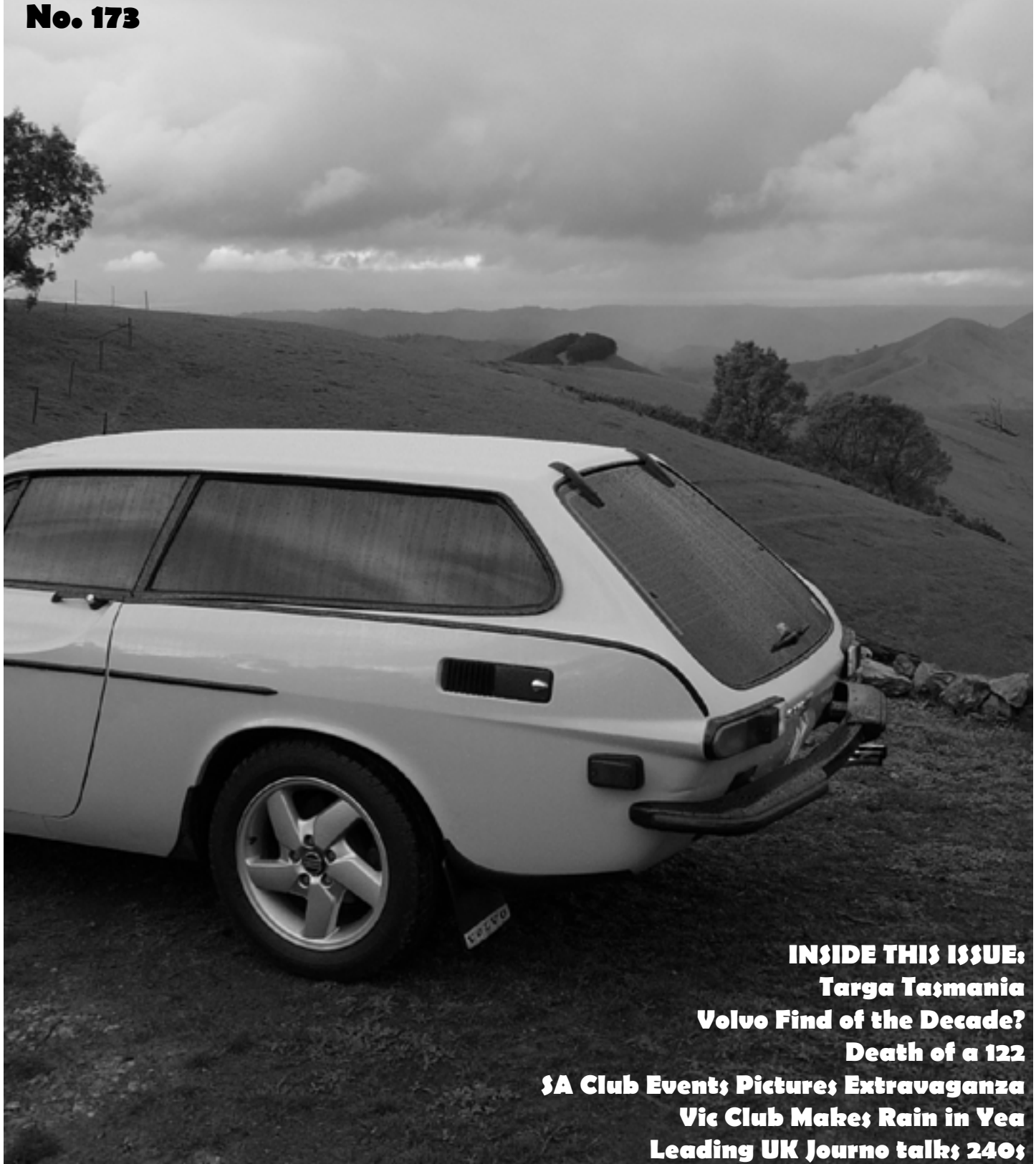


# ROLLING

**AUSTRALIA**  
**No. 173**

**July/August 2007**



**INSIDE THIS ISSUE:**  
**Targa Tasmania**  
**Volvo Find of the Decade?**  
**Death of a 122**  
**SA Club Event; Picture; Extravaganza**  
**Vic Club Make; Rain in Yea**  
**Leading UK Journo talk; 240;**



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



***HOT, HOT, HOT!***

**Volvo Club of Victoria AGM - Wednesday, 1st of AUGUST!!**

**See flyer/nomination form in this edition of Rolling Australia (insert in Vic Club member magazines only). Starts at 7:30 PM with FREE PIZZA DINNER. We also have a guest speaker from Victoria Police!!**



**Note to 1800/120 Club Members:**

**Club Membership Renewal is due - see flyer (insert in 1800/120 Club Member magazines only). Please get your dues payment to the 1800/120 club per details on the flyer.**



### ***Cover Photo Contest:***

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

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



### **On the Cover this issue: The Rainmaker in action!**

Once again, the Rainmaker (Greg Sievert's 1800ES) succeeded, this time during the drive to Yea. Read more in the Victorian Events section. Photo taken by the editor.

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P.O. Box 3011, Moorabbin East, VIC 3189

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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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- New VIC Committee
- New Tech Tips

## **ROLLING AUSTRALIA**

**JULY/AUGUST 2007 ISSUE NO. 173**

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

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### **DEADLINE FOR SUBMISSIONS**

Next edition deadline is 10th August 2007

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

# Volvo Club of Victoria Calendar of Events

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

## July 2007

- Wed 4<sup>th</sup> Night Meeting**  
 Guest speaker information see [www.volvovic.org.au](http://www.volvovic.org.au)
- Sun 8<sup>th</sup> Winton Fun Day**  
 Contact the Motorsports Register captains for more details.
- Fri 20<sup>th</sup> & Sun 22<sup>nd</sup> Bay to Bermagui Run**  
 Web site [www.cvmce.org.au](http://www.cvmce.org.au) - entries closed 30th May. 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 1<sup>st</sup> Night Meeting - Dinner & AGM + Guest Speaker from Victoria Police**  
 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 (pizza & soft drinks served at around 7:30PM, with the meeting 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 AGM portion 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 5<sup>th</sup> Night Meeting**  
 Guest speaker information see [www.volvovic.org.au](http://www.volvovic.org.au)
- Sun 30<sup>th</sup> Bay to Birdwood Classic - Adelaide**  
 Contact an SA club officer for an entry form, or [www.baytobirdwood.com.au](http://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 - register early for this great event!
- DATE Club Dyno Day - September or October**  
**TBA** Watch the web site [www.volvovic.org.au](http://www.volvovic.org.au) for further information or contact Cam Tuesley (motorsports register) if you're interested.

## October 2007

- Wed 3<sup>rd</sup> Night Meeting**  
 Guest speaker information see [www.volvovic.org.au](http://www.volvovic.org.au)



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 FAX: 9761 1593

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 Bayswater 3153

- Sun 7<sup>th</sup> Euroa Show 'n' Shine**  
 Victoria's fastest-growing show 'n' shine with over 1000 cars and motor bikes. Something for everyone in the family in a fantastic parklands setting. FREE ENTRY! For more info, contact Rob Asquith on 03-5795-1347, mob. 0439-398195 or email [show'n'shine@mcmedia.com.au](mailto:show'n'shine@mcmedia.com.au)

- Sun 14<sup>th</sup> Kilmore Classic Car Cup**  
 Entry form/flyer available from the Editor (or the Volvo Club of Victoria Web Site), or email event organiser [mathew@kilmorecarracing.com.au](mailto:mathew@kilmorecarracing.com.au) (Ph. Mathew on 03-5783-0700 or mob AH 0423 372 000)

- Sat 13<sup>th</sup> & Sun 14<sup>th</sup> Australian Historic Motor Festival**  
 Winton Raceway. Entry form and full details available at [www.wintonraceway.com.au](http://www.wintonraceway.com.au)

## November 2007

- Wed 7<sup>th</sup> Night Meeting**  
 Guest speaker information see [www.volvovic.org.au](http://www.volvovic.org.au)

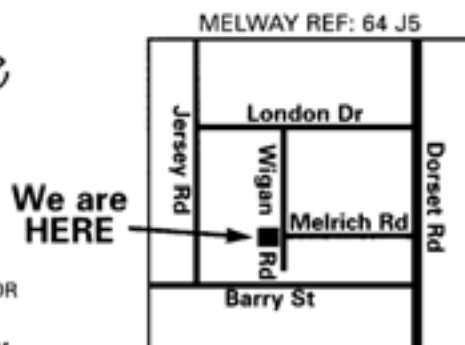
## December 2007

- Wed 5<sup>th</sup> Night Meeting (BBQ at Voldat?)**  
 December night meeting is likely to be a BBQ at Voldat as per our usual tradition (see next edition of Rolling Australia for details/confirmation).
- DATE Voldat Tune-up & Safety Check Day**  
**TBA** Date of the event to be confirmed. More info to follow in the next edition of [Rolling Australia](http://www.rollingaustralia.com.au).
- DATE Award; Presentation Lunch/Dinner?**  
**TBA** Date/format of the event to be arranged by the new committee. More info to follow in the next edition of [Rolling Australia](http://www.rollingaustralia.com.au). Contact a committee member if you have any suggestions!
- Sun 2<sup>nd</sup> Cars of the World Display Day**  
 Point Nepean - club display cars at Burgess Park. Note venue change from last year. All proceeds benefit Retina Australia. Full information and entry forms available at [www.carsoftheworld.com.au](http://www.carsoftheworld.com.au) Last year we had 4 Volvos - with the event being on the east side this year, it should make for easier access for the majority of club members!
- Sun 16<sup>th</sup> Winton Fun Day**  
 Mark this day on your calendars now - contact the Motorsports Register captains for more details. Great day to drive your car on the race track for minimal cost (approx. \$25)



**Paul Frisk**  
 MANAGING DIRECTOR

**Marshall Hornby**  
 SERVICE MANAGER





# President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



## NOW HEAR THIS: Another AGM

The last two months have seen many varied club activities and all were well attended. Well not quite all, Cam organised a golf day for club members and it appears that not too many members are keen golfers. Those that attended had a good day although I understand Neil Davies twisted his ankle on the day, an injury that is stubbornly refusing to heal. Hope to see you back on the bike, fit and well soon Neil.

The National Motoring Heritage Day was celebrated on the 20th May with a Volvo drive up to Yea. We had a great turn out with 14 Volvos taking the scenic route through the hills from Broadford to Yea. A few Ferraris spiced things up by carving through the Volvo convoy (it must have been their worst nightmare). Len resisted the urge to give chase in the PV. Some free time to wander around Yea for lunch and look at all the other cars and bikes that had decided this was a good location for a drive (Ferraris and Porsches by the dozen) and then a photo shot down by the nature trail park. The trip home had a detour for those brave enough to Greg and Wayne's property, appropriately called 'High Anxiety'. Only Thorben and my family decided to risk life and limb and take the Volvo's

off-road to see the breath taking views. The drive up was made more challenging by the rain and wind and we all got some impromptu exercise when heavy rain came up suddenly while we all went for a pleasant stroll.

Next we had the annual Tune Up day at Frisks Garage. Although Thorben true to form did make a slight detour on the way there! Paul and Marshall were kept busy with three hoists and the tune up machine. This time we seemed to have a lot of 740's for some reason. A great big thank you to Paul and Marshall for a great day.

The last event was the Berry motor Group 'Great Parts Sellathon'. Graeme decided to clear the decks of some older parts and held a two-day 'monster' Volvo parts sale. Day one was for Volvo Club members and day two for the general public. I don't know if the sale met Graeme's expectations but there seemed to be a lot of activity on the Club day. Thanks Graeme and your staff and I hope it was worth your while.

June was a month where most of the committee seemed to be anywhere but Australia, with James in Iceland, Greg and Wayne in Sweden with the US Volvo Club and Justin preparing to leave on his world trip. It is with sadness that I accepted Justin's resignation from the Secretary's position. Thanks for all your help over the last year Justin and enjoy your trip around the world.

The Annual General Meeting (AGM) is on again this year in August and all positions are available. We will have some special guests on the day with Lyle and his team from Bilva with lots of goodies for sale and we will also have Senior Sergeant Kim Plium from the Police Traffic Operations Group. He will be bringing along one of the new 6 litre flashy "candy" cars, breath testing gear, speed detection devices, talk about speed laws, hoon laws etc or really whatever we like.

Don't forget the August night meeting starts at 7:30pm with pizzas and soft drinks. We will then have time to look at the gear that Kim has brought along outside and move inside for the goodies Bilva Volvo have for sale. We will start the General meeting around 8:45 after Kim has given a talk and then go into the AGM. All committee positions are declared vacant on the day and hopefully enough of you feel strongly enough to support your club by nominating for committee positions.

Until next time  
Heino Nowatzky

1-SERIES



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# THE EDITOR'S DESK

Greg Sievert

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## Pilgrimage to Sweden

Apologies for the lateness of this edition of Rolling Australia. I had grand plans of working on the magazine during our holiday to try and speed things up, but I didn't so much as touch it! Most of you probably already know that we just got back from a pilgrimage of sorts to Sweden. The history is that the Volvo Club of America (which we've been members of since 1989) organised a tour of Sweden for club members, and we decided to go along in combination with a planned trip to the USA to visit my relatives. I'll do a more thorough write-up of the trip (with photos) for a future magazine, but some of the highlights are noted below.

Before I talk about the trip, a brief reminder about the Victorian Club Annual General Meeting (AGM) in August. All positions will be declared open (including EDITOR - anyone want to take it on?! I can't do this forever!) and we will definitely be having some spaces to fill with Justin (Secretary) and James (Vice President) already GONE on their extended overseas sojourns. Please consider taking on a role and helping out the club. It's fun, and it doesn't take THAT much time (for most of the positions!) and your efforts are much appreciated by the other committee members and club in general.

As for the trip, first we spent about 8 days in the USA visiting my relatives in Chicago and Georgia. From there, we flew to Stockholm where everyone on the tour met up on Saturday the 9th of June (with people coming from all over the USA and Canada). My parents (also Volvo people - it is inherited!) were also on the tour, but they flew on a different flight as their tickets were arranged by Volvo (part of the Volvo Tourist Delivery Program).

The tour consisted of 8 days taking in the sights with about 60 other club members on 2 buses. The first couple days were spent in Stockholm - which has a beautiful "old town" portion with many great shops, museums, etc. From

there we headed down along the lake towards Gothenburg. The route included visits to Volvo Genuine Classic Parts (who produce the older model Volvo parts that Volvo no longer care to stock at the dealers due to slow demand and lack of space - this warrants a complete story in itself! Pic below is an XC90 "Monster Truck" they built!) and VP Auto Parts (specialist



maker of interior trim kits for older Volvos, and also re-produce many other parts not available from Volvo).

In Gothenburg (Volvo's home city) we had fantastic tours of the Volvo factory & special vehicles section, Volvo museum, and Brand Experience Centre. One morning Volvo even had about 20 brand new Volvos of every description (including many diesels, manuals, and even C30s!) for us to test drive on a short ride & handling track at the factory grounds.

There was also a display of several specially-built Volvos (a hotrod with S80 engine in the REAR plus a matching C70 convertible, and an Amazon-shaped convertible built on an 850 chassis) along with presentations by their owner-

builders at the delivery centre.

The pièce de résistance for those on the trip who had ordered new Volvos was taking delivery of their cars near the end of the tour. Of the 60+ people on the tour, 6 new cars were purchased for European Delivery. My folks ordered a V50 T5 AWD, which we then toured around in for 5 days after the formal guided tour ended. I was the

lucky designated driver - and it sure made me wish we had been able to take delivery of a C30 T5 while we were there! I've got the line of credit waiting if Volvo ever decides to offer Tourist Delivery for Australian customers! All in all, it was a great trip, and I've only touched the surface here, without even mentioning much of the beautiful countryside, lakes, cottage-style farmhouses, wonderful hospitality of the Swedes and

Volvo in particular. One of the other Americans on the trip (I believe one of the guys from Los Angeles) famously stated that the Swedes speak better English than most people in LA! How true...

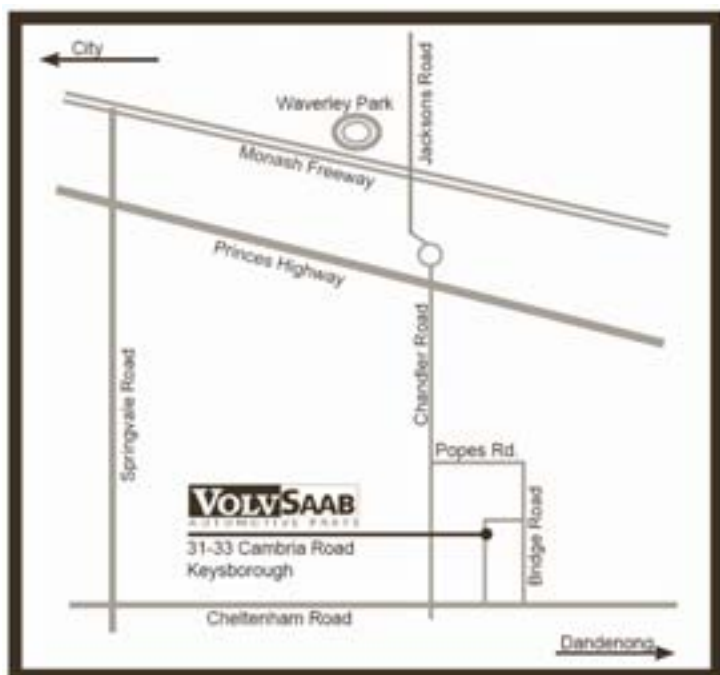
One final note - I forgot to mention the joy ride we got to take in a C30 with Volvo's precision driving team - see photo below!!

Regards,



# VOLV SAAB

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# Treasurer's Report \$\$

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

## MONEY BUSINESS

This report refers to the period up to June 6th when we had \$2003.34 held in the bank.

During the previous month we have had income of \$1976.21, of which \$625 was for advertising in Rolling, \$447.76 was for contributions from other Volvo clubs to Rolling, \$840 was from membership renewals and new members, \$61.10 was from the door collection at the May meeting in South

Camberwell, and finally the princely sum of \$2.35 arrived courtesy of the Commonwealth Bank - interest earned on the our account.

We paid out \$277.48 as reimbursed expenses (postage for Rolling mostly, with some for nibbles at the May meeting), and \$770 for the printing of Rolling.

So, for the month of May, we added \$928.73 to the bank account.

This month sees the end of the financial year, so I expect to be busy

preparing all the necessary materials for the auditor over the next few weeks. This will be a challenge. But compared with getting the scratches out of the paint-work my powder blue, 1979 244GL - to say nothing of the scratches on the side windows - the demands of the auditor should be pretty easily met

And as usual, if you have any questions or concerns, please feel free to contact me with them.

*Adrian Beavis*

# Membership Report

**Wayne Bower; - - - 03-9397-5976 (AH) - - - wbower@tpg.com.au**



Hello Members,

Thank you to all the members who have updated their membership information on their renewal forms. We currently have 146 financial members.

## 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 RENEWAL FORM, the entire form should be returned.

## Direct Bank Deposit is HERE!

Direct deposit is now being rolled out for Volvo Club of Victoria membership renewal. Thank you to those members who have started to use it. 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: 161

Number of expired members: 15

Number of current financial members: 146

## 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 [wbower@tpg.com.au](mailto:wbower@tpg.com.au) or phone (03) 9397 5976. PLEASE NOTE THIS IS MY NEW EMAIL ADDRESS EFFECTIVE IMMEDIATELY.

## New Member List:

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

**Peter Wilson & Debbie Drake  
(C70 Convertible)  
Paul & Tracy Kennedy  
(244DLx2, 245DLx2)**

WELCOME  
NEW  
MEMBERS!



# Brickbats & Bouquets

with "Grumpy"

## ERGONOMICS ANYONE?

What are ergonomics? Are they just a specialised form of economics? Or just a way of describing an expensive comfortable executive chair?

Ergonomics are more accurately described in the USA as **"Human Factors Engineering"**. No clearer? Well it is the science of designing all areas in which humans work to control machines. What has this to do with cars? The problem is that in the past and even in the present companies building cars are more likely to sell cars that look good rather than those that function perfectly.

Have you noticed that driving some cars requires more effort than others? Do you drive long distances and climb stiffly out of the driver's seat feeling like a cross between Groucho Marx and Quasimodo? Or get a nasty tingling under the thigh near the knee? Or aching shoulders or stiff neck. Sometimes these are due to just plain fatigue, but in many cases they are due to poor [ergonomic] design.

The back of the driver's seat should have adjustable lumbar support [that is for the spine between the pelvis and the belt line]. Volvo was the first carmaker to include infinitely adjustable lumbar supports in their seats (see photo of Volvo Amazon seat). Also the support of the legs and buttocks should be firm - too soft and you will be trying to remain upright while cornering. If the front edge of the seat is too sharp it will pinch the nerve on the underside of the leg just behind the knee and result in painful "pins &

needles". Fortunately all front seats now have head supports to save you from "whiplash" if some clown runs into the back of your car.

At one time a manufacturing company designed a new lathe and built a prototype and had the bright idea to hire an ergonomic consultant to endorse it for publicity purposes as a perfect ergonomic product. After making many measurements he reported that it would be **"Excellent if they could find an operator who had arms each one metre long and stood only one metre high"**. Sometimes I feel that some cars are designed the same way.

Then there were the early days when small Japanese cars started to be sold in Australia. The problem was that the companies did not modify the



Japanese seat adjustment and if you were over six foot tall [182 centimetres] you ended up driving the car with your knees up near your chin. The remarkable thing back then was that the Italians had been marketing equally small cars with plenty of room for large European drivers - pity about the back seat leg space! Good design in cars does not stop at the seating; all the controls need to be easily accessible and recognisable.

At one time many cars were built with the gear-shift on the steering column. Fortunately this has been abandoned - not only was the linkage to the gear box complicated and prone to wear, but the human arm is much weaker in lifting up than pulling down. In almost all cars today, even those with front wheel drive where the shift lever is remote from the gear box it is mounted in the middle of the car on the centre tunnel. Parking brakes have been



mounted in a variety of positions, but as an emergency brake when all else fails they need to be where they can be grabbed quickly and maximum force applied as they only work on the rear wheels.

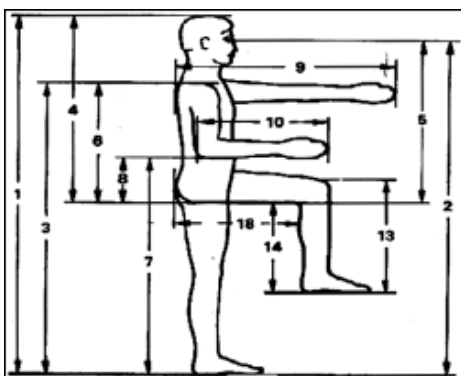
Back in the 1920's Bentley produced large open sports cars with no door on the driver's side and with the handbrake between the seat and the side of the car. The driver had either to enter on the passenger's side or climb over the side. One athletic young man used to vault over the side into his seat but **"unfortunately the gear stick slid up one trouser leg while the brake went up the other as he settled into his seat!"**

OUCH!



Stylists who design dashboards with instruments and switches seem to enjoy style over function. Remember the square speedometers? The digital speed readings? The head-up-display [borrowed from fighter jets] that was projected onto the windscreen? The obsession for rocker switches, toggle switches, and all sorts of crazy variations that were identical in size and shape, and difficult to find at night-time.

The clearest speedometer is circular with bold black numbers on a white





they can reach the pedals. The last time I looked it seems that there were as many women behind the wheel as men.

One final shot; women are safer drivers than men. Insurance statistics prove it. Also women are good at multi-tasking, while blokes are very good at doing one thing at a time.

Women are not very good at spatial concepts - so when men and their partners

go out in a car it should be case of Mary-Jane driving and Tom, Dick or Harry navigating! (see comic by Swerling & Lazar below)

*Grumpy*

background with a red pointer. There are variations on this such as a black dial with white numbers back-lit at night. I cannot understand the fashion for red backgrounds to instruments.

In a perfect car I would like to have an audible alarm when problems occurred. If the motor was overheating, the oil pressure too low, the brake fluid low, or the alternator not charging - combined with accurate gauges so that the driver could decide to stop immediately or drive carefully to the nearest service station.

Volvo has always been in the forefront in good ergonomics: From *THE AGE* Wednesday, May 30, 2007:

*Jose Diaz de la Vega, Volvo's creative director at the company's headquarters at Gothenburg, southern Sweden, says*

*The redesigned S40 and the V70 wagon also unveiled at Geneva this year are Volvo's first serious attempt to redesign the cockpit. "Some of the instrument panels in the car have driver orientation. The XC60 concept also unveiled. The car's traditional floating centre console has only five dials to control all systems. This, Mr. de la Vega says, is similar to the Apple iPod and its reliance on simplicity and a digital interface to reduce visual clutter.*

*Less visual clutter can only be good for drivers, he says. "Adding confusion to a cockpit is not safe. It's better to have a reduction of visual noise, which only adds to fatigue."*

Women are particularly poorly served where car ergonomics are concerned as the driver's position is designed around the 50 percentile male with adjustments to accommodate the 10 to 90 percentile male. There is an overlap between the taller women and the average height man but the very small women are at a disadvantage and some have resorted to loose cushions under and behind them so that



been little sympathy for the unfortunate driver of the truck. In addition to his injuries he has now be charged by the police with culpable driving.

Think about it - the driver was 48 years old, he has been driving trucks for more than twenty years, and he is married with children. Is it likely that he saw the rain and tried to accelerate his heavily loaded semi-trailer through the crossing ahead of the train?

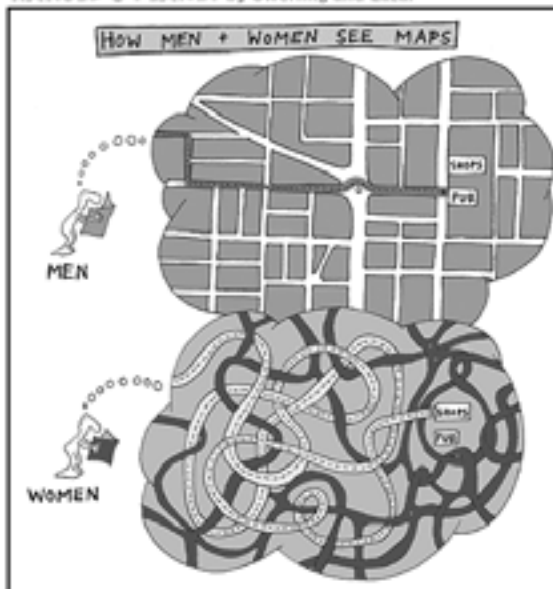
What seems likely is that he did not see the train until the last moment. Why? He was heading north in the middle of the day with the winter sun low in the sky with the sun in his eyes. He had just rounded a bend of the road before reaching the crossing and would have had to look through the truck window on the passenger's side to see the train line which was at an oblique angle - there were also large trees and the paddock by the train line. Why did he not hear the bells? If you have ridden in a large truck you will realise that it is difficult to hear anything with the big diesel engine thudding away under your backside.

I feel sorry for the driver, because even if he recovers his nerve and wants to drive trucks again possibly no firm will want to employ him.

I will be watching for the result of the court case in the media with more than usual interest.

*Grumpy*

**HAROLD'S PLANET** by Swerling and Lazar



## THE FATAL SMASH AT KERANG

Recently the collision between a truck and the train at the level crossing points up the poor design of many of our level crossings. Some of these seem to assume that we are still driving a horse and cart with plenty of time to hear a train and stop the horse before getting in front of the massive train.

While much has been written about the eleven deaths and the injured there seems to have





# The 1800/120 Pages

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

## VOLVO 1800/120 CLUB AUSTRALIA INC.

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eGroup's site:

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

123GT web page:

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

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

## President's Report

After Saturday 26 May 2007, many of our club members have a greater knowledge of the workings of their 1800 or 120.

In attendance at our "Tech Day" were some 13 or 14 enthusiastic members all curious to learn a little more about the workings of their classic.

The event was held with the kind generosity of our tech adviser Peer Skaarup at his workshop "GLT Motors" at Merritt Street Capalaba.

After quite a bit of discussion amongst members, exchanging information learned through hard experience, we were presented with the unusual opportunity to view and inspect a Volvo C202.

For those of you not in the know, this was a military type 4WD vehicle made by Volvo in the 70s. It was even a surprise to this hardened Volvo nut to view the specs of this remarkable vehicle. Four wheel drive (long before the XC series Volvos!) B20A engine and what appeared to be a M45 (240 type) manual gearbox. Andrew's car presented very well for a vehicle of its age.

It was then time for the volunteers to be hoisted up for a view of their bellies. Graham Jones' lovely 122 was first to show us its nether regions. Inspection revealed a lovely bit of work, all the more surprising given it is a daily driver.

Peer showed us how to remove the rear brake drums and inspect them. All in perfect shape of course!

Next was "my girlfriend" (this is how swambo now refers to my 1800). Whilst there was a bit of oil around the gearbox, all otherwise appeared in superb nick, a great relief to yours truly.

Some more chat and a lovely sausage sizzle for lunch then saw members depart, no doubt that bit wiser.

I am sure all members will extend their thanks to Peer for his hospitality.

Our next event will be a very informal "observation run" on 15 July, then also it is hoped to join up with the MEC and others for a run to Lismore for the first weekend of August.

In all, the 1800/120 club is having a great year, with membership growing since early this year.



As always, I invite any members who have any queries about the club, or events to contact me, even if you just want to talk Volvo. You can contact me on [robert@rblawyers.com.au](mailto:robert@rblawyers.com.au).

Until next time,

Robert Bakker, President

(Note - see updated email address & phone number for Robert in the panel at left. Ed.)

## DEATH OF A 122

This is a sad but true story about my 1964 122.

Purchased by me as a Christmas present for my self in 2002, it had occupied a great deal of time in restoration since then, with improvements including a B20E, new brakes, interior and many other improvements from another car I had acquired. Of course, this is not to mention a bare metal respray in Volvo



charcoal metallic, larger rims, driving lights and so forth.

Yes, for those doubters out there (you know who you are Graham), the car did exist and was cherished by its family and all who knew it.

I had prepared the car for an event with the MG club, and was ready to drive to Toowoomba to display the car at that event one Sunday in early May.

On the day before, she had been out, had a wheel alignment, and a check over and all was good for the two hour drive the next day.

However, it was not to be. At 5am on that Sunday, we were woken by the sound of car horns. I went down to investigate, only to discover to my horror that the 122 was alight in the shed. I quickly pushed it outside and

doused the inside fire, but it was too late. The car was in very bad shape. The wiring was like spaghetti, and half of the interior had melted, as had the external roof paint from the heat.

Fortunately, the car was insured, and I must say that Suncorp were very good about it. They offered me the wreck and quickly settled the claim after having it towed to their assessment yard. I declined the wreck as I could not bear to have it back and sit there in that state. I also figured that "when life hands you a lemon, you make lemonade", so maybe another car would come along one day that would take my fancy.

The whole ordeal has showed the worth of having your vehicle properly insured. I can not stress this enough to members to check on your policy to

make sure you are adequately covered. You should also check if you are given salvage options on the car, as it would be worth changing insurers if this is important to you.

As yet, the cause of the fire remains unknown. I could only guess that maybe a rat has chewed the live wire to the ignition which has then touched the (metal) dashboard. This goes to show that if you have any signs of a rat in your shed, do something about it, and if you leave your car for periods unattended, maybe you should consider disconnecting the battery.

I will sadly miss the old girl. Maybe I will find another 122 in times to come. Maybe it will even be a 123GT!

Robert Bakker

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## Tech Day

We had a pretty good turnout for the annual tech day that was held at Brad's house on 29th April. In attendance were Helen & Grahame (760GLE Turbo), Vic & Eunice (740 Turbo), Terry & Gaye (240GL), Chris & Jennepher (with their recently purchased 740GL), Mike (740 Turbo). We also welcomed new members Greg (V70 XC) and Steve & Joy (164). Greg spent the day replacing all the pads and discs on his V70, while Brad "moaned" about the failing head gasket on his 940. Chris' 740 was a steal at \$400 and in very good condition for the price. He held a mini "car boot sale" with some free and cheap Volvo parts he has collected. The "vultures" appeared quickly and most of it was gone within 5 minutes. While the boys played the ladies discussed the rally and, over lunch, members were informed by the committee on what had been planned and what still needed to be done.



# The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

## VCQ COMING EVENTS:

**19th August** - Australia Zoo. Meet at 8:30am (departing at 8:40) at the BP Travel Centre on the Northbound Bruce Highway, Burpengary. Entry costs: Adults:\$49, Students: \$38, Children: \$29, Children under 3 are FREE!

**6th October** - GLT Car Centre open day. 7 Merritt Street, Capalaba. This was a great event last year with over 40 Volvos on display. Don't miss it!

## 2008 Rally

A page has been added to the website to keep everyone up to date with the rally planning. Just click on the '2008 National Rally' link on the main menu. There is an expression of interest form on the site in case your flyer from last Rolling went astray. Those interested in attending the rally are urged to return this form ASAP. Once all the details of the rally are finalised, registration forms will be sent out. These will also be available on the website. Keep an eye on the webpage for updates!

## Sirromet Wines

The MG Club of Queensland invited us to attend the inaugural Cavalcade of Classic Cars on 27 May 2007 at Sirromet Winery, Mt Cotton.

The day was the official concours d'elegance for the MG Club, so a large number of MG's were on display with other clubs in attendance. Our club members, Grahame (760 GLE SW Turbo), Rob H (740T), Steve & Joy (164), Vic and Eunice (244GLE), Terry and Gaye (242GT) were joined by Ian Beiers (122) from the 120/1800 Club.

We had a lot of people looking at our vehicles and it was an excellent opportunity to promote our club. About 11 am the ladies disappeared into the tasting room and took the opportunity to get familiar with the produce of Sirromet Wines. The Winery also had tours through the factory as well as having a lovely restaurant overlooking the Redland Bay area. The boys had a lovely time checking out all the cars on display.

Next year the MG club is hoping to have a much bigger display and to feature a specific marque. It will definitely be on the calendar for VCQ. Thank you to the members who turned up on the day.





## **VOLVO CLUB OF QUEENSLAND**

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**10<sup>th</sup> ANNIVERSARY**

**at the**

**2008 Volvo National Rally**

**TOOWOOMBA**

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---

### **Expressions of Interest**

**Name of Entrant:** .....

**Club:** .....

**Year of Volvo:** ..... **Model:** .....

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

**Suburb:** ..... **State:** ..... **Postcode:** .....

**Phone Number:** .....

**Mobile Phone Number:** .....

**Email address:** .....

**To lodge Expression of Interest:**

**Email:** [secretary@volvoclubqld.org.au](mailto:secretary@volvoclubqld.org.au) ..... **Phone** Helen 07 5529 2512

**Mail:** The Rally Secretary, PO Box 216, LABRADOR, QLD, 4215

**Note: This form is also available on-line at: [www.volvoclubqld.org.au](http://www.volvoclubqld.org.au)**



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**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 & BBQ - June 17th 2007

In order to complete the **required** inspections of Club vehicles which are on the conditional (historic) registration, the club held a Show & Shine with BBQ brunch (yes it was to be a lunch but due to the cool weather the BBQ was fired up early!) in the grounds of the Glandore Community Centre.

Whilst the objective was to inspect the conditionally registered vehicles, all club members were invited to bring there cars along and participate in the display and BBQ. Of the 34 vehicles currently enjoying conditional registration through our club, only 13 vehicles were presented with apologies covering another 4. Two fully registered club vehicles were also present.

This is not acceptable and not compliant with the Code of Practice.

Please be advised that Log Books will not be endorsed unless the vehicle has been inspected. As per the Code of Practice, details of non compliant vehicles at the end of July will be notified to Registrar of Motor Vehicles recommending cancellation of your conditional registration.

Contact Ken (08 8293 2784) or David (08 8346 1104) to arrange an inspection at their convenience.

## Bay to Birdwood Classic - 30th September 2007

Application forms for the Bay to Birdwood Classic are now available. 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 all interstate club members who wish to participate with us this year. Please advise a SA Club committee member if you wish to attend the dinner.

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 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/the\\_classic.html](http://www.baytobirdwood.com.au/the_classic.html)" for more info.

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



**Picnic at Freemont Park - Salisbury (story in last edition of Rolling Australia)**

# VOLVO CAR CLUB OF SA 2007 EVENTS

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

## **Annual General Meeting**

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

**15<sup>TH</sup>**

## **Mid Year Lunch**

**11.00am** – Meet Victoria Hotel  
Lunch at Yankalilla Hotel  
Cost \$14.90 per person (2 course meal)  
Afternoon Tea at Club Presidents House  
Please bring afternoon tea to share  
Please RSVP to Joan by 17 June for lunch bookings



**AUGUST**  
**19<sup>TH</sup>**

## **Strathalbyn Antique & Collectables Fair**

**9.00am** – Meet Victoria Hotel  
BYO Picnic Lunch  
**Cars on Display**



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

## **Club Meeting**

**7.30pm** – Glandore Community Centre

**29<sup>TH</sup>**

## **Pre Bay to Birdwood Get Together**

*Details Closer to Event*

**30<sup>TH</sup>**

## **Bay to Birdwood**

*Details Closer to the Event*



**OCTOBER**  
**7<sup>TH</sup>**



## **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**  
**9<sup>TH</sup>**

## **Club Meeting**

**7.30pm** – Glandore Community Centre

**10<sup>TH</sup>**

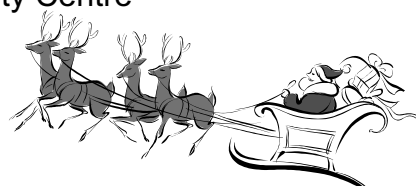
## **Christmas Pageant**

*Details closer to the event*

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

## **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

**SA Club Events Photos**  
**- see next pages!**





## Gorge Wildlife Park - April 15

### Photo Index

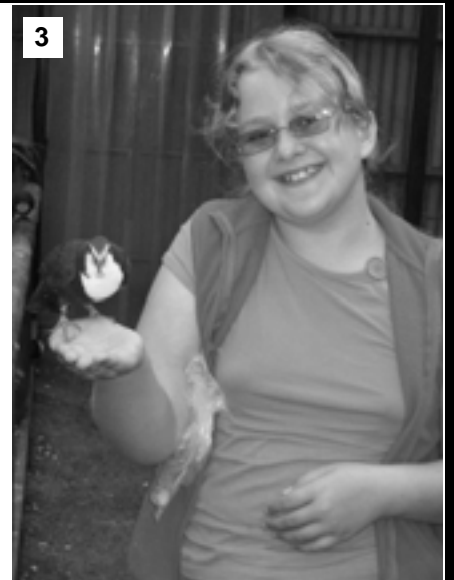
1: Alex and friends

2: John, Joan & Elsie admiring a Panther

3: Rebekka in walk thru Aviary

4: Karl hugging Koala under Dave's watchful eye

Note: Additional photo on back cover.



## Palmer Gem Fair - May 6

### Photo Index

5: Meeting up at Tea Tree Plaza

6: Cars on display at Palmer Oval



## CCC Run - April 22

### Photo Index

7: Volvo entrants preparing to depart from Marion

8: Smoko stop at McLaren Flat

9: Another shot taken at McLaren Flat

10: "Tiny" steam loco at MV Rail

11: Another MV Rail loco at CCC Run finish



## Historic Rego Inspections & BBQ - June 17

### Photo Index

12: Rugged up waiting for the snags

13: 1800's & 120's

14: 140's & EH

15: 120 backsides!



# Victorian Events Coverage

## Technical Session: Frisk's Garage

16 June 2007

It was a cool to brisk morning that had members heading to Bayswater for the Frisk's Garage Tech Session. (Rumour has it a certain member with a red 240 GLE turned up at the wrong Volvo repair shop in the wee hours of the morning to get on the list first!) There was an ideal number of cars to fit the time frame as Marshall readied the analyzer and Paul manned the hoist for the under-car inspections.

Len Ward was first cab off the rank for the analyzer with his 1969 144DL whilst the first of a bunch of 740's were hoisted.

10 cars in all were analyzed and hoisted with up to three on the hoists waiting their turn.

There was a mixture of cars from the 1969 144DL to Walter & Sandra's 850GLE.

On a sad note it was the last run after 30 years of faithful service for Peter Digby's 1974 164E. Peter's 164E is now residing peacefully with Heino's

collection in his factory. A broken chassis rail making it uneconomic to repair so Peter has taken the plunge and purchased an S70. The 164E will be sadly missed at meetings as it has been an icon of the club for a very long time. We hope Peter gets the same service from the S70.

Once again a big thank you to Paul Frisk & Marshall Hornby of Frisk's Garage for another practical and entertaining Saturday morning. Everyone was happy with the outcomes and to learn what their cars needed to have done in the near future to maintain their high standard of safety and driveability.

There were a few avid photographers taking snaps for prosperity and the magazine. *(THANKS Thorben & Heino! Ed.)*

Those attending were:

Len Ward 144DL

Peter Hoffmann 940GLE

Mark Icton 740 T

Heino & Dion Nowatzky V70

Walter & Sandra Gowans 850GLE

Brendan Collum 244GL

Lance Phillips 740 T Estate  
Mark Hoffmann 740 Estate  
Wendy Icton 740 16V Estate  
Kevin Holden 240GL  
Thorben Hughes 240GLE  
Peter Digby 164E

*Lance Phillips*

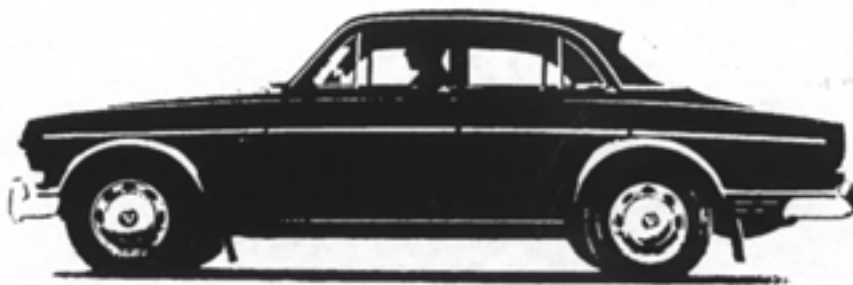
## Yea Drive & Lunch

20 May 2007

We had a great turn-out of club members and cars for the scenic drive to Yea. Unfortunately the weather wasn't perfect (I did have the "Rainmaker" out of the garage!) There was no rain at the start point (rest stop along the Hume Freeway just north of Melbourne), but from there it went downhill. We ran into some showers on the way to Yea, and we drove through some pretty green (for a change) misty countryside scenery. Fortunately we didn't have to make any U-turns at all - thanks to a simple route and everyone having maps. The rain let up before we got into Yea for our lunch stop.



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Due to the complexity of pre-planning a restaurant, everyone was on their own for lunch. If we do it again and were able to get firm numbers in advance, I would like to try and arrange for everyone to go to the same

café or pub for lunch so we can all chat together. As it was, groups of us checked out various cafés and we (Thorben, Wayne and I) ended up finding a really nice café for a leisurely lunch. This meant we didn't have any

time to check out the sights or shops in Yea as we had to be back to the cars for our departure to the group photo spot.

Interestingly, Yea was full of Ferraris and other exotic sports cars and motorbikes. The Ferrari club must have



This page (clockwise from top left corner):

- Cars & members at start point
- Len's 544 & Greg's 1800ES
- Ferraris in Yea
- Group photo (x2) at park in Yea
- Another pic of cars at start point





**This page (clockwise from top):**  
 ● Volvos lining the street in Yea  
 ● Group photo at park  
 ● Thorben's 242GT at "High Anxiety"  
 ● Dion's 242GT  
 ● Rowland Tidd's 122 rally car



been on a drive day as well. I did recall a couple cars (Ferraris) racing up behind us and overtaking during the drive to Yea, so it wasn't too much of a surprise to see them there when we arrived. I think the Volvo contingent was probably just about as large, and we got there in a lot safer manner than the Ferraris (and probably arrived only 2 minutes later, with less pollution and using less petrol!)

The group photo session was at a nice park just out of Yea - would be a great picnic spot for future club event. Luckily the rain held up and we were all able to have a chat, photograph the cars and listen to the sounds of the bell birds in the trees around the park. From there, all but 3 cars went their separate ways. The few adventurous souls (Thorben in his GT, Heino & family in Dion's GT, and Wayne and I in the 1800ES) headed back via our bush block near Strath Creek. It started to rain again, so the twisty roads then rough unsealed 2 km drive to the block

were a little bit hairy. At one point going through a dip then up a steep incline, the ES popped out of gear due to the rough road! Once we got to the block, we had an afternoon cuppa (in the shelter of the shed) and enjoyed the view between rain showers. Thorben and I took quite a few photos of the cars and the scenery. It's amazing what a bit of rain can do - the hills were really green and the smell of the bush was wonderful. Would be nice if we had a cabin or house up there (some day!) so we could have spent the night there, but alas we had to drive back to Melbourne in the late afternoon. Once again, the Rainmaker did its job and the clouds opened upon us. Needless to say a trip to the car wash was mandatory after this drive!

Attendees & cars (sorry I didn't get everyone's names in each car, so there are some passengers who are not noted below):  
 Rowland Tidd - 122S

Mark & Wendy Icton - 740 Turbo  
 Mark Hoffmann (Peter, Gudrun) - 244  
 Walter Bellamy - 164  
 Don & Ann Rossely - 850 Estate  
 Heino Nowatzky (Dion, Chris) - 242GT  
 Peter Dale - 760 GLE  
 Len Ward (& Lance Phillips) - 544  
 Thorben Hughes - 242GT  
 Ben Winkler & Tina Nowatzky - 240GL  
 Greg Sievert & Wayne Bowers - 1800ES  
 Brian & June Beecham - 850 T5 (who met up with us in Yea - their home town!)

A big thank you to those who attended - I hope you enjoyed the day in spite of the weather!

*Greg Sievert*

## **Berry Clearance Sale** 23 June 2007

A big thank you to Graeme Berry from Berry Motor Group (Volv-Rek) for organising a special event to benefit club members. In order to clear out



older stock to make room for parts for the newer models, parts were offered for sale at sensational prices (especially in bulk lots - for example take 10 grilles for \$5 each!) Tea and coffee were served as members raced around trying to get their "must have" parts before they got snaffled by somebody else. All in all, it was a good day for the folks at Berry and club members who showed up got some great deals. The sale was open to the public



on the following day (and probably some club members returned to buy more stuff!) Thanks again to the whole team at Berry and we sincerely hope that the clearance was a business success.

## Volvo "Find" of the Decade?

While on holidays in the USA, we visited my parents in their new home town of Clarksville Georgia. Surprisingly, there seem to be quite a few Volvos on the road, even though it is a country area. We decided to check out one of the local Volvo repair shops in the area and enquire about what looked like a Volvo salvage yard down the road. Turns out it was unrelated to the repair shop (other than it had been started by one of the shop's ex-mechanics!) but the owner did have some interesting cars to show us. The most impressive (pictured here) is a 1990 780 Turbo, in white with tan leather interior. The car, which has only 17,000 ORIGINAL miles, is in PERFECT showroom condition (he's the only owner and bought it new). Apparently the car is for sale, for a price (\$20,000 USD was mentioned...although not sure whether he would actually part with it for that! After all, he paid over \$40k when it was new!) I've never seen a more pristine, original 780 Turbo (or any Volvo that old in that condition). It would be tempting to bring it over to Australia, but I think it needs to be a little bit older before it can be imported economically. Until then, we can dream!

*Greg Sievert*

# Len's Swedish affair



Len Ward's six-pack of Volvos may come in every colour of the rainbow but it is the model's reliability and safety that take top priority for the Berwick resident.

Picture: Luke Plummer.

By Marc McGowan

BERWICK'S Len Ward owns so many Volvos that he could consider showroom for the Swedish-made marque.

Mr Ward, 67, has called a halt to his Volvo collecting with the total at six but it is still an extremely impressive collection.

"They are very, very reliable cars and just perform really well," he said.

The assortment includes a 1960 PV 544, a 1964 122 S, a 1969 144, a 1974 144, a 1980 262 coupe and a 1982 245 wagon.

To add to the variety, the cars are green, cream, red, beige, gold and blue respectively.

Mr Ward has had the keys to the 1964 122 S for 39 years, yet has only travelled a frugal 99,000 miles in it in that time.

"I take it out for the odd drive



but not very often and only when it's not raining," the Volvo Club of Victoria member said.

It is the 1969 144 and the 1982 245 wagon that Mr Ward drives most regularly and he believes they have reinforced their dependable reputation since he has driven them.

"The older cars are much more reliable than the new ones. Maybe not every make, but certainly Volvos - my 144 has done

around 450,000 kms and is going like a charm," he said.

"They are a fundamental, practical shape and they have big boots in them. In the wagons you could put half a house in the back of them!"

While reliability and safety are the buzzwords for Mr Ward, scarcity is the attraction of his 1960 PV 544.

"The one that turns the most heads is my PV 544 because

there are only a handful in the country," he said.

"It is from a deceased estate. It was imported from England in 1988 after spending 25 years in Sweden and 15 in England.

"People come up and have not seen one before and didn't know Volvo made a car like that, with a rounded back like a modern shape."

So what is the general reaction to his Volvo infatuation?

"They say, 'what would you expect from a Volvo owner?'," Mr Ward laughed.

>>> Have you got a gem in your garage? It can be a shiny new machine or a much-loved classic. Get your car into Me and My Car by phoning 5941 2666 or by contacting the Gazette at [editor@starnews-group.com.au](mailto:editor@starnews-group.com.au) on email.

**THIS ARTICLE RECENTLY APPEARED IN THE PACKENHAM GAZETTE**

## TARGA DIARY 2007

### CAR #222 - WHITE/ YELDS VOLVO 122S

PROLOGUE Tuesday April 17th 2007

Today was the ceremonial start of the event, and a short blast through the town of Georgetown, about a 45 minute drive north of Launceston.

The Prologue is used as a "sorting" stage - apart from being a great through-the-middle-of-town hoon, it sets the running order for the week. Times set on this stage give the organisers an idea of just how quick the cars are against each other so that when they are set off at 30 second intervals on the competitive stages for the rest of the week, there are minimal occasions where cars catch each other.

As such, it is more a grab for glory and a great spectator stage than it is a contributing stage to overall results. It is said you can't win the event on the Prologue, but you can lose it!



So far so good....the 122 is placed right in the middle of the Classic field in outright speed through the town stage (51st out of 110), with naturally the big V8's and a number of the quicker Porsches (and the newer category 7 cars from the 80's and 90's) featuring strongly in the top placings. Our run on the Prologue was right after the Mitchell/Bryan Mercedes 220SE, catching them right on the finish line! For our category, we were pleased to place third ahead of some rather quick Jag's but were beaten (soundly!) by Mike Battens "frighteningly" quick Volvo 544 and the magnificently prepared Austin Healey of Paul and Christine Freestone (the Healey placing 11th outright, and 1.34 secs ahead of our nemesis from previous years the imposing Ulrich/Ulrich 540hp Jensen CV-8).

(We also placed ahead of an impressive red XB Flacon coupe of a certain Hollywood identity) This should place us well on the road and minimize the number of cars that we'll catch or will catch us. Given the number of newer cars that were quicker through

the Prologue and the larger field this year, we should be happy getting in to the top 20 and possibly in the top three for the category 2 entries by the end of the week.



**(Duntov-replica Corvette; the Volvo was 0.25 seconds quicker over the Prologue!)**

Tomorrow is the first leg of full competition. Leg One takes us for a loop to the northwest of Launceston and back again. All but two of the stages are new for this year, so unfamiliar roads (if seeing them once before is being familiar!) The last stage of the day will be through the town of Beaconsfield (infamous for the mine tragedy this time last year).

DAY 1: Wednesday, April 18, 2007

Leg One is the first full day of competition, with eight competitive stages on a northwestern loop around Launceston.

The first three stages are "easily cleaned"; that is to say the base times are set to allow teams to get their tyres scrubbed in and get comfortable with their cars on competitive sections similar to roads typical of the rest of the week. The fourth stage, Paradise, was the first where we had to go hard to minimize penalty time. This was followed by another three full-on stages and concluded with a town stage through the streets of Beaconsfield.

We started very strong, stronger than we expected, "cleaning" Paradise with only nine others. We followed this up with dropping only one second on Nookville, behind just three others, so were sitting nicely in fourth place by the fifth stage. Devonport saw another strong showing by us, running third behind the equal favourites Pye and Geelan in the Porsche and the Freestone's in the Healey. We finished ahead of Mike Batten and John Doble in the frighteningly fast Volvo 544 by one second!

Reality then came in to play with the power-hungry Harford stage, where we finished 22nd, the top three spots taken by the Pye/Geelan Porsche, the Ulrich's in the mighty Jensen, and the

Catlin's in the wild Mustang. Holwell saw the same top three, and our little Volvo managing to hang on in 14th.



**Peter and Sari Ulrich's mighty 520hp Jensen CV-8**

Overall for the day we have managed to wrap up overall with an equal 4th (with the Ulrich's Jensen), behind the Pye/Geelan Porsche, Mike and John in the red Volvo, and the Freestones' Healey. This is far better than we have ever done before, and well beyond our goal to hang on to a top 20 placing given the number of newer cars and quick V8's in the Classic Competition this year. It also makes the top-20 goal quite achievable as we've a solid base for the next four days.



**Paul and Christine Freestone's astonishingly quick Austin Healey**



LEG 2: Thursday, April 19, 2007

Volvo's 2nd and 9th in Classic handicap Competition!

Leg Two took us to the north-east of Launceston and down the coast to Hobart. After a great finish to Leg One (4th in Classic handicap), our hopes were high to hang on to a top 20 placing for the day.

However problems struck on the very first stage for the day, Sideling. A long climb out of the valley finishes very quickly on a twisty downhill run, where



the brakes are worked extremely hard - so hard we boiled the brake fluid and almost lost all braking. We got through to the end of the stage and pulled off the road to flush the brake fluid - it appears the last top up of brake fluid was not of a racing type grade (which can keep up with the massive heat generated under competition conditions) so this was a problem we don't normally have even though the brakes are still standard spec 1961-issue Volvo brakes.



We were back on the road only using eight minutes of late time (we get 60 minutes each day to address unforeseen problems while on the road), so apart from a slower finish to the Sideling stage we were still in not too bad a shape. Alas, on the very next stage we developed a high speed misfire, mostly in the 140km/h + range, and again this curtailed our efforts to stay with the fast runners. Another roadside assessment found a small valve in one of the SU carburetors had come apart and appeared to be jamming the movement of the carbs at full load - with this (unnecessary) part removed we hoped we solved the problem. However we experienced the same condition on another three stages through the day, and at the end-of-day service we replaced the spark plugs, installed a standby coil and checked other electrical components. Not finding an obvious problem is always a worry - and it was not something we could easily "test" on the public roads to see if we'd corrected the misfire.

Despite losing perhaps 15 seconds on Sideling from the brake fluid problem, and another 30+ seconds on the other stages due to the misfire, we managed to only fall back to ninth overall at the end of the day! Mike Batten and John Doble are holding on to second in the red Volvo behind the Pye/Geelan Porsche Carrera 3 and ahead of the Broadbent/Goedheer Porsche 911 RS and the Freestone's Healey. The Ulrich's Jensen was right behind the Cattlin's Mustang, and we

are in ninth(!!!) behind the Cooper/White Torana A9X.



**Pye/Geelan Porsche Carrera 3 - currently running 1st**

Tomorrow sees a later start (10am) for a loop south of Hobart for another eight competitive stages. We are hoping that the misfire is sorted and we can minimize how far back in the field we fall as a number of the stages tomorrow are big power climbs that will suit the Porsches and V8's well. Light rain is forecast for Saturday and Sunday so if we can keep our times tight and not fall too far back we've a good chance for keeping our to our top 20 goal.



**Cooper/White Torana A9X - just ahead of the Volvo 122!**

LEG 3: Friday, April 20, 2007

White/Yelds 122 lone Volvo left in Targa '07!



Overnight, scores were revised and our team was moved up to 8th overall, however the chances of two old Volvo's in the top ten were dashed on the very first stage of Leg Three with Mike Batten and John Doble's Volvo 544

dropping out of podium contention with differential problems.



The Pye/Geelan Porsche still leads the Classic Handicap Competition, however the Freestone's Healey has moved into second place, just 1min. 25sec. off the lead after a storming run over the final Leg 3 stages, while Broadbent/Goedheer Porsche is third on after running for the first three stages of the day with their in-car communication system out of action.

Today was a loop over eight stages south of Hobart. Our day was mostly solid with times on comparable stages very close to 2006 - although a lot more relaxed as the car has a little more power and we can achieve those times at much less than ten-tenths effort.

However our misfire problem returned on the second-to-last stage (Longley). We slowed to almost 80km/h for almost a kilometre, and we limped over the finish line some 17 seconds slower than our time on the stage last year, and 34th for the stage. We postulated that we were trying to be too clever with minimizing fuel load, carrying some 15 litres less than last year and that perhaps our problem was fuel starvation. As we had only used eight minutes of our late time for the day, we decided to add fuel before the last stage of the day (Ridgeway). Contrary to popular belief, we found that Hobart does have a rush hour, or perhaps a rush 40 minutes, and we were caught right in the middle of gridlock trying to get to the only BP station in town that sold Ultimate (a lower grade fuel might cause other problems).



We made it back to the final stage with 10 minutes to spare, and completed the day with a solid time (Ridgeway is a real power climb, and we were placed 22nd on the stage), however the Longley problems took us

back to 11th overall. We are still very happy to be this close to the top 10 at this point, as the actual halfway distance is not until sometime tomorrow afternoon on Leg 4. We're still hopeful of rain, however the storm front looks like it will head south over the next few days and result in yet another almost all dry Targa - much to our disadvantage!



**The Eric Bana XB Flacon coupe**

**Results as of 9pm Friday night:**

Position	No	Crew	Vehicle	Total Penalty Time
1	631	Pye Geelan	Porsche 911 Carrera 3	05:49
2	254	Freestone Freestone	Austin Healey BNH 100/6	07:15
3	577	Broadbent Goedheer	Porsche 911 RS	07:33
4	607	Faux Mihajlovic	Mazda RX7	07:53
5	606	Cooper White	Holden Torana A9X	08:25
6	444	Cattlin Cattlin	Ford Mustang Boss 302	08:27
7	573	Eames Eames	Porsche 911 Carrera 3	08:30
8	513	Coad Vandenberg	Holden Monaro GTS	09:04
9	555	Taylor Harper	Porsche 911 Carrera	09:05
10	636	O'Keefe Winton-Monet	Holden Torana SLR 5000	09:16
11	222	White Yelds	Volvo 122S	09:25

**Leg 5: Sunday, 22 April, 2007**  
**Race to the Finish - fuel problems sorted!**  
 6th in Classic Competition, 1st in Category Two  
 The final day of competition (Sunday) was a blinder. The West Coast Enduro consists of seven competitive stages and ends with the Gala Finish at Wrest Point in Hobart. The field sweeps from Burnie in the State's north to Hobart in the south across the wild and rugged Tasmanian west coast. Sunday has the longest and

toughest stages giving opportunity for both success and terrible failure.



**Intimidating Duntov Corvette went off on Cethana on Leg 4**

That morning the teams don their helmets and fire proof suits like medieval knights heading out to battle. After a number of incidents on the fourth Leg, making it to the final day is a feat in itself.

The first stage, Hellyer Gorge provides one of the event's ultimate driving challenges. The road takes a tortuous path down to the Hellyer River and back up the other side. Overhanging trees tend to prevent this road from ever really drying out properly. The stage is 15.42km long and doesn't favour the Volvo at the best of times - and with a recurrence of

the fuel starvation problem all did not look well for the rest of the day.  
 An early service opportunity was crucial as Kari, one of Mike Batten's team mechanics (Seldom Seen Automotive) was able to suggest a blocked fuel tank pick up. Suddenly we had fuel - lots of it and were now ready to hit back. Mt Black presents a steep climb from the start over the mountain and down the other side to finish on the northern outskirts of Rosebery. Rosebery has some reasonably long straights that nearly always end in difficult corners. Bridges, climbs and several crests make this

stage exciting. Although we were now carrying the equivalent of a Queen Mary volume of fuel in our 90 litre tank, (our "strategy" from the previous day to keep the tank full now redundant) we posted some solid times: on the Mt Black and Rosebery stages we were 7th and =1st; the little 122 was cranking!



**Heading back out to attack Mt Black after clearing fuel blockage**

The next stage, Queenstown, is mostly a hillclimb up the moonscape side of Mount Lyell. Although the road has been widened and some bends straightened over the past year, the stage is much tougher than it looks and usually needs to be tackled in second gear all the way up the left-right-left-right climb to the saddle. The run down the other side is a little easier, but still a challenge and we wound the Volvo up to finish then 9th.



**Bowden/Wegan Falcon Sprint crashed out on Queenstown - race-taped back together to cross finish line**

Mt Arrowsmith, the second-to-last and the longest (47.24km) stage of the event, and can make or break competitor aspirations of outright victory, category or class wins, or just Targa Trophies. A series of tight corners is interspersed by long straights as the course moves through Nelson Valley and Victoria Pass to finish on top of the mountain.  
 The Batten/Doble 544 (now out of contention) ran strongly all day. We began Mt Arrowsmith with the 544 in front of us (30 seconds) and almost caught them by the end of stage closing to within 10 seconds. Glen Ridge in the potent twin turbo Mazda RX7 started the car behind us and caught us at the 30 kilometre mark. We then managed to tailgate the Mazda for a few

kilometers until he found a good straight stretch to unleash his power advantage. We "cleaned" the stage, coming in some 40 seconds under the Base Time, which placed us 1st on the 47km stage.



**Twin Turbo Mazda RX-7 SP caught us at the 32km mark on Mt Arrowsmith**

We followed this up with 12th on the last stage of the event, Tarraleah. This stage consists of a quick steep run down one side of the Nive River valley, including a switchback bend and a bridge crossing, then a fast steep (well fast for some, for us it is just steep!) climb back up the other side of the valley - then turning off the highway to finish on the Olinda Road just prior to the Tarraleah Village. This stage is 6.60km and is the final stage of the event.

These times propelled us into 6th overall on handicap.

Upon arriving back at the Hobart casino we were held back with the five other top finishing teams and told we had a podium finish in the handicap competition as the three outright winners are not eligible. However after some frantic discussions the intention of the Director was overturned and dual awards were presented. So the champagne (literally) slipped from our grip and we idled across the finish one spot away from the limelight!



**In line for Podium finish and Champagne...short lived glory! (Smiles still linger though!)**

We were the surprised winners of Category 2 (1947 - 1961) as the Freestones' well driven Austin Healey 3000 had let them down on Mt Arrowsmith. Over the past three years

the White/Yelds Volvo has now managed 10th, 7th and now 6th in the Classic competition winning the Category and Class awards on each occasion.



**Magnificent Healey of Freestone/ Freestone - blew engine on Mt Arrowsmith**

The top ten for the Classic Competition was filled by the Porsches of Pye/Geelan (1st) and Broadbent/Goedheer (2nd) and the RX-7 of Faux/Mihajlovic (3rd). The Escort RS 2000 of Ellis and Williams (previous winner of Classic) came in 4th. Ahead of us in 5th by 18 seconds was the very powerful Porsche 911 Carrera of 16-year Targa veterans Taylor/ Harper, and we held off the Coad/Vandenburg Monaro by just 12 seconds on handicap! Nine seconds behind the Monaro was the Catlin Mustang, which held off the Steuart / Steuart V12 E-type Jag by another 20 seconds. Two minutes later and rounding out the Top Ten was the Cook/Cooper 911 Carrera RS.



**Coad/Vandenburg 700hp HQ Monaro: 7th in Classic Handicap and 3rd Outright!**



**Catlin /Catlin Mustang came home 8th in Classic**

We couldn't be happier with our result, as to finish without major incident three years in a row, and to claim a top-ten spot and Category and Class wins on each outing, has been a fairy-tale outcome! Our result though has truly been a team effort;

- Pecky of Darwin's diligent fine tuning of the car
- Gary Comerford of Volpro's technical advice, service crew assistance and camshaft and cylinder head development
- Volvo Australia's supply of a terrific support vehicle each year
- Harry Sheriff Auto Electrics in Launceston and Performance Automobiles in Hobart for service facilities during the event

On the home front, our Webmaster Heather Smith has kept everyone informed of our success on a timely basis and coordinated our behind the scenes support (we will deny the effect if any of the "Volvo pills" we gave Eric Bana just before his demise!). It was great also to use Andy's daughter's base in Melbourne as a staging point for the week in Tassie, as well as to have Claire join our service crew for the last half of the event. Mention should also be made of Andy's wife Sherrin who stoically continued medical treatment whilst Andy was peddling the old Volvo around the wilds of Tasmania.

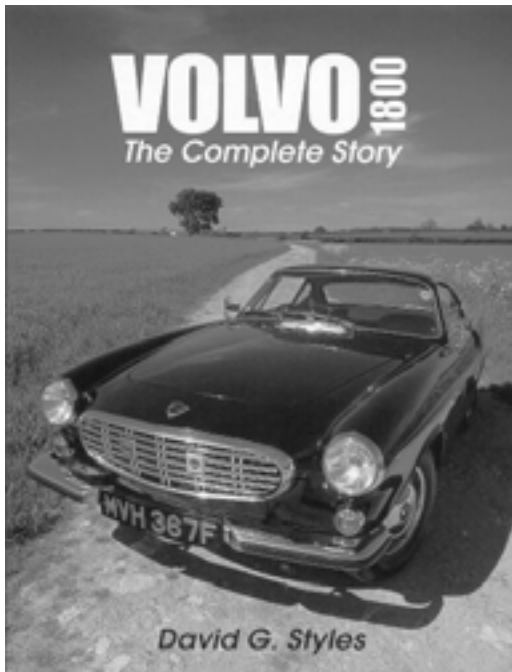


Andy's sister in law, Barbara prepared a Volvo Targa cake on his return to Darwin - complete with the rally route on the Tassie map.



Andy's youngest daughter, Claire took a break from Uni and joined Service crew in Hobart.  
*Andrew White*

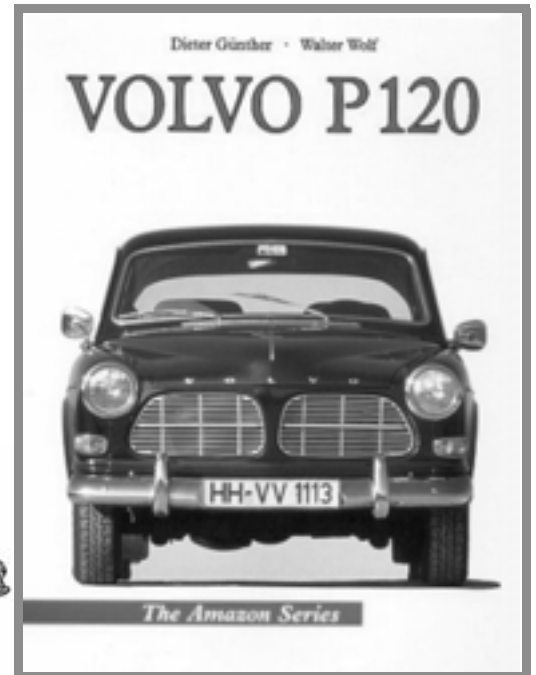
# VOLVO BOOK OFFERS



## SPECIAL

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

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

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

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

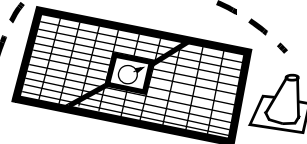
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# 240/260 Register

Mark Hoffmann

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Welcome to this issue's 200 Series Register Page. With the colder months upon us again, the weekend weather is less than ideal for tackling most tasks on my long list of Volvo projects, and I have long realized that even my best of intentions for working on the cars are no match for the discomfort of a frigid garage. As such, there are not too many exciting upgrades or projects to report on at this time, but for my content in this issue, I'm very proud to announce that my guest contributor is no less than a professional motoring journalist, Mr. Richard Gunn of Peterborough in the UK, who edits *Classic Car Weekly*, Britain's biggest-selling classic car magazine. Through a stroke of fate, Richard has recently acquired a venerable 240 sedan that is proving itself to be an indispensable workhorse among the assortment of exotic (and sometimes less than practical) classics that pass through his hands, and he has been quickly won over by the Volvo attributes we all know so well. His near 25 year old base-model 240 just keeps on going and providing Sterling service, so it's hard for him not to draw comparisons between it and any number of weird and wonderful French

and British creations that may be more endearing to the heart and eye to most people, but just can't match the Volvo in the areas where it really counts!

Richard writes...



**The 240 doesn't just provide cover for when Citroëns aren't working...they're also quite useful for towing the French things too.**

## THE VOLVO 240: A CONFESSION

*I'm possibly not the typical type of person you'd expect to be a Volvo 240 enthusiast. As a classic motoring journalist over in Britain, I do get the opportunity to sample all manner of historic exotica, and sometimes, it can be difficult finding time to drive all those Aston Martins, Jaguars and Bentleys. However, I do have a taste for the weird, quirky and complicated, or*

*the simply downright hopeless: I love Citroëns simply because of their 'let's just do things differently for the sheer hell of it' attitude to engineering, and I've also got a soft spot for the worst creations of British Leyland during the Seventies. I*

*don't think you ever had the Austin Allegro or Princess over in Australia, but trust me, they were - and are - glorious for all the wrong reasons. Still, you did make up for their absence with the Leyland P76 though. Gosh, we're all jealous of that one over here in the UK!*

*So, until the end of 2006, the Volvo 240 didn't really figure on my radar too much. In fact, I'd probably trotted out all the clichés in writing that most journalists resort to when writing about Sweden's mobile breeze block on wheels...including that one. It was worthy but*

*dull. Sturdy but too sensible. Beloved of old people and, in station wagon form, antique dealers with a preference for Chippendale sideboards. If you wanted to get from A to B without breaking down, the 240 was your car. If you wanted to do it quickly or enjoy yourself en route though...well, it probably wasn't.*

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**If you want to get a reticent Mini started, try scaring it with a big Volvo oozing brooding yet sensible menace.**

But beneath this outward indifference lay a slight admiration for the 240 range. Cars don't survive in production largely unchanged for 19 years without some merits, and 2.7 million buyers couldn't all be wrong. When you consider that the 240 shape appeared, in original form, as the 140 range back in 1967, its longevity becomes all the more extraordinary. That's over a quarter of a century for a design which, let's face it, wasn't exactly a paragon of imaginative styling even when new. In fact, it is probably this very anti-fashion approach that goes a long way to explaining how it managed to so successfully span the Sixties, Seventies, Eighties and Nineties. It was such an uncool car that it actually metamorphosed into becoming cool by mistake!

#### **From Mini to Allegro to 240**

All the same, I had no real thoughts of admitting my guilty secret and getting my own example. There were plenty of other cars I wanted to buy first. In fact, my 240 came my way by pure accident. Back in 2005/06, I owned probably the worst Mini ever built, a bright orange 1979 example so resolutely awful in every way that I eventually swapped it for an Allegro...which gives some idea of just how desperate I must have been to rid myself of the accursed thing. The Allegro was more reliable at least, but somehow didn't quite possess the same character as previous examples I'd owned, so after a few months of trying to come to terms with the fact that, despite it also being bright orange, it just wasn't tacky enough for me, I decided to half-heartedly put it up for sale. An Austin-loving couple took me seriously enough to come and view it. They saw it, liked it, and agreed to buy

it. Well, when I say 'buy', it was a little more complicated than that. Because they turned up in the gargantuan Swedish car-mountain that is a 1984 Volvo 240 DL, and when I started showing a vague interest in it, they pointed out that, if they took on the Allegro, they'd have to get rid of the Volvo.

And so the inevitable happened. They drove off in the Allegro and left behind the Volvo, which I'd accidentally accepted in part payment for the Austin.

While it was nice to think that I now had a car that could only be

immobilised by a direct hit from a tactical nuclear weapon, could drive through walls, buildings and other vehicles instead of waiting in traffic jams, and had a similar road presence to Ayres Rock on a skateboard, I was still thinking short-term about 240 ownership. I decided to keep the car for a month or so until I got bored of it, then sell it on eBay and use the proceeds to buy something more fascinating. After all, the 240 was in very good condition despite its huge mileage and would probably fetch a good price. One of its few cosmetic faults was that it had a few superficial scratches in one corner of the girder-sized rear bumper. When I asked what had happened I was told a Rover Metro had collided with it. Noticing that there was hardly any damage to the Swedish tank, I commented that it couldn't have been that bad a shunt. "Oh yes it was," came the reply. "Well, for the Metro at least. It was completely written off!"

It was November when I acquired the Volvo. My plan was to hang onto it until after Christmas, and then sell it sometime in January. And that's probably what would have happened, had the 240 not decided to prove itself totally indispensable over the festive season. An American friend, Meredith, was flying over from Boston to spend the holidays in England, and had asked - well, practically demanded really - to see the Cotswolds and Oxford, two areas of this country that are scenic at any time, but particularly attractive when covered by snow and festooned with illuminated decorations.

That meant a fair bit of driving. Now, obviously, the Volvo 240 was quite big over in the States (well, metaphorically at least...physically, it was probably regarded as a Mini), and in Ithaca, New York, they even have annual festivals where they put tutus on boxy Volvos and make them perform ballet. (No, really, I'm not joking, look it up). And they think the British and Australians are strange? Anyway, as the streets of Massachusetts' coolest city are filled with Swedish tanks - albeit ones that don't necessarily need to artistically express themselves through the magic of carefully choreographed dance and tiaras, and don't show yearnings to be on the stage at the Sydney Opera House - I wanted to treat Meredith to something she wouldn't see back home. That meant something distinctly Continental in European flavour, with a Parisian aura of sleek sophistication and chic complication. It demanded something with a Double Chevron badge on it. It called for one of the other members of my fleet: my Citroen CX.

#### **The horrors of Hydropneumatics**

Except, as anybody who has ever owned a big Hydropneumatic Citroen will appreciate, such complicated French spaceships do have a habit of spending a lot of their time all sulking, stubborn and deflated. Most definitely the latter. And that's exactly what mine was doing just when I needed it. That left me little choice but to resort to the Volvo: a quarter of a century old car that had covered 125,000 miles (the sort of mileage at which most other vehicles I'd owned would have been long dead), was in need of a service, and was also completely untried, save



**It's a clean machine. One of those rare days in England when both the sun - and old cars - both shine.**



**Quite possibly a similar view to that the captain of the Titanic had when the iceberg hove into view...**

for a few local trips. And what I was about to ask of it was to cover over a thousand miles in a week during winter conditions, touring England as well as making essential connections international connections at two London airports. All without breaking down. To say I was dubious is understating things a little bit...

Of course, I was underestimating the 240's legendary abilities. Finding itself in a situation where I had to rely on its reliability, the Volvo simply shrugged its stout, Swedish shoulders, muttered "Well, I suppose I'd better get on with it then," (figuratively speaking of course - it can't really talk, despite its potential balletic tendencies) and proceeded to cover 1,250 in seven days without missing a beat. All weathers, all times, all driving conditions...the 240 simply did its Volvo thing without even a hint of a tantrum. Well, I tell a small lie...actually, one of the headlamp

wipers did momentarily stop working at 6am one morning, before fixing itself a few hours later without explanation. And there were a few times I found it a little difficult to find a decent radio signal. But I got over both of those. I couldn't help but feel that, had I resorted to the Citroen instead, at least a couple of days of Meredith's holiday would have involved being stranded on a motorway hard shoulder somewhere, while I explained to her that "No, really, it's a glorious machine when it's all working as it should do...and I'm sure they'll hold the plane for you!" while the CX slowly deflated itself behind us.

However, what came as more of a surprise than the Volvo's 'Look, I'm doing it, okay?' attitude was that - whisper it softly - I actually found myself really enjoying driving it. Okay, on the road, it may be about as charismatic as, um, a Mitsubishi Carisma - surely the most inappropriately-named car in the history of motoring - but, boy, do you feel indestructible inside. Suddenly, erratically-driven BMWs are no longer the menace they usually are over here (and I'm sure must be in Australia too - something happens to people when they get behind the wheel of a Beemer, and it's not generally a positive change), but cower in dread and trepidation that is the oncoming magnificence of an old Volvo 240 at speed. Normally fearless four-wheel-drive SUVs flee in panic, to hide behind

trees and in flowerbeds rather than lock horns with the giant motorised mobile mountain. You don't even notice you've driven over small Toyotas until you find random bits of small Japanese automobiles and the occasional occupant stuck in the grille at the end of a trip. Even articulated trucks have started showing me the sort of in-awe respect I never used to get in a humble Austin, and I bet I could take on an Outback road train and win, were we to have such things over here. At one point during Meredith's visit, while I was still falling in admiration with the 240's concrete-like ruggedness, we encountered a Challenger tank crossing the road in front of us (England is like that these days...). And it was the British Army's finest that backed down and reversed up. The Challenger may be fitted with an 120mm cannon and Chobham armour capable of withstanding nuclear, biological and chemical attacks, but its crew realised it was no match for the Volvo's big bumpers. Besides, the tracked tank - as opposed to the wheeled tank I was in - uses Hydragas for its suspension. That's the same set-up as many of the British Leyland 'greats' from the Seventies. It clearly knew when it was beaten.

#### **A Plymouth Fury without the bling**

The only time I felt remotely intimidated by anything else on the roads was when we came up against another Volvo coming the other way on a single-track lane one evening. But it was one of the cavernous estate

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**Gravel is always fun when you've got over 100bhp, rear-wheel-drive, leaf springs and a lot of body overhang at the back...**

versions. Towing a caravan. And it had extra driving lamps fitted. It was rather like encountering an overweight Christine, Stephen King's evil Plymouth Fury, with all the bling surgically removed. Truly it was a terrifying thing to confront at night. Be afraid. Be very afraid...

Since then, the 240 has continued to provide low-cost reliable motoring with only the most minor of problems almost apologetically proffered up after every couple of thousand miles or so. While my CX has run through most of the catalogue of tribulations that can befall a Hydropneumatic Citroen over the last six months or so - usually twice - the Volvo has confined its tantrums to minor things like speakers stopping working or minor overheating caused by a dodgy thermostat. I've almost started to become hopeful that something will go wrong so it will give me something to do. But, no...the 240 just trundles on regardless. After I got it serviced back in February - by this time, all thoughts of selling the thing had been vanquished because it was just too damn useful - there was an advisory note saying that it there was no record of the cam belt ever having been changed and it was now several thousand miles overdue. I was almost ecstatic...perhaps it would snap and prove the fallibility of the Volvo lump? So I took it on a few long, high-speed drives. But...no. Guess what? Nothing broke. Nothing happened at all. The 240 just ploughed on as before. So I gave up and had the cam belt changed, thereby extending the car's life until approximately 2045. When it might even have started to rust. Actually, no, that's rubbish. I'd actually have to drive it into the ocean or through a salt mine for something as radical as that to start happening. Even when the reversing lights stopped

working, it turned out that the previous owner had simply fitted a fuse of the wrong amperage. When the same happened on the CX, I practically had to have the entire

wiring loom replaced...

And this reliability hasn't been because the 240 has led a pampered life with me. It lives outside and regularly gets used to drive all over the country. Okay, I know the UK is so small compared to Australia that it could hide in the Outback for years and not be found, but there have still been some pretty hefty distances. The 240 simply does what I expect it too - and more besides - without any fuss or bother, often under circumstances that would have left any of my other classics, past or present, collapsed in the gutter in a festering pool of their own oil and other vital fluids. It's quite shameless.

#### **Accessories instead of action**

Released of the burden of having to spend money on actually keeping a car running, I've enjoyed the strange sensation - well, for me - of being able to spend money on accessories instead, which is how I came into contact with Mark H via eBay. With nothing remarkable about my DL save for an extremely late-1970s graphic equaliser set into the dashboard - which, with its green flashing lights, does look very funky playing ABBA and makes the 240 look like a mobile disco from Gothenburg - I started buying extra gauges and other bits of trim over the internet. One Volvo vacuum gauge and two chromed rear pillar emblems later, and he asked me if I wanted to write a quick article for Rolling Australia. I've made it a long one...just in case he ever finds a working 240 accessory trip computer and I can nab it before he advertises it on eBay!

So, once upon a time, I used to be known as 'that motoring journalist who likes all the weird, quirky and complicated stuff.' Now, apparently, I'm picking up quite the reputation for having a big, boxy Volvo fixation instead. I don't think I mind that much. It's nice to have discovered an old car I can have total faith in. And those who don't understand the whole 240 thing won't be laughing so much when they break down and I'm able to just drive past with no worries at all. Or, as I'll be in a Volvo, possibly even over or through them...

**[BIO: Richard Gunn is acting editor of Classic Car Weekly, Britain's biggest selling classic car magazine, as well as the author of several books on various transport subjects. He lives in Peterborough, United Kingdom, amid an ever-changing fleet of assorted motley classics including a 1963 Humber Sceptre Series 1, a 1985 Citroen CX20 RE and, the subject of this article, a 1984 Volvo 240 DL]**

Thanks Richard for that fantastic piece, which I'm sure we all enjoyed reading! No doubt the old 240 will continue to soldier on in Richard's hands, and I hope that the few small accessory upgrades I am sending over to him will enhance his enjoyment of the car. The next step might be to try to convince Richard to get hold of a later example of the 240 series complete with fuel-injection and more of the creature-comforts that make for an even nicer car to own!

Until next time, I wish all members pleasant and safe motoring.

Mark Hoffmann.



**Richard tries to break his Volvo by bouncing up and down on the bonnet. The plan failed...but he did give himself minor spinal injuries!**

# MOTORSPORTS REGISTER

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



## Events for 2007:

8th July 2007 -

Winton Fun Day

see web site

[www.wintonraceway.com.au](http://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](http://www.wakefieldpark.com.au)

Winton Motor Raceway website:

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

Calder Park motorsport:

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

SDMA website:

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

AROCA Victoria website:

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

Holden Sporting Car Club of Vic

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

## OPEN PRACTISE AT CALDER PARK:

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

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

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

## Tech-talk - Adjustable Camshaft gears

By Ash Davies

### Why do I need one?

Previously we've discussed various Volvo factory camshafts, which particular camshaft is suitable for which application and where to source them from.

Let's say though, that you've found a camshaft which is pretty close to suiting your needs but it's not quite there, or in the situation a couple of us find ourselves in, you go to a track day at a new track and that cam you spent weekends scouring wreckers for or had made isn't as suitable for this track as it was at the last track you visited.

### Enter the adjustable camshaft gear.

In short, by advancing camshaft timing (via the adjustable gear) you'll gain low end power at the expense of power up higher in the rev range. In the reverse situation, by retarding the gear you'll gain high rpm power at the expense of power low in the rpm range.

It essentially allows the 'power curve' around in the rev range.

A real-world example of this is the 'H grind' cam I'm currently using in my 1990 240. In my car, this camshaft pulls extremely well from approx 3500 rpm through until 5500rpm.

Around a track like Winton, the car can now carry a LOT of mid corner speed. As a result of this, often I'll be in 3rd gear whereas previously I may have used 2nd, however when accelerating out of a corner in 3rd gear, the car is below its 3500-5500rpm range where it seems to make the most power.

By advancing the cam gear, this usable 'power curve' can be dragged down lower into the rev range, and as a

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result the car will pull from 2900rpm in much the same way as it would at 3500rpm with a standard, straight-up timed, camshaft gear.

Lets say now that you visit a faster track, with big, flowing corners and long straights. Retard the gear a little and you might move the usable power from 3500-5500rpm to 3800-5800rpm. Whilst 300rpm might sound miniscule, I'll put it to you like this...

A 10 lap sprint around Winton. You're running in a little group of cars and there's an AU XR6 in front of you, while it pulls away in a straight line, you can catch it hand over first under

brakes, you can carry WAY more corner speed than it, but it's JUST faster than you on exit.

3 laps in, you've caught up with it to the point where you're obviously faster over a lap, despite the obvious advantage it has in a straight line, but you're stuck behind it and its slowing you down.

Chasing it down for another 2 laps, its wriggling around under brakes in an effort to stay in front, but you commit to the inside (kamikaze) line up against the curb going into turn 1 in an effort to get through.

The XR6 driver has the "there's no way in hell I'm getting passed by a Volvo" mindset, outbrakes himself and you're through.

You carry more speed mid corner, and on corner exit with your right foot trying to kick a hole through the firewall, the XR6 is all over the back of you and the eternity it takes as the tachometer moves from 3200 revs through to 3500 is painful.

Luckily this is a little short straight and the nose of the XR6 pokes out from behind you only briefly before the next corner is upon you.

While it won't work miracles, if you'd had an adjustable gear and advanced it a little (maybe 3 degrees) your 'power curve' would have been lower down in the rev range and given you noticeably more pull - maybe

enough to stay in front more comfortably.

### **What is available?**

Essentially there are two types:

(1) On car adjustable via an outer toothed gear which can be moved about a hub.

(2) A fixed gear with multiple dowel holes in the front of it, allowing the gear to be fixed to the camshaft in multiple locations, providing a means to advance and retard cam timing.

Type (1) can be adjusted on the car in less than one minute with common hand tools, making it ideal for track day and performance oriented



**Type 1 (DVS product shown)**



**Type 2 (ipd product shown)**

usage. It can also be adjusted in very small increments, often in increments of 1 degree, to allow fine tuning.

Type (2) cannot be adjusted on the car, and physically needs to be removed from the camshaft and then re-fitted with the dowel on the snout of the camshaft in different hole in the camshaft gear. This means that the timing cover must be removed, and the belt re-fitted after each adjustment.

This design offers larger increments, usually around 2.5 - 3 degrees and isn't quite as ideal for fine tuning.

Due to their design and machining, an on-car-adjustable gear is considerably more expensive than a fixed, single piece gear, often 2-3 times the price of the fixed alternative.

While the on car adjustable gears have been around for some time, fixed gears seem to be becoming more available.

Personally, I don't see a fixed gear as 'adjustable' as once it is fitted it cannot be adjusted by any other means than to remove and re-fit.

*\*\* A little known fact is that 5 cylinder Volvo models, 850s, the P1 X70*

*range, P2 S60 and V70 models, and models using the I6 engine (960, S90, etc) have on-car-adjustable timing gears fitted as standard.*

### **Deciding which is suitable for you**

If you feel that you're simply missing out on some low end pull or if you do a lot of highway driving and would like more power up higher in the rev range, perhaps a fixed gear would be a decent option, as its unlikely that you'll ever need to change it.

On the other hand, if you enjoy some more spirited driving or the odd track day, the versatility of the on-car-adjustable gear and being able to

make changes in the 10 minute break between sessions as well as the smaller increments of adjustment is for you.

The two options are quite different and shouldn't be confused. If you're shopping for one and you find a large price difference, look a little closer, you'll

probably find that you're looking at 'apples and pears'

If you're keen enough, it's not overly difficult to drill a standard Volvo cam gear to give you a fixed-type adjustable gear, or you could have an engineering company do it for you.

### **Where do I get one?**

IPD in the USA used to sell an on-car-adjustable type, which was almost exactly the same as one of the first commercially available cam gears for the B2xx engine made by MVP.

However, the IPD website no longer shows the on-car-adjustable type, and instead offers the fixed type.

On-car-adjustable camshaft gears are available from DVS (in Australia), RSI (in the USA) and various companies throughout Europe.

'Fixed' Adjustable camshaft gears are also available from IPD (as mentioned) above, and through various other companies.

- DVS Performance Parts - [www.dvs.net.au](http://www.dvs.net.au)
- IPD - [www.ipdusa.com](http://www.ipdusa.com)



# Classifieds: Cars & Parts

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

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

**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.**

**WANTED TO BUY - 15" wheel dress rims** in very good condition from 164, 1800E or 1800ES. Phone Walter on 03 9333 1585 or email [wdgowans@optusnet.com.au](mailto:wdgowans@optusnet.com.au) (5Jul07)

**1980 262C Bertone Coupe.** Gold in colour with beige interior and wood grain door trims. The car has been stripped out to start a restoration but other projects meant that it was put aside and covered with a waterproof cover till a later date. It is



however complete with all original parts still in storage. \$1000 ono. Call Matt 0402 314 947 or Email [mdj1@tpg.com.au](mailto:mdj1@tpg.com.au) (6Jun07)

**1973 142.** Yellow, sunroof, one owner 120,000km genuine. New tyres and brake pads. Registered to Dec 07, in good condition. Reg. No. AO33JD asking \$2,400 ring Roy White 02 6344 1660 Email [deirdrewhite@westnet.com.au](mailto:deirdrewhite@westnet.com.au) Car is in Canowindra NSW (40 mins west of Bathurst) (6Jun07)

**WANTED: 1800\$ 1969 model,** prefer white but will look at other colours. Must be in excellent condition with no rust or work to be done. Contact Rex Broadbent on 03 9252 6024 or email [rex.broadbent@csiro.au](mailto:rex.broadbent@csiro.au) (Melbourne Vic) (3Jun07)

**Multiple cars/parts: 1800E\$.** Sadly the wrong grille, but otherwise a reasonable car. It is automatic and has had the motor renewed recently (about 200 miles ago) at a place called Heritage Motors Jondaryan, about 40 k's outside Toowoomba, at a cost of just over \$2000. A little bit of rust on the

bottom of the drivers side front pillar, but nothing too major, just some bubbles. New carpet as well. I would sell for \$11,000 or thereabouts. Just getting away from cars. I



have a set of early **Volvo mags** and good tyres, 14" with centres. Apparently a bit hard to get. Would be prepared to sell these. These aren't the Virgo mags but early 244. Also a **set of dual (American) headlights** from a 264 Volvo and associated changeover parts. I also have **some 164 Volvos**. I want to sell one - a 1973 **164 TE**. I think about 180 k's, the motor sounds good. The car is a deep metallic blue, but badly needs paint, and the interior should probably be totally redone, but there may be some areas that can be saved. Other than that, the car is very straight and with a bit of time and money could be made into a very nice car. I have decided that I simply have too many cars and that's why I am selling. I guess it is a bit like which car will I sell first. I also have a **242GT** for sale, because I am just looking for a bit of space in the garage. You know what its like. Anyway, I only want \$300 for the 164 so if you hear of anyone who is looking for one, this is quite a nice one subject to all of the above. I also have a nice 264 GLE (1981) and 240 (1983). I would be happy to talk to anyone about these. Located in Kingaroy, QLD, about 2.5 hours north of Brisbane. Contact Keith Murdoch on 07 4162 1144 (BH) or 0439 796 515 (Mob) or email [kmurdoch54@hotmail.com](mailto:kmurdoch54@hotmail.com) (23May07)

**Volvo Parts Sale!** Rob from Vospa in Heidelberg wants to retire from the business as, like some of us, getting too old for the job. He has supplied a large list of New Parts with prices as well as some used parts.

**Contact the Editor and I will email you the list** (the list is too large to put in the magazine), and the list will also be put on the Vic web site. Rob's Address and Details: Rob Leonard, 22 Beatrice Ave, Heidelberg Heights. Phone (03) 9459 9285 Mobile 0416 058 200.

**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 [Qld 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](mailto:colhovey2006@yahoo.co.uk) (19Apr07)

## 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)

**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)

**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, 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)

**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, carburetors, 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)

**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 carburetor. Near new Michelin XZX tyres and original (little used) Swedish spare. Ventilated steel rims professionally re-painted in muted silver. White body with

**VP Tuning**

Rydell

350

Q&Oils

**Volvo Performance Parts**

Mark Richardson

PO Box 2002  
Seaford Vic 3198  
Australia

mobile: 0403 814 545  
fax +61 3 9776 5302  
[mark@vptuning.com.au](mailto:mark@vptuning.com.au)

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](mailto: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 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](http://carsales.com.au) (5Mar07)

**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**

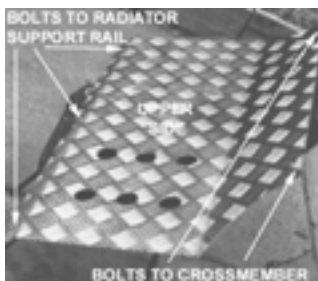
**reducing price and re-running the ad if item; do not sell. Maybe somebody want; it, but the price is too high?**

**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](http://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](mailto:ash.davies@dvs.net.au)  
w. <http://www.dvs.net.au>

# DVS

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**ashleigh davies**

0412 709 695

[ash.davies@dvs.net.au](mailto:ash.davies@dvs.net.au)

# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal

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



<p>( ) <b>New Application</b> (1 year membership from date of payment.)</p> <p>( ) <b>Renewal</b> (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><b>Your Details:</b></p> <p><b>First Name:</b> (Mr/Mrs/.....).....</p> <p><b>Partner's Name:</b> (Mr/Mrs/.....).....</p> <p><b>Postal Address:</b> .....</p> <p>.....<b>State:</b> ..... <b>Post Code:</b> .....</p>	<p><b>Membership number</b> (renewal only) .....</p> <p><b>Surname:</b> .....</p>
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<p><b>Contact Details:</b></p> <p><b>Phone:</b> (.....) .....</p> <p><b>Email:</b> .....</p>	<p><b>Mobile:</b> (.....) .....</p>
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<p><b>Car(s) Details:</b> (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><b>Membership Type:</b></p> <p>( ) <b>Adult Membership</b> (\$40)</p> <p>( ) <b>Student/Pensioner</b> (\$20)</p>	<p><b>Payment Details:</b></p> <p>( ) <b>CHEQUE</b> ( ) <b>MONEY ORDER</b> ( ) <b>OTHER</b>.....</p> <p><b>Amount paid \$</b>.....</p>
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<p><b>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</b></p>	
<p><b>Signature</b> .....</p>	<p><b>Date</b>.....</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](mailto:waynebowers@unite.com.au)

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



## VOLVO DEALER LISTING AUSTRALIA

### ACT

#### Rolfe Motors

29 Botany Street

Phillip ACT 2606

Telephone: (02) 6282 4888

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

### NEW SOUTH WALES

#### Alto Newcastle

82 Lambton Road

Broadmeadow NSW 2292

Telephone: (02) 4927 6622

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

#### Alto Volvo

Unit 3, 65 Whiting Street

Artarmon NSW 2064

Telephone: (02) 9939 4072

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

#### Alto Volvo

393 Pacific Highway

Artarmon NSW 2064

Telephone: (02) 9412 7555

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

#### Annlyn Motors - Retailer of Excellence 2004

93-99 York Road

Penrith NSW 2750

Telephone: (02) 4722 9900

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

#### Bellbowrie Motors

Cnr Pacific Hwy & Halls Road

Coffs Harbour NSW 2450

Telephone: (02) 6656 8700

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

#### Heyer Automotive Group

66 - 72 Windsor Parade

Dubbo NSW 2830

Telephone: (02) 6884 9755

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

#### Jason Wagga

42-50 Dobney Avenue

Wagga Wagga NSW 2650

Telephone: (02) 6925 3211

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

#### John Patrick Prestige Cars

169 Hastings River Drive

Port Macquarie NSW 2444

Telephone: (02) 6584 1800

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

#### Liverpool Prestige

Cnr Hume Highway & Mill Road

Liverpool NSW 2170

Telephone: (02) 9828 8123

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

#### Purnell Volvo

139 Princes Highway

Arncliffe NSW 2205

Telephone: (02) 9567 0000

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

#### Southern Classic Cars

188 -194 Corrimal St

Wollongong NSW 2500

Telephone: (02) 4254 2070

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

#### Trivett Volvo

60 - 64 Church Street

Parramatta NSW 2150

Telephone: (02) 9841 8888

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

#### Trivett Volvo

476-488 Crown St

Surry Hills NSW 2010

Telephone: (02) 9383 9300

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

### NORTHERN TERRITORY

#### Darwin City Moteur

34 Stuart Highway

Stuart Park NT 0820

Telephone: (08) 8946 4444

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

### QUEENSLAND

#### Austral Volvo

773 Ann Street

Fortitude Valley QLD 4006

Telephone: (07) 3248 9488

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

#### Pacific Volvo

129 Sugar Road

Maroochydore QLD 4558

Telephone: (07) 54795533

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

#### Southern Cross Volvo

Cnr James St & Anzac Ave

Toowoomba QLD 4350

Telephone: 07 4690 2333

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

#### Southside Volvo

1388 Logan Road

Mt Gravatt QLD 4122

Telephone: (07) 3323 7000

#### Sunshine Volvo

179 Nerang Road

Southport QLD 4215

Telephone: (07) 5509 7100

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

#### Tony Ireland Volvo Cars

54 Duckworth Street

Garbutt QLD 4814

Telephone: (07) 4726 7700

#### Trinity Volvo

94 McLeod Street

Cairns QLD 4870

Telephone: (07) 4050 5028

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

### SOUTH AUSTRALIA

#### EuroCars

272 Glen Osmond Road

Fullarton SA 5063

Telephone: (08) 8338 4344

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

### TASMANIA

#### Performance Automobiles

269 Davey Street

Hobart TAS 7004

Telephone: (03) 6236 3700

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

### WESTERN AUSTRALIA

#### Barbagallo Volvo

1286 Albany Highway

Cannington WA 6987

Telephone: 08 9231 9777

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

#### Premier Motors

393 Scarborough Beach Road

Osborne Park WA 6017

Telephone: 08 9443 1133

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

### VICTORIA

#### Bilia Hawthorn

139 Camberwell Road

Hawthorn VIC 3122

Telephone: (03) 9882 3600

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

#### Blacklocks

140 Melbourne Rd

Wodonga VIC 3691

Telephone: (02) 6024 5570

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

#### Melbourne City Volvo

Cnr Turner St & Ingles St

Port Melbourne VIC 3207

Telephone: (03) 9684 1070

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

#### Silverstone Volvo

591 Doncaster Road

Doncaster VIC 3108

Telephone: (03) 9840 8868

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

#### Rex Gorell Volvo

212 - 224 Latrobe Tce

Geelong VIC 3220

Telephone: (03) 5244 6222

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

**On the Back Cover:** South Australian club members strolling around the lake at Gorge Wildlife Park. More photos in the SA Club Pages, this edition of *Rolling Australia*



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