was that the speed check machines are only **"advisory"**.*

Now I have tried to have my speedometer converted to kilometres, but the dash instrument specialists just laugh at me and tell me to buy a new car. I can't afford it and I love my old car, it takes me safely and reliably to car rallies all over Australia.

I have two solutions to my problem. I could join the Police Force - The Age newspaper reported recently



that 136 police officers were detected speeding when not on official duties and were let off with a warning. The other solution appeals to me - I will buy



a brown cardigan and a large hat and drive down the middle of the freeway at 10 miles per hour [not kilometres] below the official limit That is if I can work out what that is!

Yours disgustedly,

Grumpy





The 1800/120 Pages

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

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

123GT web page:

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

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CORRESPONDENCE

ALL CORRESPONDENCE TO:

Volvo 1800/120 Club Australia Inc.
P.O. Box 6522, Tweed Heads South,
NSW 2486

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

TECH DAY FOR THE 1800/120 IS COMING UP!

This will be held at the GLT Volvo Car Centre - 7 Merritt St., Capalaba, on Saturday the 26th of May 8am to 12pm.

We welcome all members and anyone interested in becoming a Volvo 1800/120 member to this exciting event.

This is the first time we have put on a Tech Day for the club and we would be glad to hear from you by phone or e-mail if you have any suggestions on topics which we can cover on the day. Please contact Peer on 32457966 or peer@gltcarcentre.com.au

NOT TO BE MISSED!

We will be providing a BBQ sausage Sizzle. RSVP please to Maida or Peer Skaarup before 18th May, 33451596 or 32457966.

Many thanks ... Maida

President's Report

The Daisy Hill Forest park saw our SE Qld members turn up in force for a lovely breakfast on 11 March.

Present were some 12 or so cars ALMOST ALL OF WHICH WERE 1800/120's. This was a most pleasant and

positive showing of our cars, proving that the 1800/120 club is alive and well, and one which I hope will continue. The attached photos do not do justice to the quality of cars that were present.

My E (see accompanying story) made her debut, as well as recently resprayed 242GT.

Our next official event will be the Technical Day at GLT Motors at Merritt Street Capalaba on 26 May 2007, from 9am. This will be a very interesting morning for those so minded, as I am sure that Peer will have lots of advice for us all. Please make the effort to attend and share in the 1800/120 community, because you will see some lovely cars and speak with some really interesting people. You might even learn a thing or two.

On another note, how is your 1800/120? Has it been languishing about in your shed? Does it have some terminal problem, preventing its being used and enjoyed? Or is there some component that requires rebuilding or restoration before you can get it back on the road?

Let's face it, the youngest of our cars is now some 34 years old! (1973 ES). I would go so far as to say that there are NO cars out there now that haven't required some restoration or repairs to

THE 1800/120 VOLVO CAR CLUB OF QLD EVENTS CALENDAR 2007

Saturday/Sunday
May 5th-6th

Motor Enthusiast Club - Neil Summerson
Drive to Darling Downs, Toowoomba
Please contact Robert Bakker

Saturday May 26th

0.800 - 12pm
TECH DAY AT GLT CAR CENTRE CAPALABA
followed by FREE BBQ SAUSAGE SIZZLE

Sunday July 15th

OBSERVATION RUN
Details to follow by mail / E-mail to members

Saturday/Sunday
August 4th/5th

Motor Enthusiast Club
A motor display at Lismore
Further information to follow

Saturday October 6th

09.00 - 3.00pm
GLT CAR CENTRE CAPALABA - VOLVO OPEN DAY
BBQ SAUSAGE SIZZLE

Sunday November 25th

12.00PM
AGM LUNCH/MEETING
SIRROMET WINERY - MT COTTON

We look forward to getting together and having a good time!

keep them going after all these years, or that don't require something done to them now to keep them going. We all know that Volvos are built to last, but even Swedish steel will eventually succumb to the elements.

My point is this - GET DOWN TO THAT SHED NOW, AND GET THAT BABY BACK ON THE ROAD!

Restoration of your car should now be easier than ever with the advent of specialist parts suppliers, some of whom have advertised in this magazine, but especially now with the Internet. Have you recently done a search on Ebay? Try ebay.com. Just search for "Volvo 1800". You will literally find dozens of items for sale, both new and used, and most incredibly cheap! You will also find some Ebay stores which sell all sorts of stuff that you would never have dreamt of locating even 5 years ago. I have been dealing with one lately in the US that is excellent.

All these parts will make it easy to restore your baby. What's stopping you? Now is the time. Why don't you plan on doing one job at a time, in time for our next club event? Tell us all about it at the event. Write a story for Rolling about what you did. Who knows, if enough people start doing up their cars, the overall values might go up too, not

to mention making them all the more desirable.

And finally, anyone in SE Qld who needs a hand with some task that you haven't been able to start (or finish), give me a call. I would love the opportunity to see your car and get my hands dirty to help!

Robert Bakker, President

ADELAIDE ADVENTURE

Many of you will have hankered for an 1800 before buying one, so will know the feeling of the pursuit of one of these little treasures. Is it the long bonnet, is it the snarl of the engine, or do you just get off on being a Simon Templar wannabe?

Who knows, but I resolved that for my 40th birthday, being finally in a position to do it, that I, too, would have my own 1800.

I was not a complete stranger to the 1800, having driven my father's '73 ES and cared for it with him for some 8 years in the 90's. We both loved that car, and it was a shame that circumstances forced its sale when I started my legal practice in '98.

However, finding a suitable car was easier said than done. I wanted an "E", as I have never been a big fan of carbies, plus the *einspritz* offers the most

poke, 4 wheel discs and best rust proofing.

Although white is the definitive saint colour, I wanted something different because Dad's ES and my first 122 were both white.

I searched through old issues of Rolling to get an idea of what had been available and for prices. Hmm, not much in the way of E's. The internet was a source of several cars for sale, and there are many good sites now (e.g. have a look at carsales.com.au to see for yourself)

I saw a nice E for sale in Adelaide on the Internet. Too far. (I am in Redcliffe north of Brisbane). There was a lovely ES at Maleny. Gee, I want an E. There was another one on the Gold Coast, not good enough. Some others I saw or read about, still not what I wanted.

I wanted one that was ORIGINAL, with lowish miles, some history, and that important "it" factor.

This all became very frustrating after a while, and I am sure that SWMBO (she who must be obeyed) was becoming quite sick of me.

In a (rare) quiet moment at work one day, I found myself sending an enquiring email to that car owner in Adelaide. That car looked nice, had low miles and it was an E.

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Daisy Hill Forest Outing



The reply was encouraging. Only 3 owners, original owner being MD of Volvo dealer in Adelaide for 20 years, then a deceased chap, then current owner. Good price.

Was it really too far to go?

Fortunately, the great Club Network came to my aid. I contacted Ken Bayly, Club Captain of the SA Chapter of our clubs, who I had met at Inverell last year, and whose judgment I could trust. Yes, he knew of the car. Yes, he'd love to cast an eye over it for me.

About a week later, Ken is on the phone. "Robert, I have just seen the car. It's worth a look. When are you coming down to see it?"

Well, now the test was on to see how serious I was. About 5 years ago, a bad accident had left me with a crummy hip. Long periods sitting are not pleasant. That plane trip is almost three hours! "Oh, just go!" says SWMBO.

So I phoned Ken, and told him I would be down on Friday. I arranged to stay overnight so I wouldn't be rushed, and to give the hip a chance.

At this point, I must profusely thank Ken Bayly for his hospitality. Not only was he kind enough to pick me up at the airport, he showed me around Adelaide (in his lovely 960, nonetheless) and took me to the seller's house to see the car. The trip (and purchase) would have been much harder without his generous help. (Ken, hope I can return the favour one day.)

Inspection most definitely did not disappoint. The car was as described to me. Sure there were some minor issues, but after some haggling, the deal was done. I even got a miniature to take home with me on the plane.

So what did I have? A Safari Yellow (code 100) 1971 black leather interior, 1800E, U chassis. B20E, with 4

spd + O/D gearbox. 88000 miles, original, or should I say ORIGINAL in every respect, save for a small spray touch up on the left.

The most difficult part of the whole episode I think was that the seller was a tad upset to see the car go (been there before), and I think there was some pressure from his SWMBO to sell.

For now, my immediate plans for the car include stripping the engine, because it has a leak at the rear main seal, and it doesn't quite run right, a brake overhaul and some new bits for the front end. Then I will enjoy her. Some nice drives in the country come to mind. (not to mention Club Outings)

So, I achieved my objective, though I was six months late. Better late than never.

ROBERT BAKKER

BAY TO BERMAGUI RUN 2007

Two years ago the Classic & Vintage Motor Club of Eurobodalla decided to create a vintage & classic vehicle Run from Batemans Bay to Bermagui. Our second biannual event will be taking place on 20th July 2007, traversing some of the most beautiful seaside & countryside in Australia. Our website is www.cvmce.org.au

We are mostly targeting Clubs within a 2-3 hour drive from the Eurobodalla and envisage that most participants will want to make the event a SHORT BREAK arriving on the Friday and departing on the Monday. With this in mind we are having welcome drinks at the Coach house MARINA RESORT on the Friday night when registering. Fine a'laCarte meals are available at the Resort restaurant for those who don't want to travel out.

The Run will leave Batemans Bay mid to late Saturday morning, late registration till 9am, a static display at Corrigan's Beach Reserve from about 8am. The venue will showcase all the vehicles together and allow the public to get a good appreciation of our cars. It is at this point that Judging of vehicles will be carried out in their various classes.

The first vehicle will depart from Corrigan's Reserve at 9.30am being flagged off by the Eurobodalla Mayor to the SOUNDS of Soldiers Club Brass Band, and proceed along the Coast Road through Surf Beach, Malua Bay, and Broulee and along the Moruya River to the Princes Highway. Each participant will be issued with a detailed map. The chosen route will showcase much of our beautiful coastline and end at Bermagui, where we will be met by the BEGA VALLEY SHIRE Mayor.

At Bermagui we have organized a fish and chips box lunch with a drink. While our cars are on display there will be time for a look around the town & foreshores. We will depart for Batemans Bay via. Cobargo and another stop could be had at Tilba Tilba.

Saturday Night will be our GALA 3 course DINNER at the Coach house for all participants where we can regale the day's events and presentation of the trophies. We hope all participants will attend this night. The winners of weekend raffle, major prizes will be announced.

Sunday will be a free day with interesting sights & attractions for those that wish to participate, a farewell brunch or lunch will be organized.

The 2 lunches & Gala Dinner cost is \$55.00 per person, the entry fee for all vehicles will be \$30.00 includes a rally pack with a metal grille badge & some useful items along with some interesting reading material.

The Coachhouse Marina Resort will be the Centre of our activities and we have negotiated competitive off season rates there for accommodation but participants are free to go elsewhere. The Batemans Bay Visitors Centre can be contacted on 1800 802 528 or (02) 4472 6900

It is highly recommended that accommodation be booked early.

-->Entry form on back of this page<--



BAY TO BERMAGUI 2007 REGISTRATION & APPLICATION FORM

Entrant details

Name.....

Address.....

Telephone: (Home).....(Work).....

(Mobile)..... Email.....

Vehicle Details

Make..... Model.....

Body Style..... Year.....

Colour..... Rego. No.....

Name of Primary Club.....

Indemnity

All entrants, owners, drivers, passengers and riders enter and participate in this run solely at their own risk.

The organisers, promoters and sponsors of this run, their agents and employees do not admit liability for any loss or damage suffered by or to any entrant or passenger through any circumstances.

In completing and signing this entry form I acknowledge that I have read and understood and accepted the Rules and Conditions of Entry.

National Privacy Principles. The information you supply on this form will be used to communicate with you before the event and also advise you of future events. Your name, make, model will appear in a printed program available on the day. Under no circumstances will information be sold or given to external agencies.

I have read and understand the rules and conditions of entry in the brochure.

Entrants Signature.....Date.....

Entry Fee and Payment

The entry fee is \$30 and is payable when registering. Cheques should be made payable to the Classic & Vintage Motor Club of Eurobodalla.

Following registration further details of the meals and optional events will be advised to you.

Closing date for receipt of entries is 30th May 2007.

Return to:

The Secretary
CVMCE
PO Box 684
Moruya 2537





VOLVO CLUB OF QUEENSLAND

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Brad Wightman

magazine@volvoclubqld.org.au

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

VCQ COMING EVENTS:

24th June 2007 - Picnic at Eleanora Park, Wynnum. 10am

Please Note: The Stanthorpe trip scheduled for this weekend has been cancelled due to high cost. It's the middle of the Brass Monkey Season in Stanthorpe and accommodation is in high demand.

23rd & 24th June 2007 - Weekend at Stanthorpe. CANCELLED - see above

19th August 2007 - TBA. Keep this date free and check the website for an event.

Apollonian Hotel 11th March 2007

It was a VERY hot day at Boreen Point (and everywhere else in South East Queensland) for a spit roast lunch at the Apollonian Hotel. It was apparently the hottest March day on record. In attendance were Helen & Grahame (740GL sedan), Gus & Lyn

(590 and 850 sedans), Terry and Gaye (242GT), Brad and Glennys (940GL sedan) and (740 Turbo sedan).

Brad got lost on the way thanks to some poor directions from whereis.com.au which lead me to some "goat track" in the middle of nowhere. Highly frustrated and annoyed, I dashed back to Cooroy for some directions from the local BP to get back on track.

The club put on a small display on the grounds of the Hotel although some smart alec in 4WD parked right next to us and spoiled the display for a while.

Toowoomba Rally 2008

Preparation for the rally is well under way. A hotel has been booked and meals organised. **The Rally will be held from Friday 16th May to Monday 19th May 2008.** There will be a display on Sunday 18th May at Queens Park. Refer flyer inserted in this edition of Rolling. **MARK YOUR CALENDAR NOW!**

Website

Everyone should have received their login details for the members only section of the website. Hope you are all enjoying the content. This area will gradually be expanded as time permits so if you have any suggestions or anything you'd like to add to the site, please let Brad know via email: website@volvoclubqld.org.au



Club display at Apollonian Hotel

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VOLVO CAR CLUB OF SOUTH AUSTRALIA
(INCORPORATING WESTERN AUSTRALIA)
P.O. Box 218, Torrensville Plaza, SA 5031

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CORRESPONDENCE

ALL CORRESPONDENCE TO:

Volvo Car Club of South Australia Inc.
P.O. Box 218, Torrensville Plaza, SA 5031

NOTE: All SA Club-related Magazine

Submissions to Craig Rasmussen
craig.s.rasmussen@team.telstra.com

The SA Pages

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

Historic Registration Vehicle Inspections - June 17th - Glandore Community Centre

In order to complete the **required** annual inspections of Club vehicles which are on the conditional (historic) registration, the club will hold a Show & Shine with BBQ lunch in the grounds of the Glandore Community Centre (same place we hold the Friday night meetings).

Whilst the objective is inspect the conditionally registered vehicles, All club members are invited to bring there cars along and participate in the 'Show & Shine' and BBQ lunch.

Plan to arrive from 10:00am onwards, expect lunch around 12:30. The Club is providing BBQ, please bring own drinks and chairs, picnic tables/ rugs, etc.

Note: Log books will be checked only, they will be endorsed at the AGM in July as usual.

RVSP to Ken, Craig or David (contact details under Committee) for catering by Monday 11th June.

Picnic at Freemont Park - Salisbury

About 16 members turned out for a sparkling day at Freemont Park, nestled in the northern suburbs of Adelaide. A welcome surprise were two intrepid travellers from over the border (Lance and Pam Phillips) who happened to be overnighing on their way to Perth (by train).

Freemont Park includes an outdoor children's adventure playground, but also an outdoor gym area catering for bigger kids. Several members were thoroughly entertained after lunch, returning rather hot and sweaty.

For the rest it was a relaxing afternoon catching up with Lance and Pam with news of our Victorian cousins.

Bay to Birdwood Classic - 30th September 2007

Just a reminder that application forms for the Bay to Birdwood Classic should be mailed out soon. Once again the total number of vehicles will be capped at 1700, so try to get your



application in early. The SA club will host a dinner on the Saturday evening before the event to welcome any interstate club members who wish to participate with us this year.

For those new to the Bay to Birdwood Classic: The Bay to Birdwood Run Committee was formed in 1980 and is the organiser of the traditional Bay to Birdwood Run for pre-1950 vehicles. It is the largest most continually staged motoring event for veteran, vintage and early classic vehicles anywhere in the world. The inaugural Bay to Birdwood Classic was held in



2003 Bay to Birdwood

1997 for vehicles built from 1st January 1945 (and at least thirty years old). The event initially commenced at Glenelg ("the Bay") with the Run finishing, as it still does, at the National Motor Museum, Birdwood. This is a 70 kilometre route which travels along metropolitan main roads, past over 100 000 spectators, until it reaches the foothills where the remaining 20 kilometres are a one way route through the scenic Adelaide Hills. The Start is now located at Barratt Reserve, Adelaide Shores, to facilitate the increasing entrant numbers and to provide for spectator access amongst the vehicles.

Visit www.baytobirdwood.com.au for more info.

Contact any of the SA committee for more info and for an application form to be sent to you.



Volvo Club members at 2003 Bay to Birdwood

VOLVO CAR CLUB OF SA 2007 EVENTS

**MAY
6TH**

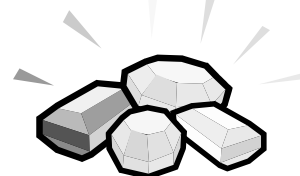
Palmer Gem Fair

8.30am – Meet McDonalds Carpark – Tea Tree Plaza
BYO Picnic Lunch
Cars on Display (not only Classic)

11TH

Club Meeting

7.30pm – Glandore Community Centre



**JUNE
17TH**



Club BBQ with Show and Shine

7.30pm – Glandore Community Centre
See full details in SA Club Section of May/June Rolling
Compulsory for Historic Registration Inspections
All books to be signed at the AGM

**JULY
13TH**

Annual General Meeting

7.30pm – Glandore Community Centre
All Historic Registration Books to be signed

17TH

Mid Year Lunch

11.00am – Meet Victoria Hotel
Victory Hotel – Sellicks Hill
Afternoon Tea at Club Presidents House
Please bring afternoon tea to share.



Continued on next page

Volvo Car Club of SA 2007 Events (Continued)

AUGUST
19TH

Strathalbyn Antique & Collectables Fair
9.00am – Meet Victoria Hotel
BYO Picnic Lunch
Cars on Display



SEPTEMBER
14TH

Club Meeting
7.30pm – Glandore Community Centre

29TH

Pre Bay to Birdwood Get Together
Details Closer to Event



30TH

Bay to Birdwood (Note – date revised!)
Details Closer to the Event. www.baytobirdwood.com.au

OCTOBER
7TH



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

NOVEMBER
9TH

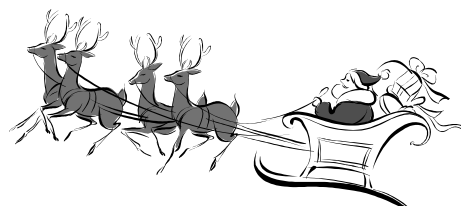
Club Meeting
7.30pm – Glandore Community Centre

10TH

Christmas Pageant

25TH

Christmas Lunch
Details closer to the event



Cost of admission etc is a guide and may change without notice.

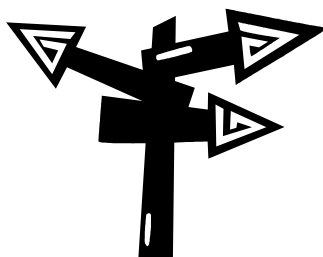
Any questions in relation to events please contact the event members listed below.

Ken
John & Joan

(08) 8293 2784
(08) 8294 3183

Tricia
Chris

(08) 8248 5081
0409 678 044



Victorian Events Coverage

VOLVO CLUB OF VICTORIA DISPLAY DAY 4 March 2007

This year's Display Day, held again in conjunction with the British & European Car Show at Flemington, turned out to be a real stunner. We had heaps of space (thanks Justin for contacting the organisers!) and heaps of cars (over 40 this year - great effort!) The weather was flawless - big change from last year's wash-out. It was great to see a couple new members join on the day. This year the cars were heavily biased towards the newer generation, with only 3 1800's and 1 122, and a handful of other "pushrod" models. The vast majority were 240's or newer. Funny how it varies so much from year to year.

The club put on a gourmet BBQ for all members (thanks Wayne for cooking) and everyone seemed to have a good day. Those of us who did have a chance to quickly walk around and view the non-Volvos were surprised at how well our display compared to the other marques. Barring Mercedes, which as a national rally in conjunction with the B&E show, the Volvo Club seemed to have the largest display.

Justin was able to organise a new C70 hard top convertible from Volvo. It drew a great crowd with its intriguing folding top. Impressive feat of engineering, but imagine it as a classic car in 30 years time! All those mechanisms, switches and hydraulics could become an interesting challenge to maintain in the future. Probably not that much different than the elaborate folding tops of the 1950's & 60's cars though, and they still seem to work OK when properly maintained!

Thanks to everyone who helped organise (especially Heino & Ben for bringing the trailer, marquees, etc!) and to those of you who managed to bring 2 or 3 cars from your collection, and of course to Erik Ullner for bringing his immaculate 164E all the way from South Australia again. Next year let's see some more modified cars and hopefully a few more 1800's and 120's on display.

[See photo of every car at the display day on the next 5 pages]

Trivia Night 7 March 2007

For our March night meeting, Greg organised a Volvo-related Trivia Quiz (25 questions + bonus answers). The quiz consisted of questions about Volvos past and present, and included visual identification of Volvo models as well as obscure Volvo components (parts). In

general, everyone did quite well given the fact that everyone's not intimately familiar with the older models. We won't divulge everyone's scores (to avoid any humiliation involved, especially for those men whose wives/partners *may* have out-scored them!) The top-scorers (not including committee members, who were ineligible for prizes) are:

RESULTS OF PEOPLE'S CHOICE VOTING ANNUAL SHOW AND SHINE BRITISH AND EUROPEAN MOTOR SHOW SUNDAY 4th March 2007

120 Amazon & PV

1st HPV 544	Len Ward	PV 544 Green
2nd JZF 742	Ryan Mischkuunig	122S Beige

P1800S/E/ES

1st CH 2088	John Johnson	P1800S White
2nd 727 GP	Walter Gowans	P1800E Blue

140/160 Series

1st WSV 308	Erik Ullner	1974 164E Red
2nd LZF 527	Sandra Gowans	1974 144DL Orange

242GT/262C & 242

1st JJ 262	John Johnson	262C Silver
2nd 0441 H	Thorben Hughes	242GT Silver

240/260 Series to 1980

1st MK 244	Mark Hoffmann	1976 244DL White
2nd AHL 555	Ron Yeates	1979 244 Beige

240/260 Series 1981 to 1993

1st MK 240	Mark Hoffmann	240GLE Blue
2nd CFU 176	Adrian Beavis	240GLE Green

700 & 900 Series

1st NMZ 855	Tina Nowatzky	1995 960 Burgundy
2nd GJZ 960	David Spratt	1996 960SE Green

300 & 400 Series

1st CAM 360	Cam Tuesley	360 GLT White
-------------	-------------	---------------

850 & Later

1st GUDRUN	Gudrun Hoffmann	2000 S40T Gray
2nd SXW 124	Brian Beecham	1995 850 T5 Silver

Modified

1st AD 182	Ash Davies	1990 240GL Red
2nd QBC 607	Wayne Bowers	1988 240 Supercharged Silver

President's Encouragement Award

Walter Gowans	P1800E Blue
---------------	-------------

Master's Class

Gudrun Hoffmann	2000 S40T Gray
-----------------	----------------



Mark Richardson (42 points)
Mark Hoffmann (35 points)
John Johnson (32 points)
Allan Abbott (31 points)
Christine Stanford (26 points)
Graeme Berry (26 points)

Several members suggested that we do a "general knowledge" trivia night at

an upcoming night meeting, so if anyone is willing to organise, please let a committee member know. If there's space in this edition of the magazine (or the next one!), the quiz and answers will be included for those of you who were not at the night meeting (and other clubs around Australia).

Night Meeting Guest Speaker: Luke Story 4 April 2007

Our April night meeting guest speaker was an interesting chap. Luke, who owns Bennettswood Trimming, gave us a talk with accompanying

Volvo Club Display Day at Flemington

Photo	Model	Class	Colour	Owner
1	544	120/PV	Green	Len Ward
2	122S	120/PV	Green	Ryan Mischkuunig
3	1800E	1800	Blue	Walter Gowans
4	1800ES	1800	Yellow	Greg Sievert
5	P1800S	1800	White	John Johnson
6	144GL	140/160	Red	Heino Nowatzky
7	144GL	140/160	Orange	Sandra Gowans
8	164E	140/160	Red	Erik Ullner



1



2



3



4



5



8



7



6



Powerpoint presentation telling all about the process of re-trimming classic car interiors. He does everything from rebuild seats (including the frames,

wires, foam, straps and upholstery) to custom-made floor carpets, headlinings, door trims, and even convertible tops. It's a labour-intensive business as many

of the historic cars have components that must be hand-made from scratch, sometimes with only a dilapidated original part to use as a pattern. Luke

Photo	Model	Class	Colour	Owner
9	242GT	242/262	Silver	UPJ 637
10	242GT	242/262	Silver	Dion Nowatzky
11	242GT	242/262	Silver	Thorben Hughes
12	242GT	242/262	Silver	Keir Telfer-Williams
13	262C	242/262	Silver	John Johnson
14	244DL	Early 200	White	Mark Hoffmann
15	244DL	Early 200	Cream	Ron Yeates
16	244GL	Early 200	White	Kevin Holden
17	245DL	Early 200	Yellow	CH-9513



9



10



11



17



16



15



14

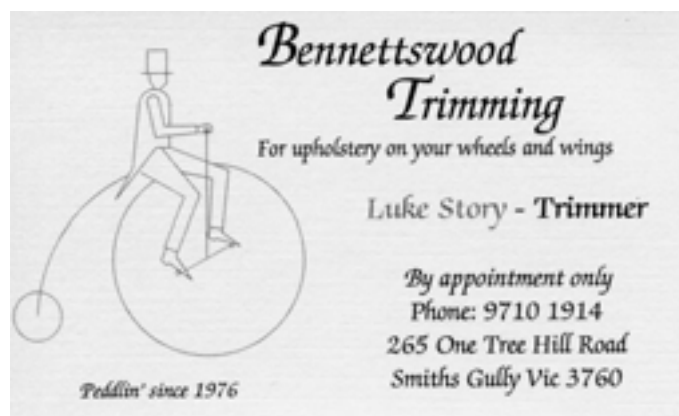


13

showed many photos of jobs that he's completed, and showed the progression from start to finish on various seats being rebuilt and re-trimmed. He even drives a Volvo (265 converted to a 4-cylinder) that he's re-done with classic look fabric from a Peter Brock special Commodore with contrasting piping. He said the Holden crowd can't imagine such a "sacred" fabric in a Volvo!

Along with the presentation, Luke also brought a huge collection of fabric and leather samples. As he said, almost anything is still available at a price. Leather hides are now quite reasonably priced currently, so it may be worth

considering leather over cloth if you're re-doing your interior. Don't be shocked at the overall bill though - due to the amount of labour involved, it will run well into the thousands for a comprehensive re-trim. But the result will be very impressive indeed, and a lot cheaper than buying a new car. If you have any motor trimming needs, see Luke's contact



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details on the business card scanned on this page.

Photo	Model	Class	Colour	Owner
18	360GLT	340/360	White	Cam Tuesley
19	240GL	Late 200	White	Brennen Niegut
20	240GLE	Late 200	Blue	Mark Hoffmann
21	240GLE	Late 200	Gold	Adrian Beavis
22	264GLE	Late 200	Blue	Alex Isaac
23	240GL	Modified	Red	Ash Davies
24	240SC	Modified	Silver	Wayne Bowers



18



19



24



23



20



22



21

Photo	Model	Class	Colour	Owner
25	740T	7/9 Series	Blue	Mark Iceton
26	740T	7/9 Series	Green	Andy Wilson
27	760T	7/9 Series	White	Angus Campbell-Wright
28	940GL	7/9 Series	White	Travis Ellis
29	940GLE	7/9 Series	Red	Julian Purvis
30	940T	7/9 Series	Gold	Caz Telfer-Williams
31	960	7/9 Series	Red	Tina Nowatzky
32	960	7/9 Series	Green	David Spratt



25



32



26



31



27



30



29



28

Photo	Model	Class	Colour	Owner
33	850 T5	Modern	Silver	Brian Beecham
34	850 T5-R	Modern	Yellow	James Rovas
35	C70	Modern	Saffron	UIW 693
36	S80	Modern	Silver	UHD 800
37	S40-T	Modern	Silver	Gudrun Hoffmann
38	V70	Modern	Blue	Dion Nowatzky
39	V70R AWD	Modern	Black	James Rovas
40	V70R AWD	Modern	Black	Peter Sokolowski
41	C70 Conv	Display	Black	Volvo Car Australia



33



34



41



40



39



38



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36



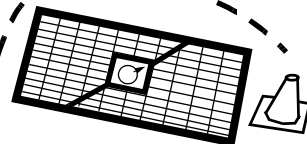
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240/260 Register

Mark Hoffmann

03-9335-3946 (AH)

vol244@hotmail.com



Welcome to this issue's 200 Series Register Page. With the Volvo Club's annual display at the British & European Motor Show at Flemington behind us for another year, I'm very proud of the fact that both my 240s took home first place in their respective categories again, which topped of a great day of sunshine, lots of well-presented Volvos and for me, the chance to chat to and get to know some great new Volvo enthusiasts and 240 owners who have recently joined the club.

The finer details of the day are no doubt covered elsewhere in this issue but personally, it wasn't quite smooth sailing for me this year, as a couple of minor disasters prior to the display

discover numerous large green burn marks in the clearcoat on the roof.

Needless to say, the remainder of the afternoon involved much cutting compound, polish and elbow-grease, after which the effected area looked respectable and greatly improved on what I initially thought could be achieved, but numerous small legions etched into the clear coat permanently remain (visible mainly only to me under certain lighting conditions, or so I am told)! In appearance, they are best described as akin to the damage caused by unremoved bird-dropping which create permanently-etched mottled patches on paintwork.

This is particularly disappointing, as the paintwork on the roof was

our new 2001 S40T, and a quick mobile phone distress call had her coming to our aid and ferrying the necessary parts and tools from home, which quickly had the 244 back on the road and on the way. What would we do without them - mobile phones and mothers that is!

Ironically, the previous time I drove the old 244, a similar but unrelated problem also stopped it dead, when a short length of fuel hose at the rear near the fuel-pump also burst. Neither are serious mechanical failures, although in retrospect, the consequences of a leaking line spraying out fuel on the hot exhaust side of an engine don't bear thinking about! Although these failures can happen at any time in an older vehicle of any kind,



Decisions, decisions - 240 vs. 740?



nearly prevented me, for the first time in my 10 years in the club, from presenting any car at all.

The first disaster was cosmetic in nature, and afflicted my blue 1985 240 which had been stored under a car cover at a relative's property near to home for a couple of months recently, in a temporary effort to make room under the carport for another automotive project, detailed below. I had taken care to purchase an expensive premium weatherproof car cover, and even added a soft nylon dust cover between it and the car to eliminate any possibility of chaffing, and the outer cover was tied down well to ensure it didn't move or flap around. The main cover even had ventilation flaps to prevent the accumulation of moisture but alas, from a combination of icy mornings and ultra-hot days during the period, several wet patches formed between the cover and the roof of the car, which then became super-heated under the cover in the summer sun. The net result came to light the afternoon before the show, when I removed the cover from what I thought to be a display-ready car, only to

completely original and in near mint condition, in contrast to that of most remaining early metallic 240s, and I am now faced with an awkward and costly repair on a car which I had brought to what I considered to be a finished standard. I suspect that under milder weather conditions, this problem would not have occurred, but I hope that members might benefit from the story, and it will certainly be the last time I am tempted to use a car cover in extreme weather. In spite of the recovery, I was sufficiently demoralised by the experience to want to leave the car at home on the day of the club display, but was convinced otherwise and do admit that the car looked great on the day, even if the "shine" had been taken of it for me somewhat.

The second disaster was mechanical rather than cosmetic in nature, and afflicted my white 1976 244 on the morning of the show, which made it no more than 2kms from home before a burst fuel line hose near the fuel filter on the firewall left it stranded by the roadside. Fortunately, mum was also en route to Flemington to make her display debut with her first Volvo,

the breakdowns on two consecutive outings felt surreal and almost impossible for an otherwise infallible car that has scarcely missed a beat in thirty years and nearly 400,000 kms of family motoring. I suspect the problems stem from the fact that these days the old 244 is rarely used, and only emerges from the garage for the occasional Sunday drive in fine weather and never for daily commuting. An intermittent leak from the water pump gasket and occasional staring problem after an extended layoff are probably also testament to the car's inactivity, and the problems that can arise when owning a "show car" that is driven infrequently. I suspect that the numerous club members in our ranks with vintage P1800s and 120s are nodding knowingly at this point!

If I were superstitious, I might suspect that the 240s in my stable are trying to tell me something, as my attentions over the past couple of months have been focussed on my "new" gold 1991 740 wagon. As this space is reserved for matters 240, I won't go into great detail about the car here, other than to say that a

frustrating 18 month search of the used car market failed to turn up what dad and I were looking for: a suitably clean and original late model wagon example of the 200 series. This ultimately led to me broaden my search and purchase a 700 series wagon that we now couldn't be happier with.

After much polishing and general cleaning, the car looks virtually as new throughout, and drives every bit as well as if it were still a new car. My enthusiasm has also been boosted by the fact that the 700 series are so fundamentally different to the 240s that I know so well, and I feel like I am learning "Volvo" all over again with and a whole new range of parts and accessories to explore! For the few thousand dollars I paid, the 740 wagon is also fantastic value for money in terms of its comfort, driveability and practical benefits, and being the very last of the 740 line, features the fully upgraded 940-type interior, soft nose styling and smart satin black exterior trim. As much as it pains this 240 enthusiast to say so, the 740 probably also offers a little more refinement and prestige than its 200 series equivalent but having made that remark, if



Paul's 240 GL Wagon

another 240 disaster should befall me shortly, I'll know why!

On a different note, a guest contribution this month comes from Perth-based Volvo devotee Paul Heenan, who has recently updated from his venerable 1988 model 240 wagon to a late model XC70. The 240, however, will stay in the family I am told, and will continue to provide safe and comfortable transport for Paul's children. Paul still has nothing but praise for the older car and writes...

Our first Volvo was bought knowing that we would be moving from our beachside home in Perth for a promotion in the country a few hours away. With regular open road driving ahead of us and with precious cargo of children aged 4, 6 and 8, we felt that there was no alternative but to buy the safest car around. After some serious chats and Michelin-kicking with a few Volvo owners, we knew enough



material to put up with the sledges from non-believers - we started searching for our next car immediately.

The first thing that we noticed after driving a series of Mazdas bristling with gadgets was that Volvos were poverty-pack in terms of extras. Nevertheless, we have had this brilliant car in our family since 1994 and

coincidentally bought it within days of buying our first mobile phone. And with the rare double at that time, mum couldn't work out if we had become dags or yuppies or both!

Added fruit...

Straight after buying the car from its second (cash-strapped) owner for \$17,000.00, we added the new moulded floor trays, the most powerful halogen bulbs to be found, headlamp protectors, a dash mat, window tinting, black slimline number plates and fitted the used kids seat in the cargo area. As the kids got into surfing, Rola racks took care of the boards and some rear speakers completed the entertainment package. Since learning about the thriving international Volvo family on eBay, we have added a volt-meter from California and woodgrain dash inlays from Victoria (thanks Mark!). Replacement door lock knobs have

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come from Denver, a plastic door pocket from Denmark, a taillight from Toulouse and a window-washer lid from Wellington.

On the road...

Volvo brakes have no peer. Unsuspecting and sceptical test-driving friends would be flung into the steering wheel with their usual full-length Falcon stomp. Out on the open road the car is mostly gagging for breath in the overtaking lane yet long legged enough for comfortable and effortless touring in overdrive. On either hard top or treacherous gravel, the wagon tracks as straight as a dog on heat. Back in the city and in the car park the nimble wagon laughs at cumbersome

people movers and front-wheel drive cars and turns on a five-cent piece.

Now with 325,000kms on the clock, the original engine and smooth auto tranny are still running sweetly. The engine burns a litre of oil between services but otherwise remains clean and economical for such a big car. The interior is very tidy and has survived the child carrying days exceptionally well, and to this day the car has not even been pranged by either of our P-platers and so the panels are lovely and straight. The climate here in Perth however, has not been kind to the vanishing paint lacquer and the interior plastics are as brittle as they are beige.

The Future...

Recently, a 2003 XC70 has joined the family fleet. Far from an un-loved hack, the 240 has been benched for the prized gigs "down south" and has more than adequately been doing the unglamorous hard yards around the suburbs and the trips to the local beach in panel-van layout. I am sure that our 240 will be with us for many years to come.

Paul Heenan.

Thanks Paul for that great story of 240 family ownership, which I'm sure many club members can relate well to. Until next time, I wish all members pleasant and safe motoring.

Mark Hoffmann.

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YOUR SAY

Letters to the Editor, and other miscellaneous ramblings...

Auckland Calling

Hi Greg. I have located this old photo of our family car I thought you may be interested in. The photo is me as a young lad with my dad - off to the



cricket. It is the same car that I sent to you the other day. I recently located the car in Auckland and it is still waiting to be restored (photo of the car with me standing by it in a shed). It is a 1922



Barley Six tourer and was bought new here by my dad for 550 pounds (pretty expensive in those days). A six cylinder Continental motor pushed it along to 65 miles per hour top speed, and it was running on 24-inch wheels. There were only four of them that came to NZ at that time. It was made by Roma Motor Company in Kalamazoo Michigan. They made some nice models.



I can't quite remember the day but I believe I was brought home from the nursing home in the back seat. My family and I owned it for over 35 years, until I traded it for a little black Standard Ten, this was sometime after the war.

The other photo I sent you was our Honeymoon car (Thelma pictured standing next to it) - a 1938 Morris eight. Re: your question in the magazine "what did you learn to drive in?" Well, I used to meet my dad on his way home from work in his truck, a Ford V8 with crash box those days. I was still going to primary school then. It was good fun. I started off by learning how to steer, then as time went on I was allowed to change gears while Dad worked the clutch. It all worked out ok. So as the years went on it was easy to drive the Barley.

Bob Mitchell

[Bob and Thelma Mitchell are members of the Volvo Club of Victoria living in Auckland. Thanks for the great words and photos Bob! Ed.]

Grand Prix Dreaming

Peter Sokolowski has sent the following photo. The only explanation required is that the reason he is standing on the highest box (labelled "1") is that he would be the shortest one in the photo if they were standing on level ground!



Member Report from Iraq

Hi Heino. It's been a little while; I'm sure you're busy with work and no doubt club stuff too.

I'm still overseas, we're slowly coming out of winter, which by the way gets very cold (who would have thought) but after doing 6 months in



summer in O5 I'm not looking forward to the heat. Although we will just miss the worst of it...hopefully!

Thanks again for sending over the



mag, while I do get bagged out about it, and being a Volvo driver (all in humour) I know they just don't understand.

I have got a couple of photos approved that you may want to use, so they're attached.

I'm not quite travelling in Volvos over here, but at least I can read about them :-)

I'm looking forward to getting home, not soon enough. Ben, my now 7-month-old son is roaring along and I cannot wait to get back there. We're on the downhill run now, down nearly to single figure weeks to go. Take care, don't work too hard.

Regards,
Daryl Thomas

The Travels of James

Maribor, Slovenia

02/04/2007

To the people of the Volvo club of Victoria:

Greetings to all and sundry :)

What a past few weeks it has been. I mean that on every front but the Volvo front. I'd love to type a stupidly long letter about all the amazing Volvos I've seen here. The weird and wonderful cars I've seen but it has just not been the case. I've actually been pretty underwhelmed by what I've seen so far.

Main places I've visited so far and what I've seen are: in Graz in Austria I saw a number of 740s. Unsurprisingly I saw no 760s and just typing those words makes me think that I haven't seen a single v6 Volvo in over 6 weeks which speaks for itself I think :) there is the odd 940 and I saw a couple of late 960s too. There were actually quite a few new s80s, most of which were already covered in mud (it *was* kinda winter here.) my 1st week I saw on the back of a truck a new c30 and on my last day in Graz I found the local Volvo dealership, which turned out to be a meager 5 minute walk from where I lived. At the dealership there wasn't too much exciting save a couple of new s80s and an xc90 that had been fully colour coded (the normal variety look exactly the same as what we have in oz except even the old variety comes in diesel, which, I forgot to mention, is also the engine of choice for 99% of the Volvos I've seen so far.) what was of interest was the 2 c30s that were sitting near

the front. One was black with plastic all over it and the other a silver demo with fancy stickers. I was spied by one of the salesmen and after explaining who I was a strained conversation ensued (he spoke no English and my German isn't really that sensational...) but what I found out is that they have been delivering c30s to customers since the start of the year and he pointed into the showroom to 2 people waiting and explained that they were there for the black c30 and were taking it away on that day. Talk about how backward in oz we are when it comes to cars....

My next visit was to Klagenfurt in Austria (I'm now used to calling it by its Slovenian name of "Celovec" go figure...) which I was admittedly for only 3 days. In that time and living in the centre of the city I don't think I saw a single Volvo. I'm still coming to terms with just how rare they are in this part of Europe. It's like I'm back in the western suburbs of Melbourne.

At this point I should make mention to a few things about driving in Austria and where I was next headed to, Slovenia. The difference between the 2 countries comes down to fixed speed cameras. Austria has them, Slovenia doesn't. also, Slovenia doesn't really

seem to care too much about enforcing speed limits or any laws relating to driving and Austria isn't really much better. I've enclosed a picture from an entry to Graz and the number in the red circle speaks for itself. You think we have to drive slow here? I'm never complaining again. Having said that the words on the yellow sign are Slovenian and Hungarian and I think



the locals and all the visitors translate it as "optional" and drive whatever speed they choose to.

My cousin offered to drive me from Celovec to my next stop in Slovenia, a little village called Vedrijan. At this point I must announce that I'm sending this letter to most of the committee just for the personal entertainment for whoever is reading it at the meeting for some of the place names I'm about to announce. If Dragan Krasic is present he will probably know the correct pronunciation...

Well, to get from Celovec to Vedrijan there is what's known as a Hitro Ceste (Slovenian for "quick road" which means freeway which goes from Jesenice on the Austrian border in the alps to Ljubljana, the capital of slovenia. Another Hitro Ceste goes from Ljubljana to Nova Gorica with an interruption at Razdrto (I'm not making any of these names up) where they are still constructing that part. The speed on most freeways in Europe is 130 km/h and Slovenia is no exception but for most of the trip we were sitting on 180 km/h which in my book is pretty quick. The odd part was that we were actually being overtaken at that speed by a lot of cars. Couple that to the fact



that driving etiquette is almost totally absent and most people drive like they are trying to die and being on the road is a rather uncomfortable experience.

Back to what I've seen and where. There is one Volvo in Vedrijan. A 460, which is probably the most common Volvo in Slovenia although a lot of 340 sedans are kicking around still. I don't think I've seen a single 700 series car here yet.

I spent 2 days in Firenze in Italy and enclosed are 2 photos: an old generation 460 with Trieste number plates I saw in Monfalcone and a 940 wagon I saw in the centre of Firenze which has a vinyl roof. So groovy except it's a 1990s car... there were actually a lot of Volvos in Italy that I saw although most were older leading me to wonder where these "record sales figures" are coming from as new Volvos are rare as hen's teeth everywhere I've been so far. In Italy the most common Volvos were probably 850s in their various guises with a few later V70s although I've seen maybe 2 S60s so far.

My next stop was the capital of Slovenia, Ljubljana. So far it has been where I've seen the most Volvos of everywhere I've been. They're actually not so rare and there were 2 cars of note: on the bus near Ljubljana I just caught a glimpse of a white 74 144 and



enclosed is a picture of a very clean 75 245 that was parked in the centre of town for about 3 days. (note the number plates: on the Volvo are the superseded Slovenian plates and the car next to it wears the current EU plates) Among the ranks of Mercedes and Ford focuses that are being used as taxis I've seen several S70s and a couple of V70s as well as a few S80s with taxi signs on top. I almost got a picture of a blue V70 that looks a lot like the prized one of a certain club member with a bright yellow wheel clamp on it and a sticker on the window but I went another way home that night and the owner must have actually wanted his car back as it was gone the next day. In Ljubljana I also saw the 1st C30 actually on the road and I finally saw a 480 in the flesh. Only 1 so far.

My latest stop is Maribor, also in Slovenia which has been like the rest of Slovenia in that Volvos are a rare sight and consist of mainly diesel 460s and a few 340s with the odd newer car thrown in (mainly diesel V40s) I sent an email to the Volvo club of Slovenia but a month later I'm as yet to get a reply and I was thinking of attending the meeting of the Burgenland chapter of the Austrian club last Friday but I was in a small village called Završnice with friends and without a car and the logistics were a little too difficult but the Steiermark and Kärnten meetings both come up this week so I'll see what I can arrange. If I attend, there will be photos :)

I'm considering what I might do in terms of long term transport and I'm thinking of either a 480 or a 66 because I know John Johnson has virtually no chance of getting one before I do, and yes, that's a personal challenge :) at this point if Mark Richardson is present he's probably smiling, knowing he's about the only person who knows what a 66 actually is and although it was 13 years ago I'm possibly the only other person who can claim to have actually seen one in real life, albeit for about 20 seconds behind us at some traffic lights in some Slovenian village.

At this point I'm going to conclude and go to bed so I hope everyone is well and no-one has done a head gasket or rearranged the panel work on their cars and I'd love to hear from people as to what they're up to :)

Much love,
-James (Maddison)



Da Street

Sup peeps[1]? Welcome to *Da Street*, the article which gives you the down low on wats pimpin'[2] in cars on the streets of Melbourne and the world.

Street cars and street culture fits somewhere between daily driving and motorsport. Road registered cars that are built to look good and sound good by making as many modifications as possible even though they're likely to be given a defect notice.

I hear you asking "why would a bunch of Aussie Volvo drivers wanna know about hotting up their cars?". The best explanation for this can be found in a video compilation by Ben Emerson at www.streetfire.net (under videos, search "this is why you should have a Volvo")

Not all Volvo drivers own tweed hats (even though most of the South Australian Volvo Club members might), there's plenty of young blood around and this article is for those who wanna shake the "old fart" image. It's time that the youngsters boycott buying a Commonwhore[3] or a "Fix Or Repair Daily"/"Found On Rubbish Dump"[4], and to get a car with some character! Volvos are bloody cool cars and go very well when the right things are done with them and to prove it we must look to the U.S.A. and the homeland of Volvo, Sweden.

In the US, Volvos are "hotter than a set of twin babies, In a Mercedes Benz wit the windows up, when the temp goes up to the mid 80's" to use a quote from American rapper Eminem. What have those yanks done to turn their ordinary cars into EXTRA-ORDINARY cars? Go to www.turbobricks.com, become a member, have a browse and find out (search "Bruce" to read the rants of other Aussies). Check out cars running 20+psi of boost, lowered by 3 inches, wheels bigger than 18 inches and stacks more madness.



Motors that never say die, a big range of factory performance items such as turbochargers, intercoolers, sporty suspension and mag wheels make a Volvo the ideal starting point. In Aus, the huge number of older Volvos around mean parts cars are cheap. The

MOST appealing thing about a Volvo however is the surprise people get when they see their grandpa's car with 5 subwoofers in the boot, 18inch rims, beating rice burners[5], 6's and 8's.

Sweden, the home of Volvo and the home of HOT Volvos. Everything



from body kits to sports suspension to turbo kits are available aftermarket (Hopefully more of which will become available here after Mark Richardson's NEXT trip to Sweden). Regular dedicated Volvo display events are held, one of which is called Vallåkra-träffen and if you haven't seen the photos get up right now and get to (<http://www.volvonet.org/tpc/vall2003>), you will never look at a Volvo the same way again. Check the pics on this page to see

Canary yellow 240 lowered, body kit, clear signals, mags (centre). Hotrod 122 convertible (lower left). and Chop-roof 142 (upper right).

Australia does have



a number of hot Volvos. Vince Harmer's Chevy powered 262C, Marc's 244GL turbo, Matt (Forg) Cremer's 242GT, Michael Bennett's old 264 fitted with a 190kW Nissan RB30 are just a few. A gold 244 even appeared in the March edition of Fast Fours magazine. You can find locals who are putting together fly rides[6] at www.groups.yahoo.com in the OzHotVolvos group.

Now you know what *Da Street* is all about. Next edition you'll learn about "street cred" and your car gets rated. You'll learn all the tricks for turning your A-B [7] into a real head turner and where to go to get it done on the cheap. The plan is to cover "slamming your ryde"[8], rims, kits[9] and cannons[10] plus stacks more in the next few months. If you have any suggestions, know where to get a good deal in Victoria shoot an email to skate_183@hotmail.com. If you're from South Australia and would like to see this "hip hop rubbish" replaced with more coverage of the last crabbing trip, it might be time to swap your tweed to flexfit[11] coz hot Volvos ayrint going away.

Caz T.

Street slang decryptor:

- [1] What's happening people.
- [2] Cool
- [3] Commodore
- [4] Ford
- [5] Japanese sportscars
- [6] Cool Car
- [7] Daily driver
- [8] Lowering your car
- [9] Body Kits
- [10] Exhausts
- [11] Elastic baseball cap size adjusting system

MOTORSPORTS REGISTER

ASH DAVIES (ash.davies@dvs.net.au) & **NOEL BRUIN** (volvocrazy@optusnet.com.au)



Swinburne TAFE Dyno Day **24 February 2007**

It turned out to be beautiful weather for the Dyno Day after early morning rain. This time we ventured out to Swinburne TAFE dyno in Wantirna (thanks Cam Tuesley for organising). We had a large turn-out of cars, including our first pushrod-engined car at a club Dyno Day (Greg's 1800ES). As usual, the turbo FWD cars put out the best show of power, with Girius's ECU-upgraded red 850R at the top of the rankings. Following close behind was Vaughan's stock-standard black 850R wagon. Next came Tina's 960, then Caz's 940T and Mark's 740T. Alex's 264GLE with no exhaust put out a surprising figure very close to the B230FT engines, followed by the B230E's (Julian's 245, Dion's and Thorben's 242GT's). Cam's B23E was next, with Greg's 1800ES closing out the pack.

The overall experience this time was great, due to the spotless, safe and high-tech facility at Swinburne TAFE. The dynamometer is located behind large sound-proof glass viewing windows, and there's an LCD display panel that shows the power readings in real-time. Thanks Cam for organising a club BBQ on the day, and a big thank you to the technicians Ed DeGabriel and Pete Smith from Swinburne. We'll definitely be going back to this location for our next Dyno Day (hopefully later in 2007), so have your engines ready!

[See Photos on next 2 pages]

Events for 2007:

10th May 2007 -

Calder Supersprint. Run by the Ford Four Car Club
email me for more details.

8th July 2007 -

Winton Fun Day
see web site
www.wintonraceway.com.au

20th July 2007 -

Calder Supersprint. Run by the Ford Four Car Club
email me for more details.

17th August 2007 -

Winton Supersprint. Run by the Ford Four Car Club
email me for more details.

Prior to events, a few of us often get together to go over cars and for a very relaxed tech session/chat. If you're interested in catching up at some stage to go through your vehicle prior to an event, please call me on 0412 709 695 or email, ash.davies@dvs.net.au

*Regards,
Ash Davies*

Local Motorsports Information

Check out these web sites for more info about track days and other events:

Wakefield Park website:

www.wakefieldpark.com.au

Winton Motor Raceway website:

http://www.wintonraceway.com.au

Calder Park motorsport:

http://www.motorsport.com.au/

SDMA website:

www.sdmahillclimb.com

AROCA Victoria

website:

www.alfaclubvic.org.au

Holden Sporting

Car Club of Vic

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

OPEN PRACTISE AT CALDER PARK:

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

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

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: ash.davies@dvs.net.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

BERRY MOTOR GROUP

VOLVO SPECIALISTS

SERVICE & REPAIRS

Email: sales@berrymotorgroup.com.au

Web: www.berrymotorgroup.com.au

16 Thornton Cres. Mitcham 3132

Phone: 9874-5544/Fax: 9874-8833





Mark Icton cringes as the dyno operator does an impersonation of Elton John to the sound of a turbocharger



Setting up Girius's 850R on the dyno



Dyno building and workshop at Swinburne TAFE. Everything was spotless! Very impressive.

Some of the cars in attendance (below)



Swinburne TAFE Dyno Day

24 February, 2007

Owner	Car	Engine/Trans	Power (kW)
Girius Antanaitis	850R	B5234FT* Manual *TME ECU upgrade	155.7
Vaughan Jones	850R	B5234FT Manual	146.9
Tina Nowatzky	960	B6304F Auto	114.0
Caz Telfer-Williams	940GL	B230FT Auto	97.7
Mark Icton	740T	B230FT Auto	97.0
Alex Isaac	264GLE	B27E Manual	94.2
Julian Purvis	265GLE	B32E Auto	76.0
Dion Nowatzky	242GT	B23E Manual	73.8
Thorben Hughes	242GT	B23E Manual	72.9
Cam Tuesley	360GLT	B23E Manual	67.0
Greg Sievert	1800ES	B20F Manual	53.6



The two 850Rs looking good!



The gang (above)



Greg's 1800E's on the dyno behind the soundproof glass viewing windows



Caz's 940GL with B230FT engine



Setting up Dion's 242GT

**Cam's
360GLT
really
flying!**



**Alex is
apparently
unfazed by the
complete lack
of an exhaust
system on his
264GLE!**



**Another shot of Mark's
740T on the dyno**

**LCD display above the glass
windows shows real-time
power output graphs**



Classifieds: Cars & Parts

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

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

NOTE: All standard classified ads will run for 2 issues. If you want to re-run your ad after 2 issues or cancel the ad after the 1st issue, you MUST LET THE EDITOR KNOW! This does not apply to "ongoing" ads for services/new parts.

1980 244. Auto, cream colour. Runs well. Good tyres. Very reliable. 338k km (I've owned since it had 85k on the clock). Good condition. Lilydale. \$1000 or best offer. Phone Norm on 0403 910 077 or (03) 9726 8141. (20Apr07)

1982 "284" - 264 fitted with 3.5 Rover V8 [Old Transport approved] at GLT in Brisbane. Much money spent on Reco trans, suspension mods and 16x7 Performance alloys. Painted duo-tone Black over Grey. Usual 264 appointments although air-conditioning needs to be re-fitted to car. This car owes me around \$12000 but I am open to reasonable offers as I own too many cars and need to consolidate. Please contact me at colhovey2006@yahoo.co.uk (19Apr07)

WANTED: Accessories for late model ('92), 240 Sedan. Anybody with any of the following gathering dust in their shed, and wishing to part with them, please phone or Email me with the price etc.

1. External rear window sunshade, eg: Auger brand or similar.
2. Dash Mat, black colour.
3. Driver's door weather shield.
4. Mud/Snow mats, front & rear, "Camel" colour.

Wal Bellamy, (Melb) 98844039 or Email: waltzb@optusnet.com.au (11Apr07)

B20 Engine Parts for sale:

1. Set of 4, new, +40 thou, B21, Mahle pistons, rings, gudgeon pins. With a late 8 stud, B20 engine bored to 93mm, this provides 2175cc. Also have the correct head gasket to go with this. \$650ono.
2. B20E engine ex 1974 auto car. Partially dismantled but all parts are there. Bores perfect, big valve, high compression head. Flywheel plus 8 bolts included. \$200ono

Tim Clarkson, ph. 0403 247 601 or 07 3269 1124. (11Apr07)

PARTS FOR SALE:

TURBO MOTOR (B230FT)

2.3L Late model turbo motor (out of 940T) with all looms and fittings. Still in car after accident, motor undamaged and still runs. Widely regarded as Volvo's best ever motor. Perfect replacement for a 2/7/9 series motor. Would make a great 242turbo or race car motor. Stacks of power! All the parts needed, supplied. \$1000- OBO

940 LEATHER INTERIOR

Full set of black/gray leathers, interior trim and dash for a 940. Very good condition, slight wear on drivers seat otherwise all top condition. \$650- OBO

B23E (GT) MOTOR

Standard motor from a 242GT with H-cam. Complete, still in car. Gearbox on last legs. Regularly serviced. I have always been impressed with its performance. Great replacement for any 240 or 360. \$100

940 & 240 PARTS

Big collection of parts. See <http://s128.photobucket.com/albums/p161/242gtr> for pictures.

17" WHEELS

Set of 4 Volvo Arrakis rims (as new). Suit FWD car (850's or later direct bolt on) or I can help source spacers to fit a RWD. Originally found on luxury S80's these rims will drastically improve the look of your car. Contact Caz (h) 03 9772 2337 (m) 0439 033 742 (10Apr07)

1971 Volvo 142GL. 2 litre B20E: 4 speed manual with overdrive: sunroof: recent respray in classic metallic blue/grey: Inertial reel seatbelts on front: 15" alloys: Alpine CD player and speakers. The car is mechanically



good with service history by Volvo mechanic. Overall condition of paintwork is good with only a few minor defects. Interior is in overall good condition but rear seat is original and worn. Conclusion: A fine example of unique car which is a pleasure to drive. Price: \$3000. Contact Richard on 0408 001 787 (10Apr07)

1971 144\$ 4-speed manual, white, minor rust (some under screen). Faded paint. Mechanically good. \$100. Phone Jim Wells on 03 5986 1585 (4Apr07)

1995 850 T5 wagon. 5 cylinder turbo, sports mode auto, tracs. Driver, passenger and side airbags. Metallic burgundy with charcoal leather interior, tinted windows, factory sunroof, factory CD stacker, tow bar,

227,000kms. Registered until January 2008. Will be sold with a RWC. Reg DV5850 (plates will not be sold with vehicle)

- * Bilstein shocks and struts
- * Weitec lowered springs
- * H&R rear wide-track kit
- * 17" 850T5R Titan wheels with 215/40/17 tyres (standard 16" 850T5 alloys and tyres can be provided if desired)
- * 850R front spoiler
- * 850R steering wheel and door trim inserts
- * Volvo genuine roof spoiler
- * Volvo genuine floor mats
- * Volvo genuine boot mat and liner
- * Pipercross panel filter
- * 2.5" custom made cat-back exhaust system
- * Braided stainless steel front brake lines
- * MSD coil upgrade



- * DVS strut brace
- * DVS aluminium sump guard
- * DVS grille
- * Volvo V70 upper tail lights
- * Urethane upper engine mount
- * Recent new sway bar links, lower control arms, spring seats and strut mounts.
- * Battery, radiator and alternator replaced less than 12 months ago.

\$11,500 Ash 0412 709 695 or email ash.davies@dvs.net.au (4Apr07)

1980 242GT Turbo (AMT 493) This car would suit the motorsport enthusiast to use as a weekend track car.

- * Hand built turbocharged motor with Motronic sequential computer system.
- * Front racing seats with harnesses as well as standard seat belts.



- * Manual overdrive gearbox
- * Locked diff
- * Brass button clutch and HD pressure plate
- * Pedders HD coils and shocks
- * 16" HP alloy wheels
- * 26mm front sway bar

plus heaps of spares. Phone Michael on 0438 017 022: Price \$5k (31Mar07)

1984 240GL (BYZ 342) Registered until 12/07. Beige. Very good paint & interior. Manual overdrive transmission. New radiator. New tyres. Alloy wheels. 240k's. Phone Rob on 0427 566 495. Price \$1500 ono. (31Mar07)

1978 244DL (BYU 575), manual sedan. Lovingly cared for by one owner. In Very



Good condition throughout as photos show. Car has been serviced regularly by Volvo. \$1500. Please call Maria, 03 8812 2728, 0409 502 100. Blackburn, Vic. (23Mar07)

Small block Chev 350 to suit 240 Volvo (or anything else that takes your fancy) complete with mounts etc. Engine not run since full rebuild, new pistons, rings, bearings. Still wrapped in plastic.

- * New mild cam (Wade) & bearings. New anti pump up lifters & posilocks
- * New remote oil filter kit
- * New RPM Performer inlet manifold
- * New gear reduction starter motor
- * Spreadbore Holley 650 double pumper
- * Powder coated Moroso air filter, Alloy rocker covers & Accessory brackets
- * Modified & baffled sump, increased capacity.
- * Engine mounts & Extractors
- * Custom built large capacity radiator
- * Heads modified.

Car ran 14.4 sec. quarter mile @ Calder in 1988 with similar cam, with High Flow 1H ran 14.01 sec. @99.5 mph. with auto trans. Why doesn't someone buy the 242 (see below) and this engine and put it all together. Now there's a track car, &/or every day driver, was when I had it. \$3200

New Getrag 5 sp. manual (Commodore 5lt.) including clutch & flywheel. Requires trans tunnel mods to fit Volvo. \$1500

Turbo 350 auto with shift kit & one piece tailshaft to suit \$250

Contact Kevin Holden 03 5348 5701 or email holdenka@netconnect.com.au (8Mar07)

1976 242 DL, 2.1, single carb, recently rebuilt. 4 sp. manual, tired clutch, good appearance inside and out. front brakes currently disassembled, and no exhaust



system. Also comes with a set of 7x14 steel wheels. Also have another 2- 7x14 & 2- 8x14 (require guard mods.) Have all the bits needed to put right. \$250 Contact Kevin Holden 03 5348 5701 or email holdenka@netconnect.com.au (6Mar07)

144R Race Car. I have now retired from racing for the time being and now would like to see the 144R race car go to a good home, I am asking \$4,500.00 ono. <http://www.volvoadventures.com/144R.html> This web site can give you an idea of what is done to car. I have added a Celica steel case 5sp gearbox and revised front suspension since, masses of spares included with car



including spare fuel pumps, carb jets, clutch plates, engine parts, etc. Car is ready to go and cams log booked. For any further information please contact me. Contact Stuart Innes on 0412996433 mob anytime or 02 4226 3402 AH. (18Mar07)

hence a cheap price. I can send pictures upon request, and prefer seats to be picked up, near Newcastle NSW. Please contact Martin 02 4938 5763. (21Mar07)

242GT (UMH 395) Adelaide Car with interesting history. Original owner was none other than Max Schubert (Penfolds' Grange Hermitage creator). The car is in running



order but has had little use for the last few years as both my wife and I have company cars. Paint is a little faded on the boot and a patch on the roof. Other than that it is all original. \$2500 ono. Ring Simon on 0423-034373. (13Mar07)

1970 142S (RGK 366) Registered under South Australian "Classic" regulations and insured with RAA. One owner since new.




Runs well. Used as "second car" for the past twenty years. Well maintained 198,000 miles with original B20 motor, four-speed gearbox and differential. Single Stromberg carb. Near new Michelin ZXZ tyres and original (little used) Swedish spare. Ventilated steel rims professionally repainted in muted silver. White body with minimal rust. Blue interior carefully refurbished in style of original. Dashboard has no cracking. Additions (all Volvo) include rear seat belts (2); rear headrests and rear window sun blinds. Original books with ownership details and even a 1970 showroom brochure. One of Volvo's most attractive designs with slim bumpers and eye-catching two-door styling. Suit collector. \$3,200. Phone 08 8431 1235 (6Mar07)

WANTED: Volvo P1800 E or S in pristine condition to love and cherish. Bodywork, interior and engine must be in excellent condition with no rust. Phone Carl on 0416094355 or email angecarl@ozemail.com.au (4Mar07)

1969 1800S (UIP 879) Registered until Sep 2007. Comes with RWC. Resprayed correct California White 6 months ago. Other recent

VP Tuning



Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

mobile: 0403 814 545
fax +61 3 9778 5302
mark@vptuning.com.au

122 PARTS FOR SALE: I have for sale several front seats and a rear bench. They will go cheap The front seats are pre and post 1965 122 model. The upholstery needs to be done up on all, framework not too bad. Good for restoration,

work that is still under warranty; rebuilt



gearbox, rebuilt overdrive unit, new clutch. Engine has only done 23,000 miles since full engine rebuild. Restored to be a daily driver - not a concours car. Interior and chrome basically original. NO RUST!!! Great car, genuine reason for sale - I need a car with four doors for the new baby! \$19,000 or best offer. 0402567861 Car is also on carsales.com.au (5Mar07)

1989 760GLE Silver with tan leather with 161ks from new, recent work includes new radiator and full service CD player good condition \$3500. Car located in Toowoomba. Ph: Chris 0407 457 559. (25Jan07)

1981 264GLE auto with only 161ks from new silver in colour with blue velour. Recent work includes new front struts tyres and full service. Has original owners manual etc excellent condition \$2,200. Car located in Toowoomba. Ph: Chris 0407 457 559. (25Jan07)

1971 1800E (AWU 15W - NSW) manual overdrive with black trim sporting a period Webasto soft sunroof and 240GT mag



wheels. Needing some minor detail work. Asking \$15,000 ono please call Victor on 0418 679386 or email vhdavalos@telstra.com. More details and photos on carsales.com (23Jan07)

1980 242GT (TEB-611) Shadow tone: VGC: 256k: Price \$2900: 11 months registration: Phone Colin on 03-9662 9033 BH (5Jan07)

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

I have complete cars ranging from very good condition to restorable body shells. Years starting from 1969 to 1974. Plus lots of parts for all models. Give me a call - I should have what you want. Melbourne. Ph Heino 0425 705 045 (22Dec06)

Note: Ads run for 2 issues unless you notify the editor. Please consider reducing price and re-running the ad if items do not sell. Maybe somebody wants it, but the price is too high?

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



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

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



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

DVS 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**

NEW!! Weitec Performance Springs for Volvo 850 and P1 C70/S70/V70 Now available from DVS. Ideal handling upgrade for Volvo 850 and P1 C70/S70/V70 sedans and wagons. Weitec spring sets offer lowering of approx 35mm from Volvo standard ride height (less on R models and cars equipped with sport suspension packages.) Ride is noticeably firmer and handling is improved while still retaining a good ride quality. Call or email DVS for further enquiries.

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

Brembo and ATE slotted brake rotors.

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

DVS 'Raging Moose' stickers.

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



having a 'Raging Moose' on your car.

Stickers are high quality, long lasting vinyl and come in black, white or silver. 50mm tall. **\$3.00**

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



Adaptors available for \$129.00 per pair. Other required components also available. Please call or visit the DVS website www.dvs.net.au for more details.

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

DVS Volvo Performance Parts

p. 0412 709 695
e. ash.davies@dvs.net.au
w. <http://www.dvs.net.au>

DVS

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

ashleigh davies

0412 709 695

ash.davies@dvs.net.au

VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



<p>() New Application (1 year membership from date of payment.)</p> <p>() 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.)</p>	<p>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.</p>
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<p>Your Details:</p> <p>First Name: (Mr/Mrs/.....).....</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Postal Address:</p> <p>.....State: Post Code:</p>	<p>Membership number (renewal only)</p> <p>Surname:</p>
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<p>Contact Details:</p> <p>Phone: (.....)</p> <p>Email:</p>	<p>Mobile: (.....)</p>
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<p>Car(s) Details: (You must list vehicles with CH plates. Engine number can be found on Registration Certificate)</p>					
Model	Year	Colour	Reg. No.	Engine No.	Body Style
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<p>Membership Type:</p> <p>() Adult Membership (\$40)</p> <p>() Student/Pensioner (\$20)</p>	<p>Payment Details:</p> <p>() CHEQUE () MONEY ORDER () OTHER.....</p> <p>Amount paid \$.....</p>
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<p>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p>	
<p>Signature</p>	<p>Date.....</p>

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

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



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.heyerford.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 Corrimall 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

Trivett Volvo

476-488 Crown St

Surry Hills NSW 2010

Telephone: (02) 9383 9300

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: Walter Gowans' beautiful blue metallic 1800E. Photo taken at the Victorian Display Day at Flemington Racecourse. More info in the Victorian Events section this edition of *Rolling Australia*

If undeliverable return to
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MOORABBIN EAST VIC 3189

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