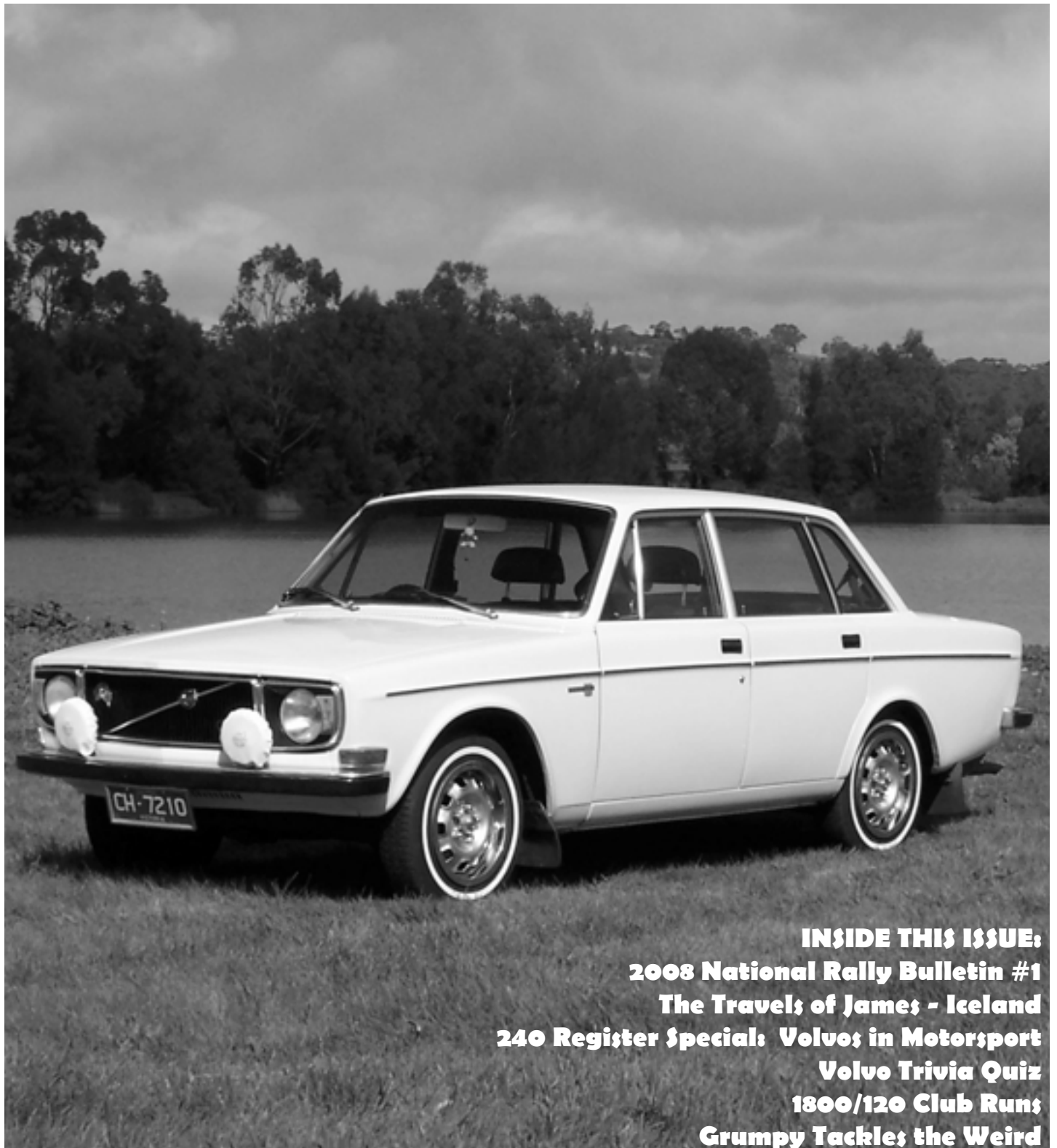


ROLLING

AUSTRALIA
No. 174

September/October 2007



INSIDE THIS ISSUE:
2008 National Rally Bulletin #1
The Travels of James - Iceland
240 Register Special: Volvos in Motorsport
Volvo Trivia Quiz
1800/120 Club Run
Grumpy Tackles the Weird



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



Cover Photo Contest: MORE PICS NEEDED!!!

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

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



On the Cover this issue: Heino's 144GL - dearly departed

Heino's dearly departed 144GL (photo taken by Heino at the September, 2003 National Rally in the Clare Valley, SA) See Heino's president's report for more info on where the car is now.

New arrival!

Mark Richardson announces: This is the first picture of our new Volvo V40-T4, 1998 model in original condition. The car will get some dress up goodies to suit needs of customers! Congratulations Mark - looks like a great car and I'm sure you'll have fun showing it off to other members with heaps of unique "accessories" and go-fast parts!



Kevin Greenaway sent this pic in of a Volvo Police Car from "somewhere". Can you tell where it's from?

WHAT THE?



This falls into the "What the?" category! 1/2 Saab, and 1/2 Volvo. "Saavo" it is called - Very Scary!



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We are HERE

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MANAGING DIRECTOR

Marshall Hornby
SERVICE MANAGER

MELWAY REF: 64 J5





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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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- Dyno Day 3 Results
- New Tech Tips

VOLVO - FOR LIFE!



ROLLING AUSTRALIA

SEPTEMBER/OCTOBER 2007 ISSUE NO. 174

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

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DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th October 2007

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

Volvo Club of Victoria Calendar of Events

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

September 2007

- Sun 30th Bay to Birdwood Classic - Adelaide**
 See www.baytobirdwood.com.au for more information.
 Open to cars manufactured from 1956 to 1977. Entries limited (most likely already closed as there were only 70 spaces left of 1750 in late August. Members to advise Helen Judd if they wish to attend the SA club's pre-event dinner on the 29th - see SA club section in the magazine for information.

October 2007

- Wed 3rd Night Meeting**
 Guest speaker information see www.volvovic.org.au
- DATE Carson & Murphy safety check day**
TBA May or may not be happening - not available at press time. Details at October night meeting or check the club web site.
- Sun 7th Euroa Show 'n' Shine (external event)**
 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
- Sat 13th & Sun 14th Australian Historic Motor Festival (external event)**
 Winton Raceway. Entry form and full details available at www.wintonraceway.com.au
- Sun 14th Kilmore Classic Car Cup (external event)**
 Entry form/flyer available from the Editor (or the Volvo Club of Victoria Web Site), or email event organiser mathew@kilmoremotorsport.com.au (Ph. Mathew on 03-5783-0700 or mob AH 0423 372 000)
- Sat 20th Club Dyno Day at Swinburne TAFE**
Location: Swinburne TAFE Dyno, Stud Rd, Wantirna (near Knox City Shopping Centre). **Time:** 9AM start
Details: A great event! Come along and have your's power checked on the dyno, or just come to watch other members have their cars checked. For info, contact Cam Tuesley (cameron.tuesley@dvs.net.au or ph: 0425 791 817) if you're interested (spaces limited). Cost approx. \$35 including BBQ.

November 2007

- Wed 7th Night Meeting**
 Guest speaker information see www.volvovic.org.au
- Sun 18th Drive to Maldon & train ride**
 Details to be advised - watch the web site or contact John Johnson (club secretary) who is organising the event.

December 2007

- Sat 1st Voldat Tune-up & Safety Check Day**
 More info to follow in the next edition of [Rolling Australia](http://www.rollingaustralia.com).
- Sun 2nd Cars of the World Display Day (external event)**
 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 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! Contact Lance Phillips ASAP if interested as we may group register.

- Wed 5th Night Meeting (BBQ at Voldat - NOT AT THE TENNIS CLUB THIS MONTH!)**
 December night meeting is our club BBQ at Voldat as per our usual tradition. Free BBQ for all club members, from 7PM onwards. Location: Voldat, 46 Roberna Street, Moorabbin, PH: 9553-1091.
- Sun 9th Award Presentation Lunch (confirmed)**
Time: 12:00 PM sharp!
Location: Waverly RSL, 161 Coleman Pde., Glen Waverly, VIC, Melways 71 C2
Cost: \$30.00 p.p. for 3-course meal [Entree - soup & bread roll, Main (see below) and Dessert (fruit salad & vanilla ice cream) & tea/coffee/soft drinks (Note: meal/soft drinks cost is partially subsidised by the club. Members to pay individually for any alcoholic beverages at the bar.)
Rsvp: Please Rsvp by 26 November to Lance Phillips (email lancephi@cyberspace.net.au or phone 9707-2724 AH) with your name and the number of attendees in your party.
Details: If it ain't broke, don't fix it! As per the last 2 years, format will be the same (drinks/dinner, then presentations). There will be a choice of 3 different mains (Roast of the day, Freshly battered or grilled fish of the day, or Chicken parmigiana). After lunch, we will move into the private member's lounge for the presentation of the year's awards & trophies. Don't miss it!
- Sun 16th Winton Fun Day (external event)**
 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)

January 2008

- NOTE: There is NO night meeting in January**
- Sun 20th RACV Great Australian Rally - Melbourne to Mornington (external event)**
 Charity event benefitting Peter MacCallum Cancer foundation. \$30 entry fee (before 16th Jan, otherwise \$40). Start points are Melbourne, Casey Civic Centre and Brandon Park Shopping Centre. End point is Mornington Racecourse. Scanned PDF entry form can be downloaded at <http://www.abccc.com.au/GAR08.pdf>
- Sat 26th Australia Day Classic Vehicle Display - King's Domain Park (external event)**
 For cars manufactured before December 31, 1977 only. A great event held in King's Domain park, with food vendors and other festivities of the day. Registration via entry form only - must be postmarked no later than 9th November, 2007. For a copy of the form, see John Johnson or email the Editor for a scanned copy. \$15 entry fee payable with entry form. Full details will be emailed to registered entrants by the event organisers in mid-January.

February 2008

- Wed 6th Night Meeting**
 Guest speaker information see www.volvovic.org.au

March 2008

- Sun 2nd Volvo Club of VIC Display Day**
 Held at Flemington Racecourse. Details to follow in next mag.
- Wed 5th Night Meeting**
 Guest speaker information see www.volvovic.org.au

President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS: AGM and Ireland?

The Annual General Meeting (AGM) is over and once again I'm in the familiar position of President and many of the committee have retained their positions. I would firstly like to thank those of the outgoing committee that are unable to return, Justin Chiew and James Maddison who are both on extended overseas trips. Also to Ash Davies who has relinquished his committee position but maintains the Registrar of Motorsports. Welcome to two very familiar faces in Lance Phillips as the in-coming Vice President and John Johnson as the in-coming Secretary. Also welcome to Mark Icton and Christina Nowatzky as in-coming committee members. Thank you to all the members that accepted positions and continue to support the club.

Thanks to Lyle and Rob from Bilia who had lots of goodies for sale and brought along the new C30 for us to view. Unfortunately Senior Sergeant Kim Plium from the Police Traffic Operations Group was unable to attend due to a work related commitment but he has promised to be there in September.

Thanks to Stuart Boydell for arranging the pizzas. I am certain that everyone had their choices covered and that there was more than enough to go around.

I would also like to give all our members a big pat on the back because this is the first time that I can remember where you are all financial members with no outstanding dues. Well done, this makes our job much easier.

Many of us are looking forward to the Bay to Birdwood in September and I am currently trying to juggle work commitments with club activities and getting a car ready. I have also received word from Barry Dempsey in Dublin, Ireland that my 1972 Australian assembled 144GL arrived safe and well and, after only a slight hesitation, started as it was removed from the container that was its home for 9 weeks. Barry was caught out by the dreaded VAT which apparently had to be paid on not only the value of the car but also all the transportation costs and fees and taxes (ouch). He is now trying to get the car

registered in Ireland, which is apparently almost as difficult as it is to register an import



here in Australia. Why import a Volvo from Australia to Ireland in the first place? Rust is the answer plus the very high costs of mechanical and paint and panel work in the UK. Restoration costs above the cost of purchasing a classic in the UK make ownership very expensive but that was before he considered adding the VAT component to the costs. I can only hope the Barry gets as much enjoyment out of that car that we did and I am sure we will see it in many Classic events in the future.

Until next time

Heino Nowatzky



Hot off the press: a couple pics of Jesse Devine's dusty but freshly painted 164E. New Jesse has the monumental task of putting it back together again! Ed.



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THE EDITOR'S DESK

Greg Sievert

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Stability Control

Well, another AGM season is behind us, and as usual, the club has mostly familiar faces in the committee positions. I won't say I reluctantly offered to take the Editor's role again because I still quite enjoy many aspects of doing the club magazine. However, I do think it might be time to start considering how long I'll be doing this job! If anyone out there has aspirations to become the next magazine editor, please let me know and we can start planning for it over the next year!

Work commitments and a subsequent lack of energy on weeknights means I don't have much to report on the Volvo project front. I did finally get around to replacing the leaky cork valve cover gasket on the 1800ES. Unfortunately when I took it down to Voldat for our recent committee meeting, I noticed the new neoprene gasket was leaking profusely from the rear area, down onto the bell housing. A quick re-tightening of the four bolts seems to have stopped it - we'll see how it goes on the trip to Adelaide at the end of the month for the Bay to Birdwood event. That still leaves the transmission gaskets to be replaced - a job I've been procrastinating for about 8 years now (it's a lot easier to top up the trans once a year!) I do have all the gaskets now (picked up the remaining ones while in Sweden in June) so there's no real excuse to proceed with the job.

Did everyone see the launch of the new Holden Ute? Ok, I know it's not a Volvo, but it has been my "baby" for the last several years - a project that I started with in late 2004 if memory



Greg's baby - the new Holden VE Ute

serves me correctly. It was great to see it finally unveiled to the public. Only time will tell if it is well-received, but I think from initial commentary that there are no complaints about its appearance. It's a lot better to drive than the VZ Ute, and it's also a lot more functional with heaps of space in the cabin behind the front seats. I love the idea of a Ute, but the old one was pretty useless for going to the grocery store unless you didn't mind your groceries rolling around in the tray on the way home. I think the new one will take quite a few bags behind the seats, so it should be a lot more practical. My role on the Ute was body structure - something that most Volvo owners can appreciate, as it is probably the main contributor to good passive crash safety. The new Ute is quite similar to today's Volvos in that it uses a large percentage of high-strength steels in the body, and we've engineered in multiple load paths to react frontal, side and rear impacts. The new Ute also has "ESP" stability

control as a standard feature on all models, so there's less likelihood of you getting into a trouble situation in the first place. The shocking thing is that not even Volvo has stability control as standard on all the models it sells in Australia. It's pretty sad that Volvo have chosen to gouge customers here in Australia for a feature that is probably standard on all their cars in the US and Europe! (In Australia, according to the Volvo Australia web site, stability control, or "DTSC" is \$2100-\$2190 extra on the S40, V50, C30, S60, V70 and XC70, but standard on the XC90, C70, S80, & T5 models). It'll be interesting to see whether it comes across the board on the new V70 range in Australia. In this day and age, I can't imagine a carmaker even developing a model WITHOUT stability control. As the recent TAC commercials have said, "Demand ESP on your next new car". Enough said.

As you'll see in this edition of the magazine, the Volvo Club of Queensland is well underway for the planning of the 2008 National Rally in Toowoomba in May. If you plan to attend, please advise Helen Hunt. Helen said that they already have about 30 expressions of interest, and it is still early days. It should be a great event. Now it's time to get those classic cars ready for the summer season where we have many events to attend - looking forward to seeing everyone's latest projects, and remember, if you have any stories about your car, tech tips, new arrivals, etc., please send them through to me for a future magazine.

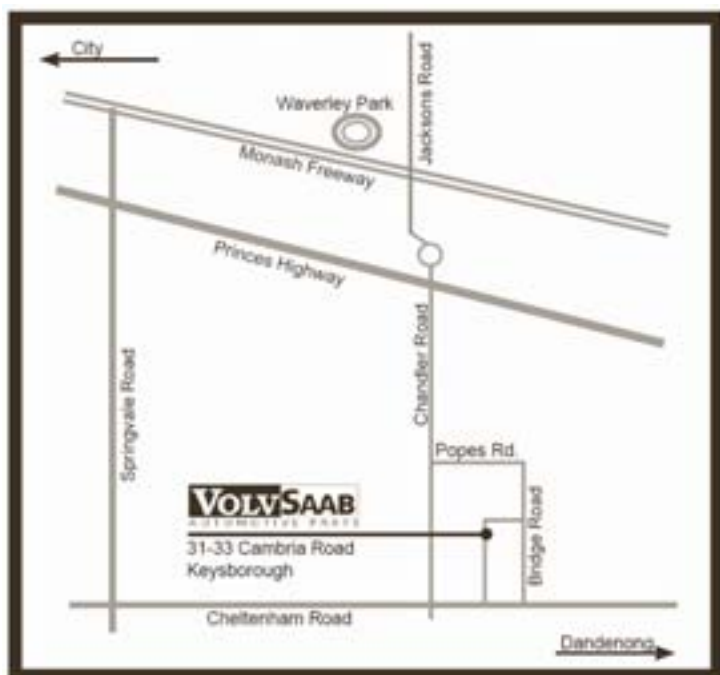
Regards,



New Ute body structure

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Treasurer's Report

\$\$

Adrian Beavis 0402-203-437 (AH)

MONEY BUSINESS

When the leader of the Liberal Party, back in the 1970s lost the federal election he was quoted as saying that he had not lost the election, he had simply not won it. I am not sure quite why this should apply to me, but I have a nagging feeling that it does - having been re-elected (unopposed) for my second term as club treasurer. Despite this unease, I am pleased to thank all those who cast their vote my way, and look forward to another year of learning just how accountants think.

As at August 16th the account balance was \$2,874.91

The following is a summary of the

club's major expenses and income for the period from July 1st until to August 16th (the date this report was prepared).

Income:

Membership subscriptions: \$1020.00

Door donations at the July and August meetings: \$129.60

Magazine contributions: \$293.63

Gross income: \$1443.23

Expenses:

Bank fees: \$16.65

Cancelled cheque: \$40.00

Magazine printing: \$770.00

Maintenance of photocopier: \$297.00

Postage and delivery: \$432.59

Nibbles for July and August meetings: \$70.00

Total expenses: \$1615.44

Net income: - \$172.21

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

At the time of this report going to press I had been in contact with the club's auditor and was awaiting him to ring back to confirm a time to go over the books for the previous financial year. I hope to have that wrapped up by the next issue of Rolling and if it is, I will present the main findings for you. In the meantime, happy motoring.

Adrian Beavis

Membership Report

Wayne Bower - - - - 03-9397-5976 (AH) - - - - wbowers@tpg.com.au



Hello Members,

Thank you to all the members who have updated their membership information on their renewal forms. We currently have 153 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.

Membership Status

Number of members: 168

Number of expired members: 15

Number of current financial members: 153

New Member List:

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

Matt McSkimming

Peter & Debbie Leech (240s, V70, 242GT)

Angela Leech (242GT)

Simon & Nikki Wakelin (XC90)

John & Leanne Huggard (P1800)

If you have any queries about your membership please feel free to contact me via email wbowers@tpg.com.au or phone (03) 9397 5976. PLEASE NOTE THIS IS MY NEW EMAIL ADDRESS EFFECTIVE IMMEDIATELY.

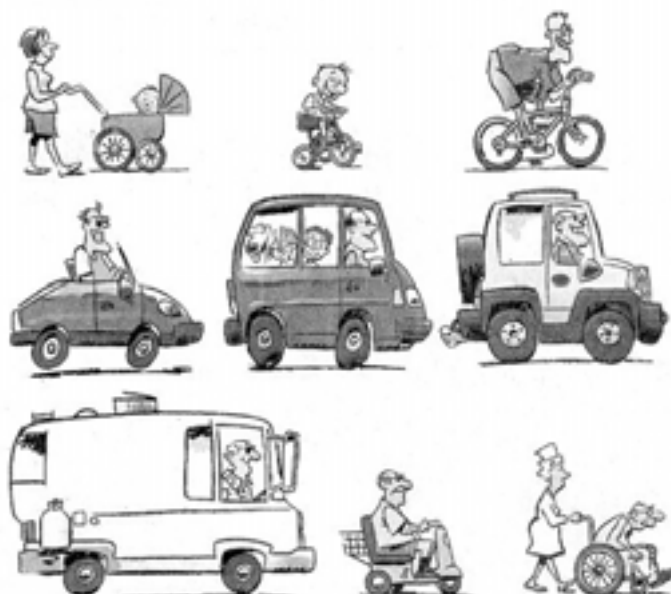
Regards,
Wayne

Club Permit Scheme (CP3) 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.

The Wheels of Life



Brickbats & Bouquets

with "Grumpy"

THE WEIRD, THE WONDERFUL AND THE WACKY!

Every year car companies launch new models on an eager and critical public. But sometimes their designers lay a big egg. Looking at these new designs is a bit like seeing some strange looking kid "only their mother could love them!" or "I wonder what the guy was smoking when he dreamed up this one?"

To be successful a car design should be a little bit advanced on last year's model - but not too far. The most recent boo-boo was Ford's AU Falcon. Within a few weeks of the launch motoring writers were giving it a hiding and the public avoided buying it and Ford had to bring out a face lift quickly. Overall it was not a bad design; the main problem seemed to be the drooping radiator grille. *[And drooping back-side? Ed.]*



Ford AU Falcon - dream taxi?

Back in the early days cars were simple and practical. A metal overcoat to keep the engine dry, mudguards to stop the passengers getting too covered in mud, a windscreen to keep the bugs off your face, and if you were lucky a bit of canvas to keep the rain off your head.



Chrysler Airflow



1936 Cord 810

As cars became more popular design became an important selling tool. The cars of the 1920's were like the coaches they replaced - very upright. Then in the 1930's everything from trains, to boats, to planes had to be "streamlined". The aim was supposed to reduce air resistance, but most designs made cars look as if they were moving fast even when they were stationary!

In Britain in the 30's the upstart Jaguar firm produced the streamlined SS Jaguar. The "SS" came from the motorcycle firm Swallow Sidecars, but the ad men coined the slogan "The Sexy Six". In the USA at about the same time the "Coffin-nosed" Cord 810 was an incredible machine with a supercharged V8 motor and front wheel drive. It was an overnight sensation, but it was dogged with mechanical problems and only a few were built. [Note there are two in Melbourne that appear in Vintage car rallies.] The Chrysler "Airflow" was a car by a major manufacturer that was so far ahead of its time that it frightened the buying public.

By the 1950's designers were going wild, especially in America. Cars became huge metal sculptures sporting huge useless tail fins, and great chromed grilles that looked as if they were going to eat pedestrians! GM produced concept cars such as the "Firebird II" with fins, turbines, and a bubble roof.

In 1956 Studebaker produced the "Golden Hawk" Coupe Hardtop, probably one of the



Outrageous Cadillac tail fins

most wonderful American cars of the period, and today a genuine classic. Sadly great designs were not enough to save this old company and it ceased production in 1966 after 64 years of producing great cars.



Matched pair of Studebaker Golden Hawks

On the other side of the Atlantic Citroen produced the DS in 1955, commonly known as the "Goddess" which was probably 20 years ahead of its time. It sported many mechanical innovations, but the body was futuristic with a single spoke steering wheel and a show stopper that made other contemporary cars look stale.

The same company produced an ugly duckling 2CV also called the "Deux Cheveux" because it was intended to



1957 Citroen DS with single-spoke steering wheel

replace two horses on French farms. The 2CV almost made the Volkswagen "Beetle" look pretty by comparison.



Citroen 2CV - French simplicity

The war-time army Jeep is either practical or ugly vehicle depending on how you think about it. But the US



Civilian Hummer H1 - based on a military vehicle called the AM General "Humvee"

army's replacement, the "Hummer", is ugly no matter how you look at it and it is amazing that there is quite a demand for a civilian version.

[The army-based civilian Hummer "H1" sold in relatively small numbers, and is quite crude compared to the newer General Motors off-shoots, the "H2" and the "H3", which are both based on GM truck platforms. The H3 is the smallest Hummer model currently, and will soon be available in Australia. GM, Holden's parent company, now owns the Hummer brand. Ed.]

It would seem that designers usually manage to get the front shape of a car right, but the rear is a different matter. Take a look at the strange appendage on the back of the current Renault Megane. Even our beloved Volvos have produced the 240 "Flying Brick" and then the 760. People have commented that the front and the rear were designed by two designers who were not talking to one another. Individually each part looks good, but somehow they do not blend easily.

With apologies to Ogden Nash -

"Deck your limbs in shorts my darling, you can see yourself advancing, but you cannot see yourself retreating!" The same could be said of car bodies!

Some cars are built to look aggressive but the little Mazda 121 was built with smooth feminine curves and women found it attractive and called it the "Jelly Bean Car"



Volvo 760 - love it or hate it?

[I've also heard it called the "Bubble Car". Ed.]

Finally the wacky - the early Morgan sports cars were three-wheelers with a two-cylinder engine sticking out of the bonnet. Steering was by the two front wheels and drive was through the single rear wheel.



Morgan 3-wheeler

Then there was the Czech professor who designed a safety car. It had one wheel in the front, two in the middle, and one at the rear. Anyone with a photo please forward it to the editor.

Grumpy

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eGroups site:

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

123GT web page:

<http://www.volvo1800-120club.com/123gt.htm>

Downloadable Membership form:

<http://www.volvo1800-120club.com/membershipform.doc>

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NOTE: All Magazine Submissions to the

Editor, Greg Sievert.

See Page 1 for details.

The 1800/120 Pages

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

Membership Dues

Thanks to all those 1800/120 Club Members who have already renewed their membership for the 07/08 financial year. **For those who have not renewed yet, can you please attend to it ASAP.** We didn't want you to miss out on any of the Rolling Magazine issues, but this will be your last one if you do not renew your membership. All 1800/120 Club Members should have received a renewal notice (a yellow insert) in the last issue of Rolling, if it has been misplaced please contact me. Also please note, we do not keep extra copies of the magazine, so, renew now and get an uninterrupted supply of the latest Rolling Magazine.

George Minassian

Coming EVENTS:

GLT Open Day 6th October

The Volvo open day is on again. Saturday 6th October from 9.00 am to 3.00 pm at GLT CAR CENTRE, 7 Merritt St, Capalaba.

Our guest is Gerry Lister who has 45 years experience with Volvo, therefore, if you have any problems or parts requirements for your early Volvos he'll be only pleased to help. All advice free!!!

We invite you to this once a year fantastic collection of beautiful Volvos coming together for viewing and discussion. We will be holding a swap of Volvo parts - very hot stuff. So bring along the parts you've had lying around in the garage and no longer require, someone may just need THAT part.

- We would love you to stay and join us for a free sausage sizzle.
- We welcome you all with your shiny "Volvo for life"

A note for committee members: we plan to have an 1800/120 club meeting after the GLT open day, approximately 3.30 pm
Christmas Lunch & AGM, 25th November

The Christmas luncheon and AGM is booked for 11.00 am followed by a buffet lunch for mid-day on Sunday 25th November at the REDLAND BAY SPORTS CLUB, 25

ANSON RD WELLINGTON POINT, price per person is \$19.80 all you can eat.

After lunch we can take a Sunday drive to Mt Cotton winery for wine tasting and music. RSVP to Maida by October 18th...AH 07.3345.1596 or email peer@gltcarrcentre.com.au
Events director,
Maida Skaarup

President's Report

Since our last report, the 1800/120 club has been busy with exciting events.

15 July Observation Run

This was a magnificent run for our cars! Commencing at a picturesque location at Clontarf on Brisbane's northside, the quaint Jandals café, we had the most beautiful selection of our classics. Our hosts were in love! If you don't believe me, see the adjoining pics, or check out the new Volvo 1800/120 club webpage at geocities.com/volvo1800.120club courtesy of our Secretary George. Many thanks to George for his efforts here.



A rare event - 2 123 GTs together!

Thanks to those members who made the effort to attend, even those who could only stay for a while, or only participate in some of the event.

On display this day we had the rare phenomena of 2 123GTs lined up beside each other for an interesting



Line up of cars at start of observation rally at Clontarf



Members having a gasbag before run starts



More Swedish beauties lined up for start of observation run



Members enjoying their lunch on 15 July



My 1800 and a C70 on display



Line up of cars at picnic lunch at north pine dam

comparison. If only we could have had a white one, we would have had a full set, there being a red and green on display.

In all, we had some 11 cars, including a 242GT, C70, my "girlfriend" an XC90 D5, 240 GLE and of course 1800s and 120s.

Our run started at about 10 am, and headed north, including a most enjoyable run through Mt Mee. This would have blown the cobwebs out for sure on some cars!

The run ended at the somewhat sad North Pine Dam, whose level is alarmingly low at present. A picnic lunch was enjoyed by all.

Maybe we will do it again next year!

Lismore run 4 and 5 August

This was an event conducted in conjunction with the Motoring Enthusiasts Club, and saw some members head south to

Lismore for the weekend, to take part in the annual Summerland Classic Car Club display in the town.

The adjoining pictures will show that there was indeed an

interesting collection of old Fords, Holdens, American Iron, British bruisers and European classics for the spectators to drool over.

On display for our club was George Minassian's green 123 GT (again, good effort George), Kevin Greenaway's pristine 164TE and last but not least, "her" (aka my 1800E).

The trip was my first long run in my



Psycho Orange XB at Lismore

1800. She performed well, and was a delight to drive. However, we had a small hitch about 30km outside of Lismore. There is a plastic cover that covers the gearchange rods on top of the gearbox. When this was out with the engine overhaul just completed, I didn't secure it well, with the result it came loose and was making a horrendous groaning noise as it was rubbing on the output flange.

A quick stop at Supercheap in Lismore (yes they are even there) got us



Original condition Model T at Lismore!

some zipties and a simple, but permanent fix.

This was not to be the last time they were needed. The trip out of Lismore was in mini convoy with George and me, when I received a call on my mobile. "Robert, your number plate has come loose" A quick zip, and all was good again!



Our cars on display at Lismore



Vintage car on display at Lismore

Future Events

Our next event consists of taking part in the annual GLT Car Centre day on 6 October. This promises to be an interesting event with a wide variety of Volvos on display. I hope you can join us.

For those that don't know, this is the business run by our tech adviser (and hubby of our Events Director, Maida) Peer Skaarup, and is located at Merritt St Capalaba.

Come along, as there also promises to be a "car boot" "swap meet". Bring your old stuff, you might be able to sell or swap it!

I have also heard a rumour that Volvo maven Gerry Lister will be present. Gerry would have to be one of the foremost Volvo people in Australia of all time.

President's Plea

2007 has seen a resurrection of our club, I hope. However, I believe there are members or interested Volvo owners who haven't been to events for a while. Come along! Ring me, if you are not sure.

I again extend the warm invitation for anyone to contact me to provide feedback for what you want for YOUR club, or just to chat Volvo. Do you have a classic Volvo in your shed, too afraid to get it going again, or just needing a push - I'm your man! Call me, very keen to help. Any Volvo is a great thing, and I am only too happy to save it from the crusher or just to give some help or assistance where I can.

The more the merrier!

Until next time,
Robert Bakker, President



Volvos at Batemans Bay

BAY TO BERMAGUI RUN 2007

An invitation by the Classic & Vintage Motor Club of Eurobodalla to participate in the 2007 Batemans Bay to Bermagui Run was accepted by three members of the 1800/120 Club. Those being: Peter Ellis & Georgie Jordan (P1800), Stephen & Janine Hopkins (1800S), and Guy & Cheryl Smith (1800E).

Accommodation was arranged by the CVMCE at the Coachhouse Marina Resort, which was the Centre of activities and Gala Dinner. We arrived Friday 20 July in the afternoon and attended the greeting and registration at the Resort, where we were handed our information packs for the weekend.

volvo downunder spares

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Also available are new parts for 140 & 160 models



GERRY LISTER

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First Place 1938 Buick Century Coupe

Everyone was up early on the Saturday morning, as our cars were required to be at Corrigan's Beach Reserve from 8am, we were then sorted into years of manufacture 1930's, 1940's, 1950's, 1960's and 1970 onwards for judging. All vehicles participating had to be over 30 years old or a run on model. The standard of vehicles on display was amazing, many different car clubs were represented. GT Falcons, Holden Monaro, XU1 Torana, Dodges, Buicks, MG's, Mercedes, FJ Holdens (Utilities & Sedans), Morris Minors, Austins, Triumphs to name a few and we won't forget the three Volvo 1800's which drew a lot of attention and admiration from spectators. Over 100 cars & motorbikes participated. Entertainment was supplied by a Scottish Band playing the bagpipes which added to the atmosphere on the morning.

We were flagged off at 9.30am by the Mayor of Eurobodalla and then started our trek to Bermagui. The event must have been well advertised locally, as there were literally hundreds of people in groups along all the roads we travelled on, applauding the cars as we drove past, the locals really enjoyed the Run. It was even more amazing to see Vintage cars coming out of driveways and joining the run as we went by.

Morning Tea was supplied by Rotary at Tuross Heads. Then we



People's Choice Dodge Phoenix

followed the coastline and Princes Highway to Bermagui, where we gathered for another display and lunch, (Fish & Chips) supplied by the Local Fish Co-ops.

The afternoon was free to explore Bermagui and the many historical townships on the way back to Batemans Bay. On Saturday night over 200 participants gathered for the Gala Dinner and presentation of trophies. First Prize was taken by a 1938 Buick Century Coupe, the only one in Australia and one of only 20 left in the World.

Our own members Peter Ellis and Georgie Jordan in their P1800 were



Peter & Georgie at the presentations

awarded Judges Choice, "Best car & passengers" This was awarded for entrants who dressed in the period of their cars, for Peter & Georgie the 1960's.

Well done, as there was a lot of competition in this category. It was a great night with good food and good company. What more could you ask for?

Sunday morning prior to our departure, we were given a BBQ breakfast and we were still sighting cars & bikes we hadn't seen before. Well done to the Organising Committee of

the CVMCE, a very enjoyable weekend. This event will be next held in 2009 (Bi-annual).

Guy Smith

1800/120 Club Web Site Update:

Well at last the Volvo 1800-120 Club has its own domain name and website. I am glad to say that we are up and running, after a glitch of a domain name provider going bust on me! Many thanks to Jim Hekker from volvoadventures for his help in providing us with a very cheap web hosting provider.

The site is still NOT finished. I will be adding news as it happens on the first page so that you have something new to look at every time you go there. the events section will also be updated every time a new event is organised. Other pages that would see on-going changes are the 123GT register, as new cars are added and the classifieds page.

Please feel free to contribute.....
<http://www.volvo1800-120club.com/>

There will be ongoing additions, updates and improvements as time goes by. Please pay a visit.

There are links from our site to a lot of interesting and useful Volvo sites with the emphasis on the 1800 and 120 models. And as a first, direct links to volvo1800pictures and amazonpicture galleries which are tied up to the worldwide 1800 and 120 registers by chassis numbers run by Karl Eric Malberg. An offshoot of our site is a worldwide register for the Volvo 123GT with the most extensive information to be found on this model on the internet. And a direct link by chassis numbers to the amazonpictures site. I am about to add some 400 123GTs from Sweden. I have also added direct links to the Volvo clubs in Australia and NZ and ask them to please reciprocate.

Please feel free to send me the classified ads you might send to Greg for the magazine to include on our classifieds page. This page seems to get a lot of hits, so far. I guess everyone is after something!

Regards to all

George Minasian

[See sample screen shot from the new web site on next page - looks great George! Ed.]



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[Membership](#)
[Magazine](#)
[Events](#)
[Forum](#)
[Register](#)
[Technical](#)
[Classifieds](#)
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Hello and Welcome to the Volvo 1800-120 Club Australia

News Page

Breakfast and Observation Run 15/7/07

Photos from the event this morning 122S, 123GTs, 1800S, 1800Es and an 1800ES made up the numbers. Great company and food. Thanks Robert.



comparing notes



Paul Scholz 1800S interior



and engine bay

Tech Day and Sausage Sizzle at GLT Car Centre Capalaba 26/5/07



Rear anti sway bar 122S and anchorage



Kevin Greenaway emailed me these 2 pictures - how to repair your Volvo muffler with aluminium cans and hose clamps!



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Wynnum Picnic 24 June 07

Despite the threat of rain Sunday 24 June turned out to be a lovely day for a picnic. In attendance were Helen & Grahame (740GL), Terry & Gaye (242GT), Vic & Eunice (244GLE), Steve (164), Brad (940GL) and we welcomed new member Jared (850GLE). Green Park (last minute changed from Elanora Park) is on the waterfront and a nice spot to sit and talk Volvo's for the day. The rally was briefly discussed and everything is coming together nicely

New Member

Welcome to new member Jared Finlay who owns a 1994 850 GLE sedan.



Line-up of Member's Volvos at Wynnum

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

VCQ COMING EVENTS:

Saturday 6th October 2007 - GLT Car Centre Open Day. Starting at 9 am. Mark this date in your diaries everyone! Last year's open day was brilliant with around 40 Volvos on show. An event not to be missed!

Sunday 25th November 2007 - Christmas Picnic at Mount Mee.

Meet at the BP petrol station in Wamuran (west of Caboolture) at 10am. There is a bakery near the BP for those who wish to buy something on the way. From Wamuran we will travel up to D'aguiar then take the scenic drive to the Gantry picnic area on Mt Mee.

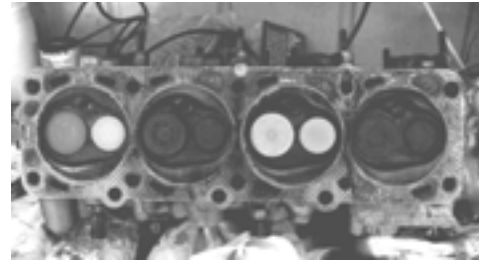
Toowoomba Rally 2008 - 16-19 May

So far we have received around 30 expressions of interest. A preliminary timetable for the Rally is on VCQ's website, and accommodation details are now available and ready for bookings. Thanks go to the Rally committee for their continuous hard work in organising the Rally.

Hubble Bubble Headgasket Trouble

I recently had the pleasure of replacing the head gasket on my 91 940 sedan. It was leaking coolant between the head and block behind the rearmost exhaust runner. It wasn't a lot but was getting gradually worse. Since I had a few weeks break from Uni I thought it was best to attend to this problem. Removing the head showed the source of the problem - a split in the

gasket from the water jacket to the outside world. I am surprised that it didn't dump its whole load but I'm thankful it didn't. Coolant had also been leaking into two of the cylinders (see photos) as the gasket had worn away around two water jackets. This explained why the engine was running very rough on a cold start. Coolant would have been leaking into the



940 cylinder head before rebuild. Note the obvious colour differences between the valves. There's also numerous spots of corrosion

cylinders overnight making it difficult for the engine to run.

I took the head to a shop recommended by my local Volvo specialist and a week later it was



940 head after rebuild - looks like brand new!

returned looking brand new.

It took me almost 2 days to get the engine back together (I was taking my time - didn't want to do this job twice).

The effort was worth it as the 940 is running great now and, more importantly, the garage floor is staying dry!



VOLVO CLUB OF QUEENSLAND

Invites you to help us celebrate our

10th ANNIVERSARY

at the

2008 Volvo National Rally

TOOWOOMBA

Friday 16 May to Monday 19 May 2008

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 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



Bulletin 1

TO CELEBRATE

Volvo Club of Queensland

10th ANNIVERSARY

AT THE

2008 Volvo National Rally

TOOWOOMBA

Friday 16 May 2008

To

Monday 19 May 2008

Bulletin 1 is an overview of weekend and motel booking details, so that those wishing to attend can make motel arrangements now.

Bulletin 2, when issued, will be Registration form.

SCHEDULE OF EVENTS:

Friday 16 May 2008

Check in at **Grammar View Motel, Toowoomba** (details next page) followed by a **Get together dinner** at motel in the evening.

- Rally participants will check in at the motel
- Register at the rally office at the motel throughout the day
- Free day to check out some of the local Toowoomba attractions:
 - **Toowoomba Visitor Information Centre**
 - 86 James St (Warrego Hwy) Toowoomba
 - **Japanese Gardens**
 - **Oakey Australian Air Flying Museum**
 - **Jondaryan Woolshed and Station Village.**

Saturday 17 May 2008

Drive around the Toowoomba district departing from the motel with **lunch** at a hotel in the surrounding district.

Participants will make their own way back to the motel checking out places like Highfields. This will be followed in the evening with **dinner** at Angela's, a local restaurant.

A **Trivia night** is planned for the evening, so start catching up on all that general interest and some Volvo trivia.

Sunday 18 May 2008

The **Rally Display** will be held in **Queen's Park** from **10am to 3pm**.

There will be classes for:

120 Series	1800 Series
140/160 Series	200 Series
700/900 Series	800 Series
Moderns pre 2000	Moderns post 2000
Modified	Non VOCA Members (Day entry only)

Class Trophies will be awarded to classes with a minimum of three vehicles.

People's Choice
Outright
Encouragement

Queen's Park is within easy walking distance of local restaurants for lunch and is also within walking distance of the Cobb and Co Museum.

From 3pm to the presentation dinner at motel in the evening, participants will have free time.

Monday 19 May 2008

For those who wish to stay a Farewell breakfast followed by check out.

Main Contact:

Helen 07 5529 2512 (AH) or 0414 273 663

Email: secretary@volvoclubqld.org.au

ACCOMMODATION DETAILS

PARTICIPANTS TO BOOK THEIR OWN ACCOMMODATION

Grammar View Motel

39 Margaret Street Toowoomba Qld 4350

phone (07) 4638 3366 or freecall 1800 19 21 22

fax (07) 4638 1976

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

PLEASE QUOTE VOLVO RALLY WHEN MAKING BOOKINGS

The accommodation has been *booked totally for the Volvo Rally up until the end of March 2008*, has street level or upstairs rooms and is priced below. The prices are all based on two people per room (Double accommodation). Extra person charge is \$10 per room per night. These prices are locked in for 2008.

Deluxe - \$102 per night

Executive - \$125 per night

Executive Large - \$130 per night

Family - \$125 per night

Check out the website for the motel for room details.

The Buffet Breakfast is \$15 per person per day includes Full Continental plus Cooked which includes Cereal, Toast, Bacon, Eggs, Mushrooms, Tomatoes, Hash Browns, Baked Beans, Tea, Coffee and Juice.

Please advise Helen of any special dietary needs.



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

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

**Bay to Birdwood Classic -
30th September 2007**

As of 23 August, there were only 78 places open (of 1750 total) so if you haven't signed up by now, it's likely too late!

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. Details on events calendar (see below).

**VOLVO CAR CLUB OF SA
2007 EVENTS**

SEPTEMBER

14TH

Club Meeting

7.30pm – Glandore Community Centre

Pre Bay to Birdwood Get Together

The Watermark, 631 Anzac Highway, Glenelg North for 5.30 p.m. sit down (early meal because of the early start the following morning). For further information please contact Helen Judd 08 8341 8908.

Bay to Birdwood

See web site: www.baytobirdwood.com.au

29TH

30TH

OCTOBER

7TH



Pine Point Crabbing Weekend

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

NOVEMBER

9TH

Club Meeting

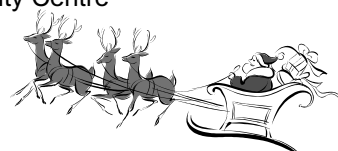
7.30pm – Glandore Community Centre

Christmas Pageant

Details closer to the event

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.

Ralph
John & Joan

(08) 8298 4941
(08) 8294 3183

Tricia
Alexander

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0414 423 505

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John Fleming & John Keane

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Victorian Events Coverage

Volvo Club of Victoria AGM

1 August 2007

The Victorian club AGM was held in August, and per our usual custom, Stuart Boydell did a great job of catering to the hungry masses with the pizza order (Stuart said he's got the order programmed into his mobile phone as a text message so he can repeat it each year - how efficient is that?) We also had the "dynamic duo" of Rob and Lyle from Bilial Volvo with a huge selection of spare parts on sale at great prices. Thanks again guys - as you can see from the photos I had a hard time catching them standing still as they were busily selling parts all evening. The committee doesn't have too many changes as Heino mentioned in his President's Report. With the overseas travellers (James Maddison and Justin Chiew) unable to stay on as officers, Lance Phillips was elected as

Vice President and John Johnson elected as Secretary. If you don't recognise them, then you probably have just joined the club as Lance and John have been significant in keeping the club going over the years, and both have probably held nearly every committee position at one time or another! New(ish) member Mark Icton (who comes from a little-known country called "the UK" - you may have trouble understanding him as he seems to speak a funny foreign language) joined us as a general committee member. Welcome aboard Mark! We also welcome back ex-treasurer Tina Nowatzky as a general committee member. Thanks Cam Tuesley for putting your hand up as a potential candidate if we couldn't fill the roles. We'll probably be counting on you next year? The remainder of the committee and register captains is the same as last year, except Heino Nowatzky will field questions on the 1-series (seems logical

as he probably owns more of them than anyone else in the country!) while James is overseas.

Please thank the new and past committee for their efforts over the past year, and let us know if there's anything you'd like to see done differently (or the same!) in the coming year. As always, we're looking for suggestions for night meeting guest speakers, and for club members to help out with organising events (picnics, drive days, etc.)

*Regards,
Greg Sievert*

The travels of James: Part 2 - Iceland

Hey everyone :)

Just read through the stats for the B&E and that looked like a really good x-section which is a bit of an achievement. I guess this is now the quiet time being winter so not much coming up so I might write something



**Right and Below:
Rob and Lyle from Bilial
Volvo hustle to sell their
wares to club members.
Check them out at
www.bilial.com.au**

**Left: Thorben dashes in
for another piece of pizza**



**Special
thanks to
Bilial Volvo!**



about what I've seen here for the next meeting on Wednesday (which happens to be my b-day ;))

From the time you land at Keflavik in Iceland you know things are going to be quite different to what you'd expected or from what you know and Iceland certainly doesn't disappoint. I had been used to the new clean cars from Europe which are for the most part kept in immaculate condition. Also almost all cars in Europe are tiny little fuel-saver cars. Here things are different. Very different.

I'm actually sort of reminded of Australia except the 4wds are actually very much bigger. What they do here is take a 4wd then jack it up and put monster tyres on it. They take

everything from Land Rovers to Hummers to Toyotas. Having just toured around Iceland (mainly on highway 1) I now know part of the reason why. Quite simply, the roads here are atrocious. Not even highway 1 in its entirety is sealed. The little Toyota Yaris we hired struggled on the dirt and the road to Dettifoss and Ásbyrgi was exceptionally dangerous, being very corrugated which meant straight stretches at 110km/h and corners at 60-70.

I should also mention speed limits here. Out of town the max speed limit is 90km/h on tar and 80 on dirt and around town it varies but major roads are between 60 and 80. There are some 60 roads which are double divided

which baffles me. But then the way to drive in Iceland is to take the given speed limit and add 15-20km/h to it. If you drive on the speed limit you are undoubtedly going to get someone right up your arse wondering if there's something wrong with you.

Back to cars. It would seem that registration and roadworthy laws here make Australia look pretty strict. As an example is the car I've been loaned for the next week or so. My friend Signy has loaned me a 1990 Subaru Legacy wagon that has more rust on it then metal work. The tailgate looks like chunks are ready to fall out and you can see the workings behind the front wings. Also around the sunroof are holes which mean a free shower in the rain.



- This page (clockwise from top right):
- "Vik" (either Keflavik or Reykjavik?)
 - Old houses
 - Tiny old church
 - Icelandic "forest"
 - Icelandic "beach"



This page (clockwise from top right):

- **Varises everywhere. Ours on left**
- **Me paying attention to driving**
- **Emergency hut where we spent a night**
- **Egilsstadir**
- **Waterfall at Seydisfjörður**
- **One of many single-lane bridges**



The engine has a bad ring or something as one of the spark plugs is getting a free oil bath, not to mention if you try to rev it past 4000 it starts to choke badly. It also has two other things that are really common here in Iceland (as well as the rust) and that is it has virtually no exhaust. Seriously, this car makes a Harley Davidson sound like a quiet afternoon breeze. The other is it is several months overdue for its inspection. So many cars here are overdue for inspection. It's actually extremely easy to pick as it's written on the numberplate: the sticker in the middle says the year it is due and the last number on the plate says the month (cars can only get inspected January [1] through October [0]). I'll look through my folders and see if there is a good picture of a numberplate that shows the year sticker.

The most common cars here are probably the Toyota Yaris and the Nissan Micra. What makes this country most interesting is its geographical location. Its proximity to both Europe and the States makes importing cars here equally cheap from both countries so there is a strange almost 50-50 mix of American as well as European cars. This actually stretches past just Chryslers and Dodges and the like.

I've saved the Volvo stuff for last :) Here there are both American and European Volvos. Most have been from Europe but as late as yesterday I saw an American 940. Probably the most common Volvos here would be either the 440-460 (all of which have damage on them - Iceland has the record for front to rear accidents; no-one here really knows how to drive) or S80s which are the police cars. The police cars

are a mix - at this stage it would be 25% old S80s and 75% new s80s as well as a host of other cars but the S80s are definitely the dominant car. A peculiarity I've seen has been two 1992 850 wagons. Yes. You heard me. The last one I saw was yesterday in a green colour. I'm talking the model with the grey strip near the top of the bumper and the large lights. Not the 94 model with the small lights and the top 1/2 of the bumper grey. I suspect due to the extremely harsh climate here Iceland is used to test cars and these 2 I've seen have survived. I'll snap a pic if I get an opportunity. Most other Volvos are represented here and I've seen from a 210 van (the correct name for a 544 wagon), a really rusty 122 that I'm trying to get my hands on at least for parts if it's not saveable, through to

plenty of 240s and later through to 540s, V50s and XC90s.

Can't think of too much else in news except that while I was in Slovenia I did end up test driving a 480 Turbo which went like hell but had the most rattles and squeaks I've ever encountered in a car, which really led me to question the build quality, and this example had rust where I was told it didn't and needed a bit too much mechanical work for the 600 euro

asking price. If I find a good one for 1000 euro I might be tempted though.

Still thinking of my options while I'm here and the idea of a 960 wagon or a V90 is starting to appeal to me even if petrol is 120 Icelandic krona for a litre which equates to \$2.50. Lets face it, the 4 main towns here, Reykjavik, Kopavogur, Gardabær and Hafnafjörður are about 20km from the top of Reykjavik to the bottom of Hafnafjörður which means travel isn't

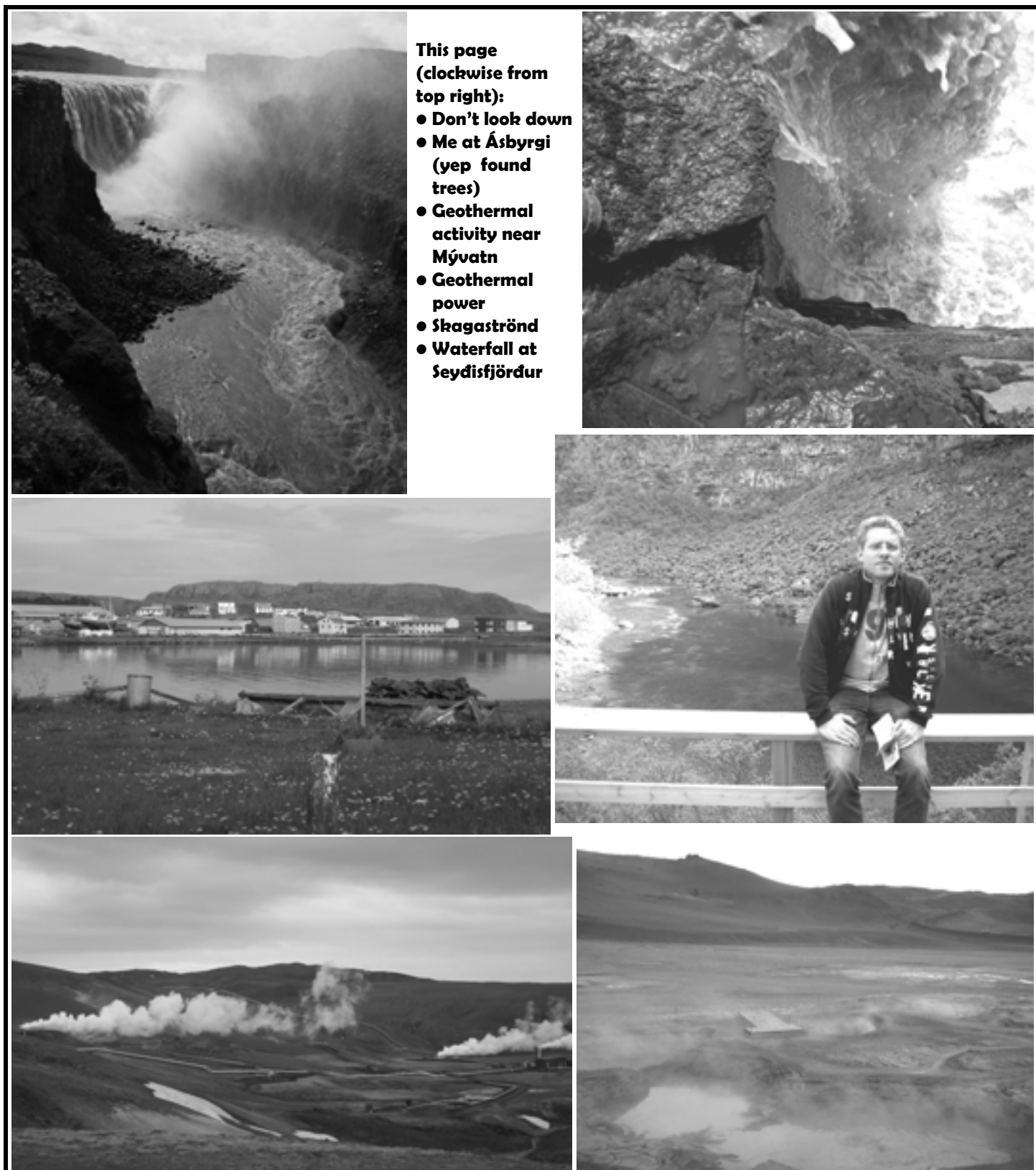
too bad and the entire circle of highway one, even with several deviations was only 1600 km.

Mm that's probably enough for now as it's sunny here and about 16 degrees so I should take advantage of the summer heat and get outside :)

take care,

James

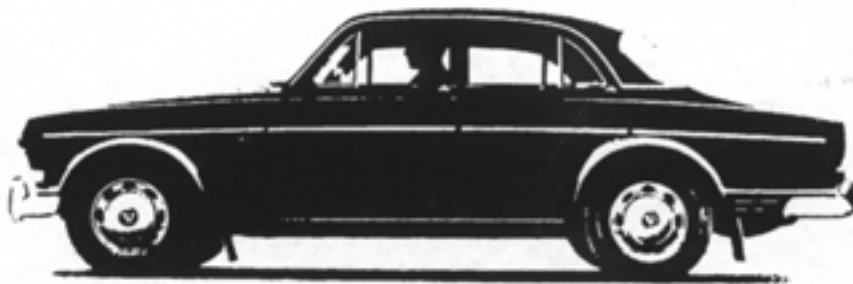
ps: if it will allow me to I might try to attach a couple of my pics from my tour de island.



**This page
(clockwise from
top right):**

- Don't look down
- Me at Ásbyrgi
(yep found
trees)
- Geothermal
activity near
Mývatn
- Geothermal
power
- Skagaströnd
- Waterfall at
Seyðisfjörður

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Now you see it, now you don't! 3 pics on left show the under-floor "garage" of this opulent caravan swallowing up a Mercedes (probably a Volvo 1800 would fit just perfectly too?)

Above, the "control centre" and the over-the-top lounge room with large-screen TV and high-quality leather and glass furniture.

DREAM CARAVAN?

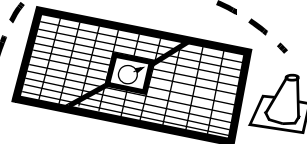
Anyone know how much it sells for? I wonder if you can get it on a Volvo bus chassis?

240/260 Register

Mark Hoffmann

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Hello club members and welcome to this issue's 240/260 Series Register Page. For those of you who read the last issue of Rolling, I hope you thoroughly enjoyed the meanderings of UK motoring journalist Richard Gunn, a recent convert to the joys of Volvo ownership.

As you may recall, Richard is editor of a popular British classic car publication, "Classic Car Weekly" (CCW), and some of Richard's colleagues recently compiled an article on the history of Volvo's involvement in motorsport with 240 Series cars. Motorsport is a subject that I will admit to knowing little if anything about, but Richard had asked Lance Phillips and myself if we were able to assist the CCW team with gathering suitable 240 photographs for their article. I don't know that we were able to assist greatly, but both Lance and I received an acknowledgment at the end of the article, which featured in a July issue of CCW magazine. Lance and I thought the article would also be of interest to Rolling readers, and I have kindly been given permission to reproduce it on these pages. Hope you enjoy...

Note: The following article and photos appeared in Classic Car Weekly (UK), 12 July 2007, and permission to re-print the article in its entirety has been provided by the editor of CCW, Richard Gunn.

MOTORSPORT LEGENDS - VOLVO 240

Volvo stunned the British public when it entered the BTCC using the 850 estate in 1994. But racing was not new to Volvo. IAN SEABROOK tells the story of how the brick-like 240 conquered all-comers in the European Touring Car Championship

Volvo just wasn't a company that had much interest in motorsport. Its cars were solid, slow and dependable - not the sort of qualifications which make for a race car. The PV544 had been rallied with some success but, on the whole, customers were more interested in

comfort, safety and reliability than how fast their Volvo went. But in 1983, Thomas Lindström thought that the newly launched 240 Turbo would be the ideal machine to compete in the European Touring Car Championship (ETCC) which was now open to the faster Group A specification cars.

The choice may seem an odd one but here was a car where the bodyshell required no seam welding, as most saloon racers did, as it was already incredibly rigid. The turbocharger meant that power was certainly never going to be an issue and the simple running gear - with a live axle suspended by coil springs at the rear - meant reliable simplicity and predictable, if never brilliant, handling.

The ETCC put Volvo in direct competition with cars that it could never compete with on the road. The V8 Rover SD1, V12 Jaguar XJ-S and sleek BMW 635 coupés were a class above in the showrooms yet by taking the battle to them with the 240 Turbo, perhaps Volvo could attract a whole new type of customer? At this early stage however, Volvo was merely content to keep a watchful eye on developments.

The first race for the 240 was at the Monza 500km. First time out, the car came home in 16th place, some seven laps down on the leaders. Not bad for a first attempt but it earned a derisory nickname from its competitors - the Flying Brick.

They would soon learn to regret their mocking stance however. While 1983 never delivered anything better than sixth place, it did at least convince Volvo that it should get more involved for the 1984 season.

Volvo gets serious

For 1984, the factory backed the development of the race cars and the difference was immediately noticeable. This



time, the car finished sixth at Monza and was only one lap down on the leaders. The Volvo was never that quick through the bends but the turbocharger endowed the Flying Brick with stupendous speed. As well as that, the engine had a huge amount of torque available from as low as 2500rpm. This was no high-revving buzz box.

Brno was the next significant result with the Robert Kvist Swedish team bringing their Volvo home in fourth place, behind three TWR Jaguars. There was a fourth again at the Österreichring in Austria, with Lindström's team this time, and fourth once more at Salzburg. Volvos finished fifth, sixth and seventh at Silverstone but serious success came at Zolder with the Kvist Volvo coming home ahead of everyone. Victory may have been by a mere eight seconds but it certainly sent out a clear message to the other teams. The Flying Brick was a car to watch. The season was rounded off at Mugello in Italy and while a win was narrowly missed, Volvos took the next two podium places.

The Volvos were by now developing close on 300bhp which led



The GTM Volvo; also contested the 1984 season

one Jaguar driver at the time to say, "I was flat out when I heard this whistle and a flash of Volvo went flying past. Mind you at the next corner it virtually had to stop to get through . . . those things just don't handle."

One key feature of the enormous power leap over road-going cars was the fitment of a water injection system. This forced water into the cylinder at a rate of about 10 percent of the total air/fuel mix and helped extract another 20-25bhp from the engine.

The 1985 season

For 1985, Volvo supplied cars to the Swiss Eggenberger and Swedish Magnum Racing teams. There was some dispute about the homologation of these cars. Volvo apparently built the necessary 500 examples (it also had to have produced 5000 of the basic model in the past 12 months which it easily achieved) but 477 of these were subsequently put back to standard and sold to customers. This irked some of Volvo's rivals but despite the



Brancatelli and Lindström proved to be the most successful drivers in the 1985 season

protestations, the Swedish company was allowed to compete. It only just got away with it however as the Fédération Internationale du Sport Automobile (FISA) asked to see the customer lists for the 500 cars. Volvo managed to find enough to satisfy FISA but it had been a close call. To put this into perspective, motorsport (including Formula 1) was going through a very difficult phase where everyone was pushing the letter of the rules to the limit. The XJ-S could hardly be classed as a four-seater by anyone who has ever tried to sit in the back of one and the Rover SD1 would find itself getting in trouble for use of non-homologated parts in Britain.

Not that the fuss seemed worthy of mention at Monza where all the Volvos failed to finish with two 240s blowing their head gaskets which were under a lot more strain than originally intended. Poor fuel was the official



Another win at Zolder for Volvo in 1985

excuse as there was a reputation to protect here.

Vallelunga was better with Gianfranco Brancatelli and Lindström ruining an SD1 one-two-three by taking second. They could have won but a tyre problem forced Brancatelli to pit near the end of the race. On home soil at Donnington, the SD1s proved dominant and Volvo had to be satisfied with fourth and fifth places. The home advantage went the way of Sweden at the following race at Anderstorp in Sweden with 240s taking the top two places.

They followed this up with another one-two finish at Brno, in what was then Czechoslovakia with the Magnum team finishing on top this time out. The two Eggenberger cars notched up another first and second at Zeltweg, back in Austria but here the Magnum car suffered engine failure while all three Rovers failed to finish, giving their chances of another championship win a severe battering.

Brancatelli came home less than a minute ahead of the battling Walkinshaw Rover at Salzburg while the Magnum car failed again - the differential giving way this time. Then it was on to the fabled Nürburgring where Brancatelli and Lindström again finished on top and again, beat a Bastos Rover by less than a minute after over three hours of lapping the German track at an average of over 135mph. Most un-Volvo-like.

Spa would see a slight stutter by the Volvo campaign and the BMWs tasted victory for the first time in a while with the highest placed Volvo in third. Critically, both the Bastos Rovers suffered distributor shaft failure so Volvo minimised damage in the battle for the championship. The Rovers were back on form at Silverstone and Volvo had to be content with another third place although a trip to Nogaro in France would prove disastrous with only

sixth position in comparison to a Rover one-two-three.

Victory followed by defeat

It was Zolder that saw the end of Walkinshaw's championship hopes. A fearsome spell behind the wheel put him on the pole slot but perhaps a little too keen to make a good start, he spun on the first corner, almost taking out the lead Volvo. Unfortunately, with everyone trying to get off to a good start, several cars hit the stricken Rover, destroying the car and Walkinshaw's dreams of taking the championship.

It took five laps of safety car procession for the chaos to be cleared and the formidable team of Brancatelli and Lindström came through for victory once more with the second Eggenberger Volvo taking second.

Estoril saw further Volvo success while second and third in Jarama was a nice way to end a successful season. The competition had been proved wrong. Volvo was the European Touring Car Champions with an impressive seven wins out of 13 races. In addition, Volvos had managed first and second finishes five times.

Volvo, pleased at this success, was happy to continue into 1986 but it would prove to be a harsh year. The Belgian RAS Sport team would run the cars and Lindström joined the team to continue his long run in 240 Turbos. Protests dogged the season and Volvo ran into problems twice - once for using the wrong type of fuel and once for having slightly oversized fuel tanks. In fact, Volvo was embarrassingly stripped of first and third places at Anderstorp,



The Eggenberger car cocks a wheel under hard cornering. A softly sprung antique; barge this; certainly was; not

its home event. Meanwhile, at the Österreichring in Austria, the three podium finishers were all disqualified - two Volvos and a Sierra XR4i. In fact, the only cause for celebration all season was an impressive third consecutive win at Zolder. At the end of the season, the



the 1985 Australian Touring Car Championship (ATCC). Mark Petch was team owner/driver and he was partnered by Robbie Francevic.

The car actually arrived just in time for the Nissan 500 street race in New Zealand - but only just. It would have to start at the back of the grid as it did not arrive in time for qualifying. Michele Delcourt joined the team for this

endurance race and quite an incredible race it was as the brick flew through the opposition to taste the sweetness of victory once more. That first season in

the ATCC resulted in a fourth place finish in the championship -

not bad for a newcomer, especially one which featured a turbo-charged four pot engine rather than the locally brewed, full-strength V8 Saloons of Ford and Holden.

The next year, a return to New Zealand failed to

deliver repeated success when the car failed to finish but no matter, the 240 went on to win the 1986 Championship outright. Another trophy for this improbable race car. There would also be series victories in Malaysia, Thailand and the South East championships.

Did it make a difference?

Well, in this case, it isn't very clear if we look solely at the 240. This was a car nearing the end of its production life and therefore sales were tailing off - and continued to do so throughout the competition career of the Turbo. That said, the 700-series, launched in 1984,

Neither sleek nor sporty, the Volvo 240 Turbo surprised many with its performance (Photo: Glyn Parham)

highest placed Volvo driver was sixth. Volvo - along with Rover - decided enough was enough and pulled out of the ETCC.

Not that 240s stopped racing, they continued in private hands but without notable success. However, Volvos were



By 1986, the 240 Turbos were developing an astonishing 375bhp

having other triumphs on the other side of the world.

Australian Success

The tale of the Australian adventures of The Flying Brick are heavily linked to that first Volvo win at Zolder in 1984 as it was this car which was flown down to Oz to compete in



The Volvo 240 Turbo even took up the challenge Down Under, winning the Australian Touring Car championship in 1986

was meant to replace the 240, but didn't...simply because the 200 range was still proving too popular with customers, despite its basic shape having been around since the 140 of 1967. Maybe the 240's sudden burst of life in motorsport had some bearing on this. It must certainly have made the cars seem more exciting. But, looking at the bigger picture, what the campaign clearly did was help demonstrate that Volvos were not just about lugging antiques home from the auction or putting safety ahead of performance. Volvo would build on this with the 850 - launched in 1992 - which would include the fire-breathing T5. The 850 would also see Volvo compete in the British Touring Car Championship in an 850 estate - generating huge levels of publicity and helping Volvo drop its staid image. Today, Volvo makes desirable cars in the premium sector rivalling BMW - just as it had in the ETCC.

Thanks to Frank de Jong, Volvo Cars, Mark Hoffmann and Lance Phillips for their help with this article.

I hope you enjoyed that article on the more sporting character of the Volvo 200 Series. Until next time, we wish all members pleasant and safe motoring.

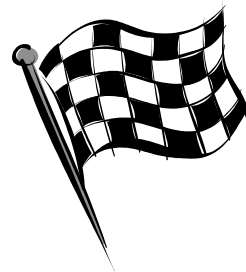
Mark Hoffmann & Lance Phillips



Brancatelli and Lindström look slightly fed up with posing for photos after winning the 1985 European Touring Car Championship

MOTORSPORTS REGISTER

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



Events for 2007:

16/9/2007 - Calder. Porsche club sprint. (Porsche Club of Victoria)

14/10/2007 Morwell hillclimb.

Porsche club. (Porsche Club of Victoria)

20/10/2007 - Winton. HSV club sprint. (Nissan/Datsun sports owners club)

21/10/2007 - Sandown. MSCA Sprint. (Nissan/Datsun sports owners club)

3/11/2007 - Sandown. HSV club sprint. (Nissan/Datsun sports owners club)

18/11/2007 - Morwell hillclimb. MSCA. (Nissan/Datsun sports owners club)

18/11/2007 - Motorkhana. Venue TBA. MG car club (MG Car club of Victoria)

5/12/2007 - Sandown. MSCA Sprint. (Fiat car club of Victoria)

Email Ash for more details of any of the above events.

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

*Regards,
Ash Davies*

Local Motorsports Information

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

Wakefield Park website:

www.wakefieldpark.com.au

Winton Motor Raceway website:

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

Calder Park motorsport:

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

SDMA website:

www.sdmahillclimb.com

AROCA Victoria website:

www.alfaclubvic.org.au

Holden Sporting Car Club of Vic website: <http://www.holdenclub.com/>

OPEN PRACTISE AT CALDER PARK:

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

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

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

Ash Davies

email:

ash.davies@dvs.net.au

ph: 0412 709 695

Noel Bruin

email:

volvocrazy@optusnet.com.au

u

ph: 0423 663 036

Cameron Tuesley

cam36023@yahoo.com.au

ph: 0425 791 817

Trivia Quiz

On the next 2 pages of the magazine, you'll find a trivia quiz we had at the March 2007 Volvo Club of Victoria night meeting.

Test your knowledge of obscure Volvo-related facts! The answers are found elsewhere in the magazine (end of classified section), so give it a try, and if you get stumped, phone a friend!

Each question has 2 parts - first, the main question which is answered by one of the 4 choices in the boxes to the right of the question. The second part is a "bonus" question where you have to write in your answer, making it a little more difficult. Have a go and have fun. Apologies to those members who have already seen it at the night meeting.

Some questions refer to a "mystery object" or "model identification". Pictures of these items can be found on the 2nd page, with the object & question number next to each item. There's no prizes, but you just know you're an expert, so you want to do well, right? Enjoy...

VOLVO TRIVIA QUIZ - NEXT PAGE!

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VOLVO TRIVIA QUIZ QUESTIONS

TEST YOUR KNOWLEDGE!

Question:	Question Number	A	B	C	D	Bonus Question: (write-in answer)
Volvo sold some cars produced by the Dutch company DAF. Some had this feature well before other carmakers began to adopt it. What is the feature?	1	Curtain airbags	Anti-lock Brakes	Continuously variable transmission	Safety crumple zones	What is the surname of the inventor of this feature?
Mystery object #1: What is it?	2	Cruise control linkage	Winscreen wiper lever	Camshaft adjuster pivot	None of these	What model Volvo is this item found on?
What new Volvo model closely resembles the iconic 1800ES?	3	V50	XC60	C30	C70	What is considered to be its most distinctive feature?
Model Identification #1: What model Volvo is this?	4	C70	S60	S80	S40	How many of this model were at the Display Day on Sunday?
The Volvo P1900 convertible was produced in the late 1950's. Approximately how many of this model did Volvo make?	5	8078	560	56	12	What material was the body made from?
The limited-edition 850 T5-R was available in what colours?	6	Yellow	Black	Both A & B	Neither A nor B	The T5-R was developed in conjunction with what company?
Irv Gordon's 1966 P1800 is in the Guinness Book of Records as the car with the highest mileage. What colour is his car?	7	White	Red	Grey	Silver	What milestone (in KM) did he just reach in 2006?
Model Identification #2: What model Volvo is this?	8	Carioca	P1900	Amazon	Duett	What company made this scale model?
What was the first Volvo car model available in Australia with a turbocharged engine?	9	240	760	740	940	How many cylinders did the engine have?
Volvo's first car, the OV4, rolled off the assembly line in what year?	10	1930	1927	1923	1939	What was the car's nickname?
Mystery object #2: What is it?	11	Heater box support	Chassis brace	Muffler hanger bracket	None of these	What model Volvo is this item found on?
Model Identification #3: What model Volvo is this?	12	123GT	142S	343DL	None of these	What year was it first produced?
Volvo won the Australian Touring Car Championship in what year?	13	1980	1982	1986	1985	Who was the winning team's driver?
Which Volvo concept car was a pre-cursor to the styling of the original Volvo S80?	14	ECC	SCC	LCP	3CC	What does the correct acronym stand for?
What year did Volvo stop building cars in Australia?	15	1985	1992	1988	1976	In what suburb of Melbourne was the factory located?
The first 6000 Volvo P1800s were assembled in what country?	16	Italy	England	Germany	Holland	What company assembled the cars for Volvo?
Model Identification #4: What model Volvo is this?	17	Cross Country	C101	C202	C303	What was the common nickname for this model?
What Bertone-designed coupe did Volvo sell in other markets (but not Australia, because it was LHD only)?	18	262C	780	480	380	Was it FWD or RWD?
Mystery object #3: What is it?	19	Turbo plus bypass valve	Idle solenoid	Cold start injector	None of these	What model Volvo is this item found on?
The "Rocket Car" and the "Beach Car" were two styling proposals for what model Volvo?	20	480ES	145 Express	245	1800ES	Did either of these 2 proposals become the finished production design?
Volvo offered its first diesel engine in some 2-series and 7-series models in certain countries in the 1980's. What company developed the engine for Volvo?	21	Peugeot	Renault	Volkswagen	BMW	How many cylinders did the engine have?
Mystery object #4: What is it?	22	Glovebox Mirror bracket	Headlight switch support	Centre console lid reinforcement	None of these	What model Volvo is this item found on?
What does the Volvo model designation 2-4-5 mean?	23	2 doors, 4 passenger, 5 cylinder	2-series, 4 door, 4 passenger	2-series, 4 cylinder, 5 passenger	2-series, 4 cylinder, 5 door	On what model series did Volvo more or less introduce this system?
Volvo's first V8-powered passenger sedan was the...	24	PV821	S80	TP21	XC90	Was it ever offered for sale in Australia?
Mystery object #5: What is it?	25	Bumper side support	Seat lumbar adjuster	Jack & tools retainer	None of these	What model Volvo is this item found on?

MODEL IDENTIFICATION & MYSTERY OBJECTS

MODEL IDENTIFICATION IMAGES:



MODEL ID #1 (Question 4)



MODEL ID #2 (Question 8)



MODEL ID #3 (Question 12)



MODEL ID #4 (Question 17)

MYSTERY OBJECT IMAGES:



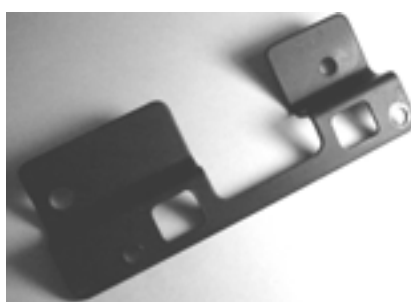
OBJECT #1 (Question 2)



OBJECT #2 (Question 11)



OBJECT #3 (Question 19)

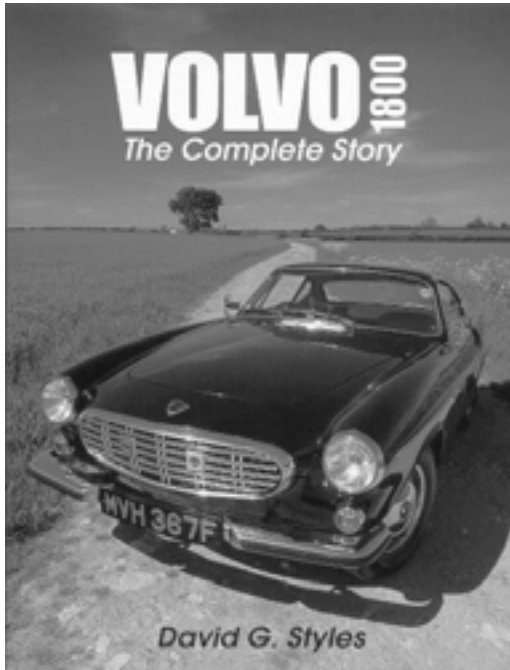


OBJECT #4 (Question 22)



OBJECT #5 (Question 25)

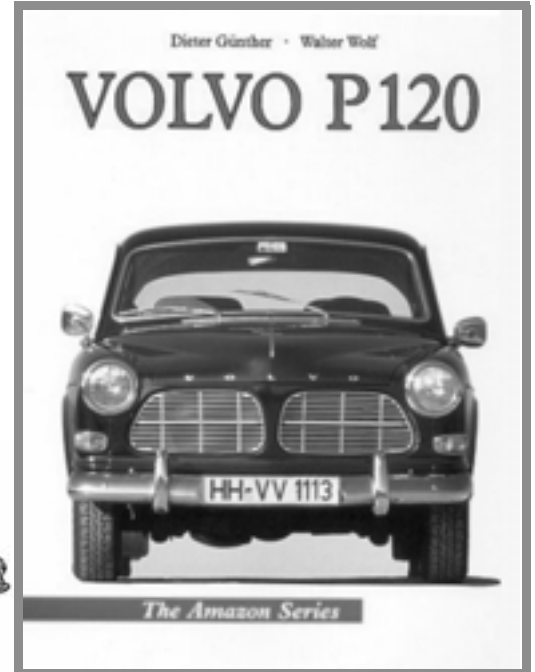
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\$100**

inc. p&p



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

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

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

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

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

Classifieds: Cars & Parts

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

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

NOTE: All standard classified ad 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.

1997 Holden Barina city. Bought another Volvo, so the Barina must go! 5-sp., red, about 115,000 km's, full service history, very good condition, 2nd owner, rego till



September 2008, MFI, SRS, A/C, P/S, comes with RW, great first car \$5,750.00. Contact Mark on 0403 814 545 (3Sep07)

LOOK: Expressions of interest required:



TME/RAY'S SPORTEXHAUSTS!

Special exhaust order planned for the end of September/early October. If you've ever thought of buying a kit, but it was just that little bit too expensive, now is your chance! Because we are ordering in bulk you will save on freight costs! Available are kits from 120s to the new C30. Most kits are stainless steel or mild steel and are of high quality. Contact Mark at VP Tuning for more information. PH: 0403 814 545 (3Sep07)

1979 242GT (converted to V6 auto), silver, p/s, a/c, Reg:10/07, no RWCert, selling with plates [VOLVGT], needs some work



\$1000ono (03)9397-0719 (25Aug07)

1974 164E manual (4-speed). White



with blue interior. One family owner since new. Goes, but currently unregistered. Generally good condition, but some rust in sill due to previous collision damage. Alloy



wheels with Michelin tyres. Only 131,000 genuine km. Engine runs great. Price: \$1600 ono. Contact Steve on 03-9315-6500 (20Aug07)

1985 740 GLE. Auto, air, leather, 255000 km. Tyres, RW, Oct reg. Very straight. Silver gray. \$1500. Ph Rod Patton 03-5952-5927

1989 740 Turbo sedan (DRE 840) 242000 km, Gold, auto, cruise, CD player, leather good condition. Some trim needs attention, as well as manifold gasket. Heater core gone (has been bypassed). Paint & body good. Tyres near

new; spare brand new. Tow bar. \$1350. Phone Phil 0407 811 601 or 03-9879-2080 (6Sep07)

Volvo 122 rally car (dirt). Fully restored and straight shell with strengthening - quick paint job, powder coated suspension - (I know - a bit over the top!), remote change gear box, 'CIG' locker 4.6:1 diff, extra



instruments, standard motor, rally wiring, light bars, trimmed interior, standard seats (good condition), 15"by 6" wheels, rally tyres (2 fresh) Great project car with all the hard work done. unreg. \$3000 Shipping paid Darwin - Adelaide. Andrew White 0438013303.

WANTED: 1800s or 1800E. Must be white and in excellent condition. Contact Ian Allan (iancarmy@bigpond.net.au) or phone (02) 49527593 (Newcastle NSW). (6Aug07)

122s overdrive gearbox out of a 123GT.



\$900 (located in Melbourne) Andrew White 0438013303

1985 740GL. Last of 1985 series (CSO-022) Regd until 02/08. One Owner. Silver green

VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

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

with beige cloth. Factory sunroof. Central locking. Aircn. Power steer. Auto. Good tyres. 320K. Runs on unleaded. Phone Phillip on 03-9889-4145. Price best offer. (20Jul07)

122 4 door cream leather door trim:



good condition \$80 Andrew White 0438013303

122 hub caps: excellent condition (2 sets)



\$40 per set Andrew White 0438013303

Volvo wheel centres: (look good on Falcon



rims) \$40 the set Andrew White 0438013303

122 tow bar will clean up well \$20 (pick up in Melbourne) Andrew White 0438013303

Oil cooler kit (off a Datsun but readily



adaptable to Volvo) \$100 Andrew White 0438013303

PLEASE: Remember to advise the Editor if your items sell, or if you wish to re-run your ad for more than 2 issues.

IPD 15" wheel trim: - brand new \$40



Andrew White 0438013303

1965 122S Station Wagon (AGT 44E) B20 motor, white with red upholstery. Original



condition. A great reliable classic. NSW Rego 'AGT44E' Feb/08. \$9,000. Contact Geoff in Turrumurra on 0418 297 106. geoff@gwtc.com.au (12Aug07)

242GTs (x2) for sale: 1) 1979 motor is good needs a clutch and some rust repairs, drives ok; 2) 1980 motor not going, needs some



rust repairs. Interior of both vehicles is good - easy restoration projects. Plenty of spares - seats, carpets, trim, extra gearbox. Will sell separately or both as a package. \$1250 each or \$2000 for both. Contact: John Vanzino 0414 988 619 (22Jul07)

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

I have complete cars ranging from very good condition to restorable body shells. Years starting from 1969 to 1974. Plus lots of parts for all models. Give me a call - I should have what you want. Melbourne. Ph Heino 0425 705 045 (20Jul07)

WANTED: 1800S 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 (Melbourne Vic) (3Jun07)

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 Car is in

Canowindra NSW (40 mins west of Bathurst) (6Jun07)

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 (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 (6Jun07)

1980 262C with B280F motor and 4-speed auto (out of a 960) fitted in 2006 by GLT Motors Capalaba Qld. Heads done in Jan 2007. Original vinyl roof in VGC. Paint in VGC - Silver over Polarctic Pearl (giving a light blue appearance at certain angles).



Two full sets of mag wheels. Leather seats in excellent condition. Top quality sheepskin seat covers throughout, even has the crown emblem stitched into covers. This vehicle drives like a true limousine and is a real head turner. 6 months rego (Qld), RWC etc. Asking Price \$16,000 ONO. Great buy for the collector. Call Brian - 0411 604 500 (6Sep07)

Multiple cars/parts: 1800ES. Automatic, motor renewed recently. A little bit of rust on the bottom of the drivers side front pillar, but nothing too major. New carpet. \$11,000 ONO. I have a set of early **Volvo mags** and



good tyres, 14" with centres. 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 a 1973 **164 TE (\$300)**. 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. I also have a **242GT** for sale. I also have a nice 264 GLE (1981) and 240 (1983). Kingaroy, QLD. Keith Murdoch on 07 4162 1144 (BH) or 0439 796 515 (Mob) or email kmurdoch54@hotmail.com (23May07)

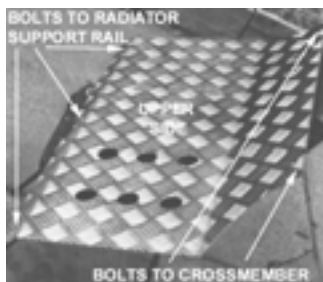
Volvo Parts Sale! Rob from Vospa in Heidelberg wants to retire from the business as, like some of us, getting too old for the job. He has supplied a large list of New Parts with prices as well as some used parts. **Contact the Editor and I will email you the list** (the list is too large to put in the 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.

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



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

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



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

DVS Volvo 850 & P1 x70 strut tower to tower brace. Suit 850/C70/S70/V70 cars from 1993 to 2000. Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in charcoal metallic pearl. **\$270.00**

NEW!! Weitec Performance Springs for Volvo 850 and P1 C70/S70/V70 Now available from DVS. Ideal handling upgrade for Volvo 850 and P1 C70/S70/V70 sedans and wagons. Weitec spring sets offer

lowering of approx 35mm from Volvo standard ride height (less on R models and cars equipped with sport suspension packages.) Ride is noticeably firmer and handling is improved while still retaining a good ride quality. Call or email DVS for further enquiries.

DVS Volvo 850 & P1 x70 aluminium checkerplate sumpguards. Suit 850/

C70/S70/V70 cars from 1993 to 2000 including AWD models. Bolt up to the subframe rails using machine screws supplied. Sumpguards come with pre-drilled holes for the machine screws and an opening for the sump plug. **\$215.00**

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

DVS 'Raging Moose' stickers.

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



having a 'Raging Moose' on your car. Stickers are high quality, long lasting vinyl and come in black, white or silver. 50mm tall. **\$3.00**

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



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

DVS

volvo performance parts

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

ashleigh davies

0412 709 695

ash.davies@dvs.net.au

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

DVS Volvo Performance Parts;

p. 0412 709 695

e. ash.davies@dvs.net.au

w. <http://www.dvs.net.au>

Trivia Quiz Answers:

Question	A	B	C	D	Write in Bonus Answer
1					Van Doorn
2					240, 140, 164??
3					Glass tailgate
4					1 (or 2)
5					Fibreglass
6					Tom Walkinshaw Racing (or TWR)
7					4 million km
8					Robeddie
9					Four
10					Jakob
11					7-series
12					Never!
13					Robbie Francevic
14					Environmental Concept Car
15					Clayton
16					Jensen
17					Laplander
18					RWD
19					2-series
20					No
21					6 - in line
22					2-series
23					1-series
24					Yes
25					2-series

VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



<p>() New Application (1 year membership from date of payment.)</p> <p>() Renewal (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>
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<p>Your Details:</p> <p>First Name: (Mr/Mrs/.....).....</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Postal Address:</p> <p>.....State: Post Code:</p>	<p>Membership number (renewal only)</p> <p>Surname:</p>
---	---

<p>Contact Details:</p> <p>Phone: (.....)</p> <p>Email:</p>	<p>Mobile: (.....)</p>
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<p>Car(s) Details: (You must list vehicles with CH plates. Engine number can be found on Registration Certificate)</p>					
Model	Year	Colour	Reg. No.	Engine No.	Body Style
.....
.....
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.....
.....
.....

<p>Membership Type:</p> <p>() Adult Membership (\$40)</p> <p>() Student/Pensioner (\$20)</p>	<p>Payment Details:</p> <p>() CHEQUE () MONEY ORDER () OTHER.....</p> <p>Amount paid \$.....</p>
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<p>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p>	
<p>Signature</p>	<p>Date.....</p>

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

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



VOLVO DEALER LISTING AUSTRALIA

ACT

Rolfe Motors

29 Botany Street

Phillip ACT 2606

Telephone: (02) 6282 4888

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

NEW SOUTH WALES

Alto Newcastle

82 Lambton Road

Broadmeadow NSW 2292

Telephone: (02) 4927 6622

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

Alto Volvo

Unit 3, 65 Whiting Street

Artarmon NSW 2064

Telephone: (02) 9939 4072

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

Alto Volvo

393 Pacific Highway

Artarmon NSW 2064

Telephone: (02) 9412 7555

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

Annlyn Motors - Retailer of Excellence 2004

93-99 York Road

Penrith NSW 2750

Telephone: (02) 4722 9900

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

Bellbowrie Motors

Cnr Pacific Hwy & Halls Road

Coffs Harbour NSW 2450

Telephone: (02) 6656 8700

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

Heyer Automotive Group

66 - 72 Windsor Parade

Dubbo NSW 2830

Telephone: (02) 6884 9755

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

Jason Wagga

42-50 Dobney Avenue

Wagga Wagga NSW 2650

Telephone: (02) 6925 3211

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

John Patrick Prestige Cars

169 Hastings River Drive

Port Macquarie NSW 2444

Telephone: (02) 6584 1800

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

Liverpool Prestige

Cnr Hume Highway & Mill Road

Liverpool NSW 2170

Telephone: (02) 9828 8123

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

Purnell Volvo

139 Princes Highway

Arncliffe NSW 2205

Telephone: (02) 9567 0000

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

Southern Classic Cars

188 -194 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

Trivett Volvo

476-488 Crown St

Surry Hills NSW 2010

Telephone: (02) 9383 9300

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

NORTHERN TERRITORY

Darwin City Moteur

34 Stuart Highway

Stuart Park NT 0820

Telephone: (08) 8946 4444

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

QUEENSLAND

Austral Volvo

773 Ann Street

Fortitude Valley QLD 4006

Telephone: (07) 3248 9488

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

Pacific Volvo

129 Sugar Road

Maroochydore QLD 4558

Telephone: (07) 54795533

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

Southern Cross Volvo

Cnr James St & Anzac Ave

Toowoomba QLD 4350

Telephone: 07 4690 2333

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

Southside Volvo

1388 Logan Road

Mt Gravatt QLD 4122

Telephone: (07) 3323 7000

Sunshine Volvo

179 Nerang Road

Southport QLD 4215

Telephone: (07) 5509 7100

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

Tony Ireland Volvo Cars

54 Duckworth Street

Garbutt QLD 4814

Telephone: (07) 4726 7700

Trinity Volvo

94 McLeod Street

Cairns QLD 4870

Telephone: (07) 4050 5028

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

SOUTH AUSTRALIA

EuroCars

272 Glen Osmond Road

Fullarton SA 5063

Telephone: (08) 8338 4344

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

TASMANIA

Performance Automobiles

269 Davey Street

Hobart TAS 7004

Telephone: (03) 6236 3700

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

WESTERN AUSTRALIA

Barbagallo Volvo

1286 Albany Highway

Cannington WA 6987

Telephone: 08 9231 9777

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

Premier Motors

393 Scarborough Beach Road

Osborne Park WA 6017

Telephone: 08 9443 1133

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

VICTORIA

Bilia Hawthorn

139 Camberwell Road

Hawthorn VIC 3122

Telephone: (03) 9882 3600

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

Blacklocks

140 Melbourne Rd

Wodonga VIC 3691

Telephone: (02) 6024 5570

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

Melbourne City Volvo

Cnr Turner St & Ingles St

Port Melbourne VIC 3207

Telephone: (03) 9684 1070

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

Silverstone Volvo

591 Doncaster Road

Doncaster VIC 3108

Telephone: (03) 9840 8868

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

Rex Gorell Volvo

212 - 224 Latrobe Tce

Geelong VIC 3220

Telephone: (03) 5244 6222

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

On the Back Cover: Photo taken by Gary Sievert (Editor's dad!) A very sad state of affairs - several 544s sitting on an overgrown property somewhere in Texas, gradually decomposing. Among them were 122s, 1800s and 140s as well.

If undeliverable return to
Volvo Club of Victoria
PO Box 3011
MOORABBIN EAST VIC 3189

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