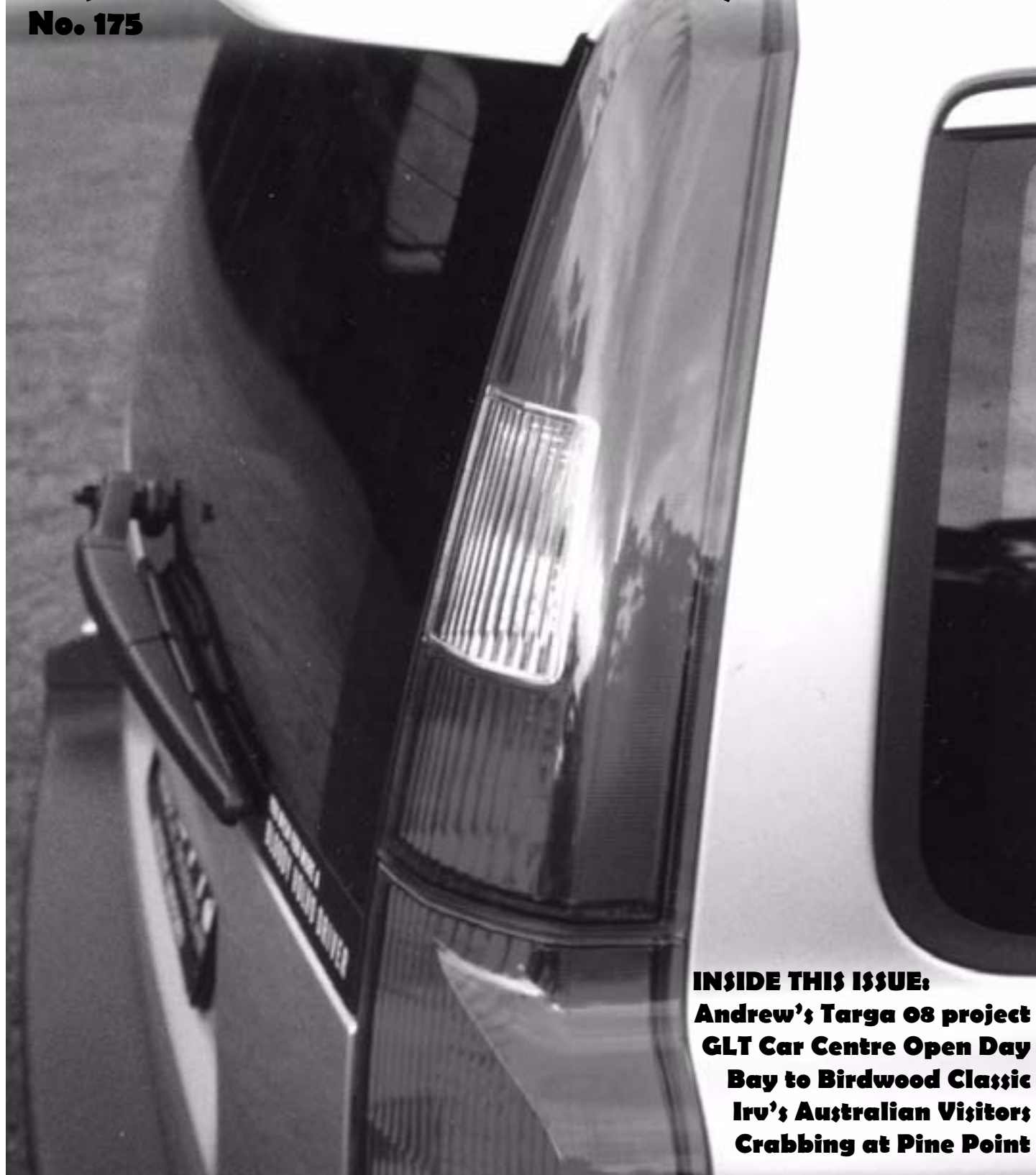


ROLLING

AUSTRALIA
No. 175

November/December 2007



INSIDE THIS ISSUE:

**Andrew's Targa 08 project
GLT Car Centre Open Day
Bay to Birdwood Classic
Irv's Australian Visitors
Crabbing at Pine Point**



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!!!

Note: Must be vertical ("portrait") format for front cover. Horizontal ("landscape") format is OK for back cover.

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

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



On the Front Cover this issue: V70 Tail Light

Submitted by Kevin Greenaway.

Below: John Ware sent this pic of some mods he plans to do to his 122 - looks great John.



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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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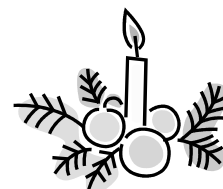
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- Maldon Run Pics/Story
- More *Imagineering*
- Dyno Day 3 Results



Happy Holidays!

ROLLING AUSTRALIA

NOVEMBER/DECEMBER 2007 ISSUE NO. 175

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

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DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th December 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.

November 2007

- Wed 7th Night Meeting**
 Guest speaker information see www.volvovic.org.au
- Sun 18th Drive to Maldon & train ride**
 Current plan is to meet up as a group at the BP Service Centre just past the Calder Raceway at 9:00 AM and we'll depart as a group from there at 9:30AM to head to Maldon. Train ride cost is approx \$23-\$35 depending on what class of carriage you choose. For full details, contact John Johnson on 0414-385-962.
- Sun 25th Garage clearance sale**
 Lots of second-hand parts for 122, 1800 and early 140-164 models only. Body panels, interior items, mechanical parts, etc. 9am to 3pm at Unit 2 17-21 George St, Blackburn Vic. Ph (03)-9877-7754 (B/h)

December 2007

- Sat 1st Voldat Tune-up & Safety Check Day**
 Have your Volvo checked over by the professionals at Voldat, free of charge to all financial club members. Starts at 9AM, first come, first served. Finishes around 1PM. Location: Voldat, 46 Roberna Street, Moorabbin, PH: 9553-1091.
- Sun 2nd Cars of the World Display Day (external event)**
 Point Nepean - club display cars at Burgess Park. Note venue change from last year. Charity event with proceeds going to Retina Australia. Full information and entry forms available at www.carsoftheworld.com.au Contact Heino ASAP if interested in attending as we will try to coordinate a group meeting point prior to entering the venue so we can park together
- 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 Roger Wootton of Waterless Car Wash will demonstrate and talk about how Dri Wash'n Guard cleans, polishes, seals and protects.
- Sun 10th Picnic at Hanging Rock (external event)**
 Huge gathering of classic cars and hot rods of all makes and models. Held at Hanging Rock park near Woodend. Please advise a committee member if you wish to attend, and we can arrange a meeting point. Due to the small turn-out of Volvos in recent years, we probably won't be organising anything formal this year unless we can get a big group together.

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

April 2008

- Wed 2nd Night Meeting**
 Guest speaker information see www.volvovic.org.au

May 2008

- Wed 2nd Night Meeting**
 Guest speaker information see www.volvovic.org.au
- 16th - 19th VOLVO NATIONAL RALLY - The BIG EVENT - Toowoomba, Queensland**
 Volvo club members from all over Australia will be participating. Celebrating the 10th anniversary of the Volvo Club of Queensland. Full details available on the VCQ web site: www.volvoclubqld.org.au or contact the Rally Secretary Helen Hunt via email: secretary@volvoclubqld.org.au or phone 07-5529-2512. Victorian members, please advise Heino Nowatzky or Lance Phillips if you plan to attend, so we can coordinate driving up as a group for those who are interested.

President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS:

It's nearly Christmas

We are heading quickly towards the silly season. At least in our part of the world we are heading towards summer as well not winter like the northern hemisphere. Summer means we can spend more daylight hours and better weather to enjoy our passion.

Last month a few of the Victoria members ventured across the border to South Australia for the bi-annual Bay to Birdwood Classic event (veteran and vintage cars every other year). In SA cars need to be 30 years or older to qualify as Classics (not 25 Years as in Victoria). A big thank you is extended to all the SA Club members who went out of their way to make our stay in their state enjoyable. We were picked up from our hotels and taken to the dinner organised by the SA Club on the Saturday evening and had a thoroughly enjoyable evening (although a walk back to the hotel was warranted after we had just a little bit too much to eat). An early start on the Sunday to meet up with other Volvo owners and then on to the form-up area. The Bay to Birdwood is a unique experience with thousands of people lining the streets waving and cheering the close to 1700 cars as they pass.

This time around we took the 164TE and we travelled up and back together with Greg and Wayne in the

P1800ES. We enjoyed the drive and the company and as usual the older Volvos performed faultlessly. On the way over we drove in constant head winds with gusts of up to 100KPH experienced near the border. This played havoc with fuel consumption and the 164 used nearly

would pay more attention on controlling and catching these morons.

The recent dyno day organised by Cam was very successful with over 20 Volvos put on the rollers. Thanks to Cam and the Swinburne TAFE and also Tina and Ben for doing the BBQ.



**Greg's E\$ and Heino's 164 safely tucked away at the motel in Glenelg.
The 164 has now been lowered, so it sits about as low as the E\$!**

twice as much as the 1800. The only concern was the increasingly large number of drivers that sat on 20KPH below the speed limit in areas where we couldn't overtake only to speed at well above the speed limit in the overtaking lanes and then continue what I can only describe as a stupid game once we were at the end of the overtaking lanes. This is not only stupid but also dangerous and I can only wish that the authorities

Have a look at the events coming up over the next few months and I hope to see many of you there. The annual Christmas party is on Sunday the 9th December and this is always a lot of fun and plenty of prizes to give away.

I wish you all a Merry Christmas and a Happy New Year!

*Until next time
Heino Nowatzky*



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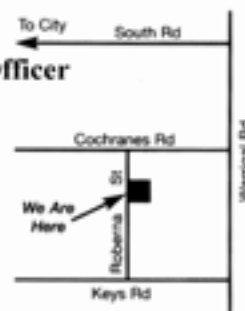
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THE EDITOR'S DESK

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As a change of pace, this month's Editor's Report is a story about my first car, and all the subsequent cars I've owned. I hope you enjoy the story. Before we start, a few follow-up items from the last magazine. First, apologies to those of you who tried the Trivia Quiz. There were a couple typos/mistakes in the answers, as follows: For Question 5, the correct answer is that 67 of the P1900 sports car were produced by Volvo (not 56 as listed in the quiz). Also, the answers page showed the incorrect responses for questions 22, 23 & 24. The correct answers for these questions are as follows: 22 = B, 23 = D and 24 = B. Thank you to a few of you who pointed out the errors!

Finally, following my comments in the last edition about stability control, it was interesting to see in the automotive press recently that Volvo has announced they will finally make stability control standard (not optional) on all their Australian models in the future. I think it was "The Age" that reported Volvo is one of the only luxury car makers to sell some models without stability control in Australia (although it is available as an option at extra cost). The article also pointed out that Volvo fits stability control as standard equipment on all their cars in most markets, with Australia being one of the few countries (along with some third-world markets) where customers have to pay extra for the feature. It's pretty unbelievable to me that it has taken Volvo this long, and I fail to see why they had this backward policy in Australia for so many years, especially considering the high premium Volvo buyers pay for their new cars here compared to the other developed markets.

Happy holidays to everyone and best wishes for a safe and healthy 2008!

Regards,

My First Car ... and all the rest

This is turning into more of a life story than a description of the cars I've owned! Maybe the title should have been "Greg Sievert: The Driving Era"

First car I drove: 1975 Volvo 245DL, B20F, age 13 (or thereabouts) on a closed (new) road - what a thrill! Probably only 30 mph, with Dad sitting next to me teaching me how to drive a stick shift. This was our family's first Volvo, purchased new in 1975.

"Stunning" pastel green colour... This is also the car I drove through high school circa 1983-5. Definitely not the envy of my classmates in their IROC Camaros and Mustang GTs. The 245 was a little bit "souped up" with some ipd goodies such as exhaust header (extractors) and "big bore" exhaust kit, sway bars, and alloy wheels. It probably out-handled and out-braked the Mustangs and Camaros, but was obviously not much of a match for V8 power with the B20F (low-compression) pushrod 4-cylinder. It wasn't bad though, and it was my pride and joy (I remember waxing it to a fine shine and then not wanting Mom to take it out in the rain!) I also began to improve the appearance by blacking out the chrome trim and having the white-wall tyres re-mounted with the whitewalls facing inwards. Further enhancements included tinted windows, and eventually (when my brother Steve "inherited" the car) low-profile Pirelli P6 tyres. Sadly we sold the

car when Steve graduated high school in 1987 when he also "upgraded" to a Mustang LX V8 (think California Highway Patrol cruiser and you get the picture).

First new car (I didn't own it. It was bought by my parents for me to drive as a high school graduation gift - thanks Mom and Dad!) was a **1985 VW GTI**, red 5-speed with red and grey striped interior (1.8 petrol, 100 hp, built in Westmoreland, Pennsylvania, USA - at the now non-existent VW of America factory). Due to the lack of a heavy body structure and being pre-ABS, SRS, SIPS, etc., the car actually went quite well given the meagre power output. It also got outstanding fuel economy - easily achieving over 500 miles on a tank on freeway trips. On one particular trip from my grandparents' house in Moline Illinois to my aunt's



1985 Volkswagen GTI "pocket rocket"

place near Chicago, I averaged 43.5 mpg (US gallons; this translates to 5.4 litres/100km) by driving at 5 mph below the speed limit with the A/C turned off and the windows rolled up (I enjoyed the challenge of saving petrol for some bizarre reason, maybe I inherited the tight-wad gene from my grandfather).

The GTI was a great handling car - it loved to lift an inside rear tyre (and sometimes front as well) when entering a driveway turning off from the main road. Probably one of the most reliable cars I've owned (never broke down or had to be towed) but did have quite a few niggling quality issues, such as a leaking sunroof, peeling paint, and minor rust bubbles after it was only 5 years old...American quality, German engineering! The oil



The first Volvo: 1975 245DL. Shown here after receiving a make-over with tinted windows, black trim, etc.

never even got dirty between oil changes (I felt guilty changing it, even extending changes from 3500 miles to 5000 miles!)

The GTI is the only car that earned me 2 speeding fines. In this case, it was on a single trip (albeit a long trip) from Detroit back to Houston after a summer internship at GM. The first ticket was for 92 MPH in a 65 MPH zone near Battle Creek, Michigan, from a ruthless female cop - I know I was only doing 80 MPH but I couldn't argue with her even though she had no physical evidence - she had timed me between 2 overpasses using a stopwatch. Since I had an out-of-state license, I had to hand over my license on the spot (as a surety that I would pay the fine) and the speeding ticket became my proof of license, which became unfortunate during traffic stop #2 in Missouri. This time, I saw an idiot standing in the middle of the freeway indicating for me to stop. I was doing 75 MPH (at the time) in a 65 MPH zone (as per my brother's recommendation: "Greg - I ALWAYS drive at least 80 MPH from Rolla to Tulsa, and I have NEVER gotten a ticket." I'm SURE you won't have any problems! He was of course driving a pastel green Volvo 245, and I was in an "arrest-me-red" VW GTI.) The "idiot" in the road was actually a Missouri state trooper, who subsequently informed me that I had been clocked by the "bird in the sky" aerial speed checking unit at 75 MPH. I didn't argue, as I didn't have a leg to stand on when I presented my Michigan speeding ticket as evidence of my licence to drive. I was instructed to proceed immediately to the next town and pay the fine before leaving the county, and they would be watching to ensure that I showed up at the courthouse to pay the fine! \$50 and a half hour later, I was on my way again at 64 MPH for the remainder of the trip to Houston, Texas. I sold the GTI (with just over 93,000 miles on the clock)



"Racing" in the yellow 1800ES at one of the Volvo ralliess in the USA

prior to moving back to Michigan, as I replaced it with the 240 Turbo wagon (more follows).

First car I bought and owned:
1973 Volvo 1800ES, yellow manual with black leather interior (the one that I still have, bought in 1990, shipped to AUS in 2005). There's already a story about it on the Volvo Club of Victoria web site under "member cars", but a brief history follows.

When I moved to Houston (back in with my folks after graduating from University of Tulsa in 1989) to pursue my Master's Degree at Rice University, I began looking for an 1800ES. Houston had one of the country's earliest (and largest) Volvo dealerships, so there were quite a few Volvos sold there. I checked out about ten cars locally over several months, but most of them had some degree of rust (Houston is tropical, with a lot of rain).

My ES was listed in Hemmings Motor News classifieds (a national classic car advertising magazine), and was located in El Paso, Texas. Keeping in mind that Texas is about the size of Europe (or something - we Americans don't know much about world geography), the car was located a mere 750 miles due west of Houston. My brother and I drove out to El Paso one Friday just after Christmas (Steve drove the whole way - and you guessed it - 80 MPH+ in Dad's blue 740 Turbo). We made it to El Paso by about 6PM, looked over the car, and I had agreed to buy it by the time we went for dinner. El Paso is kinda scary - we walked around a shopping mall, then decided it was best to grab some fast food and stay put in the motel for the rest of the night. Saturday morning, we picked up a "tow dolly" trailer - not legal in Australia, but common in the US - you drive the front wheels of the towed car up onto it, and the back wheels of the towed car stay on the ground. 750 miles later at 80 MPH, we were back in Houston and the 1800ES was thankfully still sitting 8 inches off our rear bumper. The 740 Turbo didn't break in half, even though it was a cut and shut job that I

did on it (rebuilt from a wreck splicing the good front half of a 740 Turbo onto the good rear half of a donor 760 some years earlier - another story!)

After we got the car back to Houston, Dad and I promptly stripped out the interior to clean it up (it had been sitting in a warehouse from 1980 until I bought it, so it was covered with dust). The car gave me great pleasure,



Cleaning up the yellow ES when I first got it back home after purchasing it in El Paso, Texas

as I found it a useful distraction from studying for exams and working on my master's thesis. In the end, I used the ipd stabiliser bars as the basis for my thesis, wherein I looked at the impact of larger stabiliser bars on the ride quality of motor vehicles. 100 pages of theory and several years of procrastination later, I finished the thesis and was awarded my degree (not before moving to Detroit and starting work at GM!)

The 1800ES is my real passion, and over the years I've made a lot of changes to it to customise it to what I want - not "factory original" but more of a personal statement. The car has won quite a few awards at the various Volvo Club meets in the US, and has even done duty on the Autocross track at several club meets. It's now time to focus less on "showing" the car for the sake of trophies to impress judges, and to just enjoy driving and continue tinkering on the mechanicals.

The rest of the cars are a little less significant and are listed in chronological order.

1973 Volvo 1800ES - white, manual, with blue interior and fast food ground into carpeting ("smelled like French fries in the back seat!") I purchased the car in Houston, Texas, as a "parts car" about a year after buying the yellow 1800ES. The original owner traded it in on a new Chevy Cavalier, so this was on the used car lot. They advertised it as having 85,000 miles, but there was a Volvo 300,000 mile "High Mileage Club" badge on the back

tailgate! I wouldn't be surprised if it actually had 685,000 miles on it. When I asked (in jest) whether the car came with a warranty, the salesman stated (in a very strong Texas accent): "I guarantee one thing: If the car breaks into two pieces while you drive it down the freeway, you'll own both halves!" The car turned out to be quite solid (minor rust and previous low-speed collision damage) and ran pretty well, but needed a full restoration. I swapped out some of the good parts onto my yellow ES (such as the chrome grille surround) and on-sold the car to a European chap who planned to ship the car back (I think to Holland, but I can't recall). I should look up the body



The white 1800E\$ "part\$ car"

number on the 1800 list and see if it's now a show car in Europe! It didn't owe me anything as I paid \$1100 for it and sold it for \$900, and took quite a few valuable parts off it that I either used or sold (including 240 Turbo alloy wheels).

1983 Volvo 240 Turbo wagon - silver, manual OD with black leather. Purchased in Houston from a friend of the original owner (a US serviceman stationed in Germany) who took delivery of the car through the European Tourist Delivery program when the car was new (hence it had accessories such as fog lights, cargo barrier, headrest covers, rear headrests and European tow bar). I bought the R-sport "Turbo Plus" kit from Volvo after I got the car and fitted it (bumped the power from 132 hp to 162 hp). This car was incredibly clean inside and out -



The silver 240 Turbo Wagon

it looked virtually new when I got it in 1991. I used it as my daily driver for the first 4 years of life in Detroit (I moved there to work for GM after I finished university in Houston). I soon learned that Michelin MXV tyres are no good in snow, so I bought a set of snow tyres for winter use (fortunately I had salvaged the steel wheels from

the 1975 245DL...mentioned previously! Isn't it great to stick to one make of car...Volvo, for life!) Once the snow tyres were fitted the 245 was as good as a 4WD on the snow. Unfortunately, the winter salt on the roads took its toll on the body, and by the time I sold the car in approximately 1997, there

were quite a few spots of surface rust starting to show up on the lower portions of most of the body panels. Character flaw: gear lever knob would fly off at the most opportune time, usually when drag racing a Mustang at the lights. Went great until that 1-2 shift, then the knob ended up in the back seat and the race was over. Actually the car was not as fast as a Mustang GT - as proven by one of those G-force acceleration gizmos that you stick to the windscreen. I borrowed one and a workmate and I did some acceleration testing on my 240T and his Mustang GT. The 240T did 0-60 MPH in 7.2 seconds, and the Mustang did it in 6.7 seconds. Not bad for the old Volvo! Oh, and that was before I realised that the catalytic converter was plugged. Once I "took care of" that



Engine bay of the 240 Turbo after I installed the IB\$ kit (intercooler)

minor problem, the car gained so much power and torque that I had to dial the boost back from 10 PSI to 6 PSI to stop the clutch slipping...so I think with a new clutch and bumping the boost back up to 10 PSI, the Mustang would have been toast.

1995 Chevrolet Impala \$\$ - my first brand new car purchased - dark grey-green with grey leather (made to look like vinyl - don't ask me why - probably to match the acres of grey plastic and vinyl that covered every surface in the car except the seat facings!) This car was basically the



The green Impala \$\$ (not my actual car in the photo - I can't find a picture of my car!)

civilian version of the Caprice police car, with lowered suspension, fat tyres, 17-inch wheels, and all of 260 hp from the 5.7 litre V8 engine to push along 2 tonnes (or more?) of car. Not the fastest car, but comfortable and stuck to the road like glue. Infamous for limping into Chicago after an "interesting" drive from Detroit, where the car appeared to be running on 5 cylinders. This was after taking it to the dealer in Detroit numerous times for a "misfiring" engine feeling, with the response being "no problem found". The dealer in Chicago had no choice but to notice the problem when I pulled into the garage as the catalytic converters were nearly aight. Lucky (or unlucky?) that the car didn't incinerate itself. Unfortunately, the

parts to fix it were not in stock, so I had to either stay stranded in Chicago for a week or take a loan car back to Detroit, then drive back the following weekend to pick up the Impala. No happy, Jan! I sold the car shortly thereafter and went back to driving the more-reliable 13-year-old 240 Turbo wagon with over 200,000 MILES on the clock.

parking a pre-planned experience - NEVER park where you had to reverse up a hill to get out!) and the gold one had been run into a parking barrier or something and the front subframe/radiator support was broken.



The black Saab 900s: Hard to keep clean, but stayed warm in Detroit winters!



The Audi GTs - white one on top, gold one on bottom. You'd be lucky to see one of these in Australia! I don't think they were imported.

2x Audi GT Coupes (project cars) - a 1995 (white, manual) and a 1996 (gold, auto). Wayne and I bought these jointly in Detroit from a prestige car dealer. They were sitting in the back lot - neither ran - and I think we got them for \$800 each. We got them both running (needed minor things like new battery and some missing relays replaced) and fixed them up a bit. The white one had a problem with reverse gear (slipped out of gear unless you held the gear lever tight - which made

Wayne drove the white one for a while, then we ended up selling both (we got \$1600 for the white one and \$2000 for the gold one) when we got the next car...

1997 Saab 900s 2-door hatch - black, manual with black leather, sunroof. A pretty nice car - underpowered but got good fuel economy. This was a special lease deal offered by GM for employees shortly after GM bought Saab - so we technically didn't own it. Wayne's primary car until shortly before we came back to

sports version with lowered suspension, larger alloy wheels/wide tyres, but the catch was it had a 4-cylinder engine (again, a special lease deal to GM employees - as GM was trying to improve the average fuel economy of its fleet). This one was dark blue metallic, with an extended cab that had inward-facing jump seats in the back of the cabin for "occasional use only". Fun to drive with the 5-speed manual transmission, but similarly under-powered as the Saab. Due to the wide sports tyres and rear-wheel drive, it required sandbags in the rear during winter to avoid spin-outs and embarrassingly getting stuck in 1 inch of snow on the road! This was the last car we had before moving to Australia, as we had sold the 245T and I was at the

Australia permanently in 1999 (the 2-year lease ended in 1999).

1998 Chevrolet \$10 "pick-up" truck - the smallest Chevy truck available, this model was the



Chevy \$10 Pick-up

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time driving a company car courtesy of General Motors.

The Australian cars:

1988 240GL - silver, 5-speed manual with charcoal cloth interior. This is actually Wayne's car - we bought it shortly after moving back to Australia in early 2000. We still have it, and I fitted it with a supercharger and various other mods over the past 5



The supercharged 240GL at the 2003 Clare Rally in South Australia

years. More info on the web site under Member Cars.

1986 Volvo 740 Turbo sedan - white, auto, with black leather/cloth combo interior. I bought this on a whim, and partly to have a car to play with again as Wayne's 240 turned out to be so trouble-free. It was the proverbial "bargain", having excellent paint, body and interior, but needing some mechanical work. I tore into it as soon as we got it home, and the living room of our rental unit in Williamstown became a parts storage area for more time than Wayne would have liked. The main chore was cleaning the years of oil off the engine bay components, repairing the cooked wiring harness, and replacing the sagging headliner fabric. It came up pretty well, but it was always a bit sluggish being an auto and with no engine mods. After all that work to bring it into top condition, I think I might have just broken even on it when I sold it about a year or so later. It did keep me out of trouble on the weekends!



The white 86 740 Turbo

1966 Volvo Amazon wagon - blue, manual with black vinyl interior. I've always liked wagons, and the Amazon wagon (P220 in Volvo model-speak) is really funky. They seem to be pretty rare in Australia, so not many to choose from when I started looking for



1966 Amazon Wagon in light blue

one. This one had been advertised for a while on carsales.com.au or something. It was being sold by the original owner's son (the owner must have been in his 90's, and could no longer drive). The car had been very well maintained, but the

body isn't great. It had been involved in a minor roll-over accident, so the doors are dented and had been filled with body filler. There's very little rust in the body - only a few small spots in the front and rear floorpans where water was allowed to sit due to a leaky windscreen. I repaired these with my first foray into welding (bought a small portable MIG welder). It's not as easy as it looks to weld - it helps to turn the gas on too! This car is now on CH plates and fully functional. It's been cleaned up and I've gone through the front suspension bushes and re-undercoated the chassis, replaced the fuel lines, etc. It now just needs some body work and a re-spray and a turbo engine to make it fun! Future project car!

1967 Volvo Amazon wagon -

white, manual with brown vinyl interior. When you're working on restoring an old car, it's always better to have 2 than one, as you can swap the best parts to the car you're doing up. I bought this car from fellow member Kevin Holden shortly after I bought the blue P220. It was pretty much in pieces, and had no

engine (Kevin had previously fitted a B21 engine to it, which wasn't included in the sale). The body is pretty tired, with huge cracks in the front inner guards. This seems to be a common problem on the Amazons, probably worse on the wagons due to the open rear body structure. It might also be an indication of high country mileage accumulation. The car is now stored in Wayne's parents' shed, and someday might become a hot rod project? I've cannibalised it for parts for the blue P220, using things such as door handles, chrome bits, and some trim items. The



The white '67 Amazon "parts car" being towed around the yard with me behind the wheel.

side doors are probably in better condition than the dented/bogged ones on the blue car, so maybe when/if I re-spray the blue car, I'll swap the doors over.

1988 Volvo 740 HP Turbo sedan - dark blue (solid), manual OD with tan leather interior. Another "bargain" car! This became the weight reduction project car detailed in a previous edition of Rolling. Successfully raced around the Winton track with no dramas, other than scorched handbrake shoes (you hardly notice it's still engaged with the turbo on full boost! The tell-tale is that god-awful smell when you get back to the pits, and when you realise the handbrake is already on when you go to engage it at the end of the session.) The body has



**HP Turbo: subject of the "mass reduction" project.
Dion, do you recognise the wheels?**

now been scrapped, with the suspension, engine and transmission sitting in the shed (with the white P220) waiting to be transplanted into another candidate car (maybe the blue Amazon? Retirement project...)

1986 240GL (the \$326 eBay car) - red, manual OD, tan cloth interior. Previously owned by a frustrated electronics engineer or a master plumber with a wiring fetish. It had an A/C fast idle speed control device fabricated from a heater valve, safety pin, tie wraps, duct tape, epoxy glue and a \$1 solenoid. Maybe it was owned by MacGyver? On its maiden voyage from Traralgon to Mulgrave (also its final voyage) the clutch slave cylinder froze up and I managed to burst the clutch hose (would have made it all the way to the Mulgrave storage factory OK, but decided to stop in and see Lance in Berwick - 3 pushes of the clutch too many). Yes, you can drive a car with no clutch. It's just no fun at traffic lights! Moral of the story #1: You usually get what you pay for - or less! Moral of the story #2: Anything can be made to look good in pictures on a mobile phone camera. The car was

advertised as having "full stainless steel exhaust and custom extractors" which is what enticed me to buy it. I salvaged the engine, transmission, and extractors,

and the body and suspension has now gone to Kevin Holden for one of his projects. It hasn't stopped me bidding on eBay, but thankfully I haven't won another car yet (more than I can say for Heino - thank God he keeps bidding and winning!)



The eBay special: 1986 240GL

What does the future hold? Well, we'd love to have another wagon in lieu of the silver 240GL for Wayne to drive, as it would make it possible to take the push-bikes/racing trike around to some of the rail trails. If the 90-day scheme for CH plates ever comes into effect, then we could use the Amazon wagon for this purpose, but until then, the bikes sit in the garage not being ridden much. If a really nice 240 wagon

(late-model) comes around, I would be tempted, and could swap over the supercharger and/or the 740HP turbo engine. We've considered an 850/V70 T5 wagon, but I hate to branch out into another model of Volvo given the garage is full of 240 spare parts, and the 240's are so easy to work on. Wacky ideas include making an electric car (maybe the Amazon wagon would be a good base?) or a dual-engine 850 T5 with an additional engine/powertrain module in the rear. Then reality kicks in! It would be fantastic to win a new C30 T5 on Sale of the Century or something, but I can't see springing for one now (I'd rather retire 2 years earlier!) Maybe when they become "classics" (will they?) I'll pick one up. In the mean time, I continue to watch eBay, carsales.com.au and the other various car sales web sites for anything interesting, knowing that if I don't buy it, somebody in the club (Heino?) probably will, so it will be saved from the hands of a non-Volvo person.

I hope you enjoyed the story. I hadn't intended it to become so long, but it was fun to reminisce about the cars. I'd really love to have more stories from other members about their cars, so please get working on it and email or send me stories and photos. If anyone has questions or comments about any of the cars mentioned, feel free to let me know.

*Regards,
Greg*

[Note: I'm looking for more stories of a similar nature from other club members. Please send them through to me for publishing in a future edition of Rolling Australia!]

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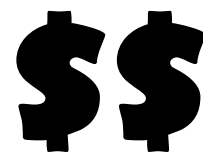
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Treasurer's Report



Adrian Beavis 0402-203-437 (AH)

MONEY BUSINESS

The auditor has the information with him for the moment but we have yet to receive back his report at the time of writing so I thought I would give you an informal summary of the last year's figures so you have a sense of the club's financial state. Please remember that what follows is not based on the auditor's report.

For the period from 1st July 2006 to June 30th 2007, the club received the following income:

Advertising and sponsorship: \$965.00

Interest: \$2.35

Magazine contributions (from interstate clubs): \$3,040.44

Donations at club meetings: \$571.70

Membership subscriptions: \$5160.00

Total income: \$9,739.49

For the period from 1st July 2006 to June 30th 2007, the club made the following payments:

Trophies: \$235.25

Statement to Consumer Affairs: \$37.60

Bank account operating costs: \$64.45

Christmas dinner*: \$400.50

Hall hire for monthly meetings: \$510.00

Insurance: \$758.00

Magazine printing: \$4772.04

Membership renewal of AOMC: \$148.50

PO Box (at Moorabbin): \$65.00

Postage (*Rolling* magazine): \$2,058.74

Professional fees for auditing: \$247.50

Reimbursed expenses**: \$890.23

Club web site: \$374.45

White pages rental: \$142.92

Total expenses: \$8,646.44

** This is the difference between monies received by the club from those who attended the Christmas lunch and its cost.*

*** Mostly for nibbles at the monthly meeting*

Income therefore exceeded expenditure by \$1,093.05 for the 2006-7 financial year. If the auditor confirms this as correct, it seems to me to be a good result.

The club's current bank balance (as at 11th October, 2007) is \$4,657.74. From the September meeting until 11th October, the club has had total income of \$942.43 of which \$542.53 came from

magazine contributions from 1800/120 Club, the Volvo Club of SA and the Volvo Club of Queensland. There was \$59.90 in donations at the October meeting, and there was \$340 received in membership subscriptions. Expenditure for the period totalled \$971.55 of which \$9.65 was for bank operating fees, \$150 for the hire of the hall for our monthly meetings, \$770 was for printing of the September-October issue of *Rolling* and \$41.90 was for reimbursed expenses (for nibbles at the September and October meetings). The club's balance therefore declined \$29.10 during this period.

To all those who ploughed their way through to this part of the report, and to all those who did not (now that I think about it), have a safe and happy Christmas and New Year. Remember to put your hat on in the sun, and keep it on while driving.

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: 167

Number of expired members: 14

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:

David Caligari (242GT)

Euan Nichol (240, 122)

Rick Robey (740 Turbo)

Johnathon Noonan (240)

Garrett O'Dea (164TE)

Club Permit Scheme (CPS) for Victoria

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

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

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

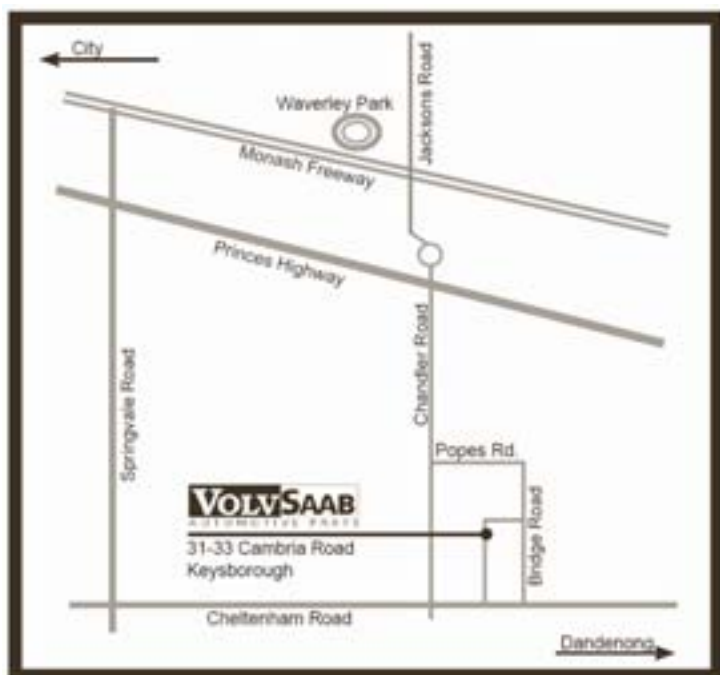
I wish all club members the best for the holiday season, and Happy New Year!

Regards,
Wayne



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WHAT'S IN A NAME?

Have you noticed that recently car manufacturers have begun giving their new cars names that are meaningless and almost pronounceable?

In the past car models were named after fast and aggressive animals and birds. If you drive a Jaguar you expect your car to leap like one. On the other hand if you drive a Ford Taurus [sign of the bull in the Zodiac] then you can expect to charge like one!

Birds of prey - especially very fast ones - are the most popular. Does your Ford Falcon swoop from the sky on some small inoffensive Hyundai?

Perhaps the Datsun "Bluebird" [the four cylinder limousine] was expected to fly serenely blue into the sunset. Then the Studebaker Lark once used by the Victorian Police as a pursuit vehicle, but cops discovered that overheating brakes were no larking matter. Other birds that come to mind are the Condor, Kestrel, and the Goshawk, but I wonder if the Phoenix could rise from the flames and ashes [hot stuff that car!]. But so far no one has used Albatross - perhaps the thought of the souls of poor drowned sailors soaring over the seas is too strong a feeling.

Large cats have been leaping about - think Manx, Lynx and Minx [Hillman that is]. But would you want to drive a "kitten" or a "tabby"? Or even an inscrutable "Siamese"? Somewhere there was a large black "Panther" but in very small numbers.

Fortunately mechanical horses are immune to equine flu. The most successful is the Ford "Mustang" - small [?], wild and fast. Big and powerful

Chrysler "Charger" - it looked the part. Even Mitsubishi has the "Colt" and the "Starion" which means "Stallion" in Japanese....will it rear up on its back wheels and squeal at the sky? *[I don't think Starion means Stallion in Japanese, but if you were to ask a person whose native language is Japanese to pronounce the word Stallion, it might sound more like Starion! Myth has it that this is how the Starion came to be named. Ed]*



African animals get into the act if they are fast on their feet. Chevrolet "Impala" and Singer "Gazelle". Elephants and Giraffes do not rate - too big and awkward. Snakes are not popular but the fast AC sports car has been called the "Cobra" [fast and deadly].

For the decidedly oddball think Audi "Fox" and someone had a "Mongoose" [killer of snakes] maybe one could catch a "Cobra"?

Rolls Royce has had a series of names related to ghosts because of the almost silent operation of their cars. The first was "40/50 Silver Ghost" of 1906. The ghostly names continued with "Phantom" in 1925 and the "Wraith" and in 1955 the "Silver Cloud" which broke with the ghostly connections but still gives the feeling of a machine that glides silently past.

Volvos have stuck with numbers instead of catchy names and only two names were used "Jakob" for the very first car built and "Amazon" for the 122 of the 1950's. Unfortunately this name had been registered by a motor cycle company but never used and this prevented it from being used outside Sweden and so Volvo stuck



with numbers which is not surprising for a company started by two enterprising and pragmatic Swedish engineers.

BADGES & LOGOS

If catchy names are a salesman's stock in trade then badges give an overall picture of the company and help the average driver identify other lesser or greater marques on the road.

With a few exceptions the diagonal strip on the radiator grill has identified Volvos from a distance from the first car in 1927; this has from time to time paired with the circle with a projecting arrow, which most of us think as the medical symbol for a male but is also the engineering symbol for iron. Volvo is unique in being the only manufacturer with an asymmetrical design on the grill. Graphic designers in the Western world know that a line ascending from left to right indicates excitement - which



"Spirit of Ecstasy" on the Rolls Royce



Morris "8" hood ornament

is probably a good idea for Volvo. The choice of a bold font with serifs [the twiddly bits on the ends of letters] for



the word "VOLVO" is a good way of distinguishing the make from other lesser breeds.

When it comes to radiator "mascots" the most recognisable is the



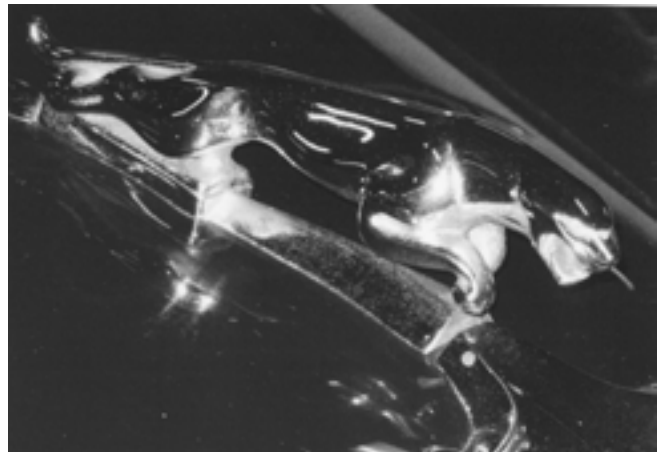
beautiful "Spirit of Ecstasy" that flies ahead of the occupants of the most famous of all cars the Rolls Royce. If you buy a new Roller today you have your choice of the statue in gold, silver or stainless steel. Then there is the stately radiator itself that is said to have been inspired

by a Greek temple and a design that looks distinctly strange when combined with modern curvilinear shapes. But perhaps if a design can not be beautiful at least it can create attention by being different.

My personal favourite is [or was] the leaping Jaguar on the front of the Jag and it was a sad day when it was abolished for safety reasons. The three pointed star of the Mercedes looks like the aiming point of a gun-sight. The circular badge with the blue and white quadrants of the BMW symbolises the spinning propeller of a World War I fighter plane powered by a BMW engine.

Japanese cars seem to lack strong logos. Nissan has a rather uninspiring circle with a central bar, rather like the symbol for the London Underground. Mazda has a circle with a bird that looks rather like the rear view of a seagull in full flight. Toyota has an abstract series of ovals that resemble a sleepy Mexican wearing a sombrero - which seems to symbolise the make.

As cars become more and more similar it is sad that the days of exquisite ornaments are over and on a recent visit to the National Motor Museum at Birdwood in South Australia I was



Jaguar's Leaping Car logo



Elaborate "Archer" hood ornament from the Pierce Arrow

entranced with superb archer with bow and arrow on the radiator of a 1930's Pierce-Arrow.

Grumpy



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Frisk's Garage

Paul Frisk
MANAGING DIRECTOR

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The 1800/120 Pages

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

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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.

Coming EVENTS:

TIS THE SEASON TO CELEBRATE! WE INVITE YOU TO COME TO THE CHRISTMAS LUNCHEON SUNDAY 25 NOVEMBER 2007.

The AGM meeting will start at 11.00am and will be followed by a buffet lunch at midday. Lunch will be held at the Redland Bay Sports Club, 25 Anson Road, Wellington Point. Price is \$19.80 per person for ALL YOU CAN EAT! After lunch we can take a Sunday Drive to the Mt Cotton Winery.

NSW Chapter Christmas Lunch: 10am on Sunday 18 November 2007.

A Christmas Lunch will be held at The Prospect Reservoir, George Maunder Picnic Area. (UBD Page 208 P9). BYO picnic lunch. Soft drinks provided by the club. BBQ facilities are available with wood provided. BYO matches & paper.

Contact Guy Smith on (02) 47398127 guysmith2@bigpond.com

NRMA MOTORFEST 2008 SYDNEY NSW

NRMA Motoring & Services is once again holding the NRMA Motorfest on Australia Day, Saturday 26th January 2008. The NRMA Motorfest celebrates Australia's love for the automobile with approximately 1,000 veteran, vintage and classic cars, commercial and military vehicles and motor cycles on display each year on **Australia Day**. It is a significant part of the Australia Day Council of NSW celebrations held in the Sydney CBD around Hyde Park (St James Railway Station is a convenient entry point if travelling by Rail) unfortunately if you have not formally registered with the NRMA for the motorfest, you cannot display your vehicle, but you are welcome to join the thousands of people who come into the city to look at the vehicles and enjoy the festivities.

Guy Smith, NSW outings contact

GLT Open Day Thanks:

A million thanks to Gerry Lister for coming over to attend the GLT Volvo Open Day. A great input to our day.

A BIG THANKS to my husband Peer for his generosity in opening his workshop to all the enthusiastic Volvo owners and drivers who were out to

show off their pride and joy. This is the third year this event has been held and it is the best chance we have to come together to keep the Volvo cars alive and kicking. It was another AWESOME DAY! For those that missed out, get ready for the next one.

*Events director,
Maida Skaarup*

President's Report

It's getting close to that time if year again! I am pleased to say though, that our club has enjoyed two more outings since my last report.

Our first effort was a pleasant picnic lunch on 13 September at Forest Lake. A small group of keen 1800/120 club owners savoured a lovely outlook and entertaining discussions over lunch that day.

We significantly enjoyed the warm invitation from our tech advisor Peer Skaarup to his GLT Car Centre Open Day on 6 October. The 1800's and 120's were out in force this day, and there were close to 20 cars that turned up at various times during the day to mix it with the 850's, 240's and 940's also on display.

On behalf of our club, I sincerely thank Peer for the day. Hope to be part of it again next year!

I have included some shots of the cars on display. Check out the gorgeous 1800E convertible - what a stunner!

Our final event for the year will be the Christmas lunch and AGM on 25 November. See previous magazine for further details.

Has there been a resurgence of enthusiasm for our classics? I heard at the GLT day of a number of people looking for good quality 1800's and willing to pay top dollar. There seems to be a shortage of cars for sale at the moment. What cars that come up are sold. I am reliably informed that someone even bought my burnt out 122 and is restoring it!

Will there be cars long put out to pasture making comebacks? One can only hope so. In ensuing months, I aim to seek out members and cars in south east Qld who we haven't seen for a while, and will check out the status of their car. Don't just let that old girl sit there, use and enjoy her! You will be



Open Day at GLT Car Centre 6 October, 2006



**The president
with his
“girlfriend”!**

**Yes - it's a
P1800
convertible!**



**A ripper
120!**



hearing from me, so watch out! Get your 1800/120 ready for display in Toowoomba next May.

It may even surprise you to know there are still 1800's and 120's being used as “daily drivers”. Recently, the better half photoed a white 120 being driven around in a neighbouring suburb. I know there is an 1800E (a red one) used every day on the North Coast near Mooloolabah or Buderim. (If this is you, call me!)

Equally, I wonder how many original cars are left now, whose original owners no longer use or need their cars. What a find that might be.

*Until next time, Volvo for life!
Robert Bakker, President*

1800 owners take note: Special announcement from Gerry Lister re: original dash pads!

For those of you with cracks in your dash panel, there's some great news! With support from Volvo and constant nagging from Australian P1800 specialists, a limited number of RHD upper and lower dash pads have been remanufactured in Sweden to the

original specification, and will be available from Volvo Downunder spares very soon. Say goodbye to that ugly carpet dash cover that's hiding the sunbaked dash top in your beautiful P1800, and save up for one of the new dash pads to put your car back into original factory appearance in the inside. These new dash pads are made to the original moulds, but with the latest improved materials and foam to ensure they will outlast the factory original items (which means you should never have to replace them again!)

They're not cheap, but they'll do wonders for the appearance of your

interior, and until now you couldn't even get them if you were doing a full restoration on your 1800. Note: These are not the flimsy plastic covers that just hide the cracked dash panel and warp in the heat - these are the complete replacement dash pad with foam, exactly like the original! Quantities are limited, so if you're interested, please contact Gerry on 02-9499-6666 [or refer to the advert for Volvo Downunder spares in this edition of *Rolling Australia*. Ed.]

THE STORY OF OUR VOLVO 122\$ SEDAN

By Alec McKernan

In 1962 my Uncle and Aunt of Shepparton, Victoria bought a new Volvo 122\$ car, it being of the first imported into Australia out of the 79 allocated in 1962.

Most people said to them, "Why would you buy an unknown car like this at twice the price of a Holden of the day?" He ran a trucking business and was aware of the good name Volvo trucks had and I suspect the dealer persuaded him to try one.

Anyway Uncle drove the car until he died in 1971 and Auntie drove it until she reached 80 and then hung up her "driving boots"

The car sat in their dirt floored tin garage for a further 11 years, my brother and I having jacked the car onto wooden blocks.

Uncle and Auntie had no kids so my brother and I inherited the car, but my brother was a farmer and was not interested in old car restoration so I bought out his share of its value.

David Marsh and I towed the car to Farrer and I commenced work on restoration. Being a country car it was well plastered with stones, but I stripped it down and repainted it in the same colour. There was no rust and the car had never been pranged. Sitting all those years there were 15 water leaks in the radiator, so it was replaced, as was the clutch and exhaust system.

I had QIM install hardened seats because of unleaded petrol now being used. I applied Bitumastic underseal after stripping all the grime off. For a 45 year old car it came with many modern features, such as large disc brakes, ball joint suspension, track rods and anti sway bars, and seat belts (in the front only).

The pushrod engine has 8.8 to 1 compression ratio, 5 bearing crank, and twin carbies. Performance is brisk and there are reports of these in twin carbie



Alec's 122\$ [sorry about poor quality picture! Ed.]

form reaching 100mph (160kph). The gear box is a 4 speed all synchro unit which is a delight to use.

Uncle for many years had Austins mainly because of the very reliable Austin tip truck fleet he owned. The cars he owned were such models as A40 sedans and convertibles, A70, and A60, all with column gear changes and bench or split bench seats. He was offered a Volvo with bench seats and column change, even though most sales were with bucket seats and floor changes. I learned later that the column change and bench seat types were made for Swedish taxi services.

Unlike the 140 and 240 series Volvos the 122\$ still enjoys a good resale value along with the Volvo 1800 Series. We look forward to using the 122\$ for club outings, trips and Displays.

Alec McKernan

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Irv Gordon plays Tour Guide to Aussie Volvo Club visitors!

Mega-million-miler Irv Gordon has sent through a note and some pictures of a recent visit by Australian Volvo Club celebrities Roger and Marian Pearson. It would appear that Irv gave them a quick tour of the sights and sounds of New York while they were in the area, and the flattering photos tell all (Roger, Marian and Irv - you're all looking great!) Irv writes:

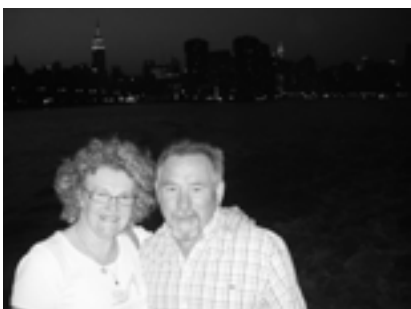
Hi Greg,

Thought maybe you'd like to see a couple of pictures of Roger and Marian Pearson from Australia taken at my house here on Long Island, New York this past August when they visited me for a few days on their trip across North America (across Canada and New York City). This picture was taken in front of my house with my 1966 P1800 on the left (now 2.6 million miles) and my 2002 C70 Coupe (on the right). Sorry the picture was not larger but I sent you a high resolution copy as an attachment. I gave them a tour of Fire Island as well as New York City before they had to leave...too short of a visit to see much of anything. They are great fun and I hope they will come back for a longer visit one of these days.

Other pictures include: Marian doing the "tourist thing", relaxing on the beach, Roger & Marian with the New York night skyline, and several pictures from Katz's Deli in New York's lower east side, where the film "Where Harry met Sally" was filmed. There's also a picture of Roger & Marian checking out a classic MG at a car show on Jones Beach - it's a nice car, but not a Volvo!

Hope all is well down under. I am off to Las Vegas again with my 1800...another 5000 mile ride!

*Best to all,
Irv*



**Roger &
Marian do
NYC with Irv
Gordon**





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The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

VCQ COMING EVENTS:

25 November 2007: Christmas Picnic/BBQ at Mount Mee. We're asking everyone to bring some Christmas nibbles to share. Meet at the BP petrol station in Wamuran (10 minutes 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'aguilar then take the scenic drive to the Gantry picnic area on Mt Mee. This will be the final meeting for the year.

Toowoomba Rally 2008 - 16-19 May

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.

New Members:

Welcome to our new members:

John Barker: 1989 740GL

John Beames: 1997 850R

Anthony Rollason: 1994 850 T-5 & 1999 S90 Royal

Martin Stepancich: 164 & 240's

We hope to see you and your car at an event sometime soon!

New Classifieds section on VCQ website!!!

VCQ's website now has its own classifieds section. There are 3 categories: Volvos for sale (complete cars running or not), Volvo parts for sale and Wanted. Marketplace can be accessed via the link in the Main Menu on the left of screen. Advertisements are free for members of VCQ and affiliated clubs (ie. Members of all clubs who receive Rolling). So if there is something you want to sell/buy/swap,

GLT Car Centre Open Day (below)

email your ads to Brad at website@volvoclubqld.org.au

The following information is required when writing your ad:

- Your name
- Contact phone number and email
- Location of car/parts
- Model and year
- Registration and roadworthy status
- Description of car or part. Be as detailed as you like - there is no word limit.

Photos are a valuable aid in selling so include a few if you can.

At this stage ads will run for 30 days. However, this may change depending on the volume of ads received.

GLT Car Centre Open Day

We were all hoping for a clear sunny day and the Volvo Gods obliged. Almost 50 Volvos were on display throughout the day with almost every model represented from 122's & 1800's to the new C30 supplied by Southside



Helen & team hard at work promoting VCQ & next year's rally

Volvo. A couple of particularly notable cars were Gerry Lister's 740 with a "B234FT" and an 1800 convertible (sorry, I didn't get the owner's name). Helen spent her day promoting the club and next year's rally in Toowoomba. Many thanks for your efforts Helen. We gained some new members and generated more expressions of interest



As this is the last magazine for the year, we would like to wish all club members and safe and happy festive season. Why not treat the Volvo to a Christy present too!





T-5R (manual) & 1800

for the rally. Highlight of the day was the airbag deployment demonstration when Per and his team detonated a steering wheel airbag and a side airbag on an 850 seat. Anyone who has ever experienced an airbag deployment will know the incredibly loud sound these things make. The steering wheel was lying flat on the ground (facing



Twin-cam turbo in Gerry Lister's 740

upward). When it was detonated, the airbag shot about 4 metres into the air then fell to the ground in a smoking heap. After that it couldn't be touched for about ½ hour because it was so hot. VCQ would like to thank Per and his team for hosting a brilliant day. For those who missed out, there are some photos in these pages and more on the club's website.

Rob Howard's 242GT

Rob writes: *"I have started to restore my GT. So far the paint has been stripped off and I only found a small amount of rust. She will go to the painter next week then be back for the reassemble...and on the road within a couple of weeks."*



Stripping off the old paint...



Ready for painting!



Pics from Tech Day 29 September, 2007



Brad's 940 & Stephan's 164



Grahame & Helen's new baby



The speedo on the Hunt's "new" 244GL - yes it reads 512,533



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

The SA Pages

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

Events:

25th November CHRISTMAS LUNCH

To be held at the Comfort Inn Haven Marina in Quattro's Café, 6 Adelphi Terrace Glenelg North. 12 noon to 3 p.m. Correspondence will be sent out to all members and must be returned to Helen with the money by 9th November.

VCCSA News:

August 19 saw 11 members and friends make the trip to **Strathalbyn for the Antique Fair**. Our club's cars were on display at the Oval which also was the venue for lots of craft and second-hand stalls. A free shuttle bus was available to take patrons to other venues around Strath. (See photos below).

The Birdwood Classic on September 30 was the one of the best yet. Starting with a pre-run dinner on Saturday evening to meet and greet our interstate entrants, before a 7:00 am start on Sunday to get us underway at Barrett reserve. A pleasant drive then to Birdwood along the original route with a reasonable spectator crowd waving us on. At Birdwood we fluked a brilliant parking spot up close to action with only a short walk to the food vendors, presentation stage and the Museum. See photos on following pages.

A big thank you once again to Helen & Barry Judd for making available their "shack" at **Pine Pt.** Whilst the Crabs may have eluded us this time, the small group of members enjoyed a hearty BBQ lunch and yummy birthday cake (Happy Birthday Tricia!). A spot of fishing filled in the afternoon (although that wasn't all that taxing either) or Bathurst on telly, what took your fancy really. See photos on following pages.

Have a merry and safe Christmas.
Craig R.



Helen & Barry Judd in period costume at Birdwood



Volvos on the oval at the Strathalbyn Antique Fair



Bay to Birdwood Classic

Photos; (Clockwise from top right);

- Cars gathered at meeting point
- Volvo; en route through Adelaide
- Spectators; along roadside in the Hills;
- The Bennetts; with their 120
- Alex and friends; enjoying a picnic at Birdwood
- Victorian member; Lance Phillip; and Greg Sievert
- Ken Bayly with "Bluey"
- David's; 120 at the Barrett Reserve start point



Crabbing at Pine Point

Photos (Clockwise from top right):

- The "Shack"
- Relaxing after a long day
- Crab racking
- Fishing
- Birthday girl (Trish) [Central Photo]



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Victorian Events Coverage

Saab driver training day

In August the Volvo Car Club was invited to join the Saab Car Club for a driver training day run by the John Bowe group at Calder. There was a mix of makes as there were a number of spots for the general public as the club couldn't get sufficient numbers for it to be exclusive. My V70 T5 was the only Volvo.



Image from a previous Saab driver training day

Two Saab guys have 9-3 Aeros and one had enhancement work on the engine and suspension. Because we could get a ride in a few different cars

with the instructor driving it proved very comfortable, stable and fast to ride in. Judging by his comments throughout the day he appeared to be impressed with the Swedish product.

Another Saab member brought along his new 5.4L Falcon GT, however his lady kept up along side with a 9-3 Vigen convertible.

The day started off very dark and overcast with intermittent showers (hopefully that would save some tyre wear) with all the driving taking place in the old Thunderdome. The weather cleared up and we conned a convertible driver to do all the driving with the roof down.

The driving exercises all related to every day driving and were fun and informative.

One highlight was to drive around the Thunderdome at 130kph which was a strange sensation as your vision becomes partially blocked by the car roofline. Even more strange was to stop on the highest point and get a perspective of just how steeply the track

is banked. Talk about putting things in perspective - they would drive at 300kph when racing at the Thunderdome.

Lunch was provided and everyone could have a chat before the afternoon session.

Participants got to spend a lot of time in the car and actually driving.

The Saab group are great folk and fun to be around. If they run another day it would be worth getting along and giving the Volvos a run.

Allan Abbott

Member, Volvo Car Club of Victoria

Bay to Birdwood Classic

Quite a few Victorian club members travelled to Adelaide for the 2007 Bay to Birdwood Classic. Thorben and his friend Alan left early in the week and checked out some museums and wineries in SA prior to the rally. They drove in style in Allen's Mercedes as Thorben was having troubles of one sort or another with his 960, and the

This page (clockwise from top right):

- Volvos at the pre-run meeting point
- John Grant's 122 at pre-run meeting point
- 1800 & 142 at Barrett Reserve
- Heino's "low-rider" 164E
- Solar sculpture along Adelaide's river walk



This page (clockwise from top right):

- Volvos at Birdwood
- The Judd's 1800 at Barrett Reserve
- Lance's 144GL
- Alex's bright orange 145
- Jensen Interceptor at Barrett Reserve (I think it was a concours winner)
- Volvos at Birdwood
- More Volvos at Birdwood



242GT is too new to be entered in the Classic.

Walter & Sandra Gowans took their beautiful blue 1800E, but unfortunately ran into some head gasket problems on the way over approaching Adelaide. They had planned to participate with the 1800 in some of the pre-rally drives, but ended up taking a hire car instead! With the great work of David Bennett, who got

the head gasket replaced and the car back on the road again, Walter and Sandra were thankfully able to drive the car in the Classic on Sunday and display it with the other Volvos.

Lance Phillips debuted his recently-acquired ex-Heino 144GL. It was looking great on the day, with the rich burgundy paint work showing a deep lustre. Lance nonchalantly commented that the bonnet had "gone

off on the way over due to the engine heat" but the shine was so good you could probably shave using the reflection! The car has come up great with the tan leather interior and alloy wheels cannibalised from his GLE. Lance also headed to Adelaide early in the week to visit friends, and was stopped on the way over by the cops who asked what he was doing driving a CH-plated car on a weekday! (He

admits it may have also had to do with the fact that he had reached down to change a CD and used up more than his fair share of the road.)

The remainder of the Victorian contingent headed over on Friday. Heino, Christine and Dion in the 164E met up with Wayne and me in the 1800ES just west of Melbourne. The drive to Adelaide was marred somewhat by rain and heavy crosswinds and headwinds most of the way. John Grant and co-driver Alan in John's 122 got an earlier start from Melbourne, and we ended up catching them near Dimboola for a lunch stop. The rain had ended but we were met by a frigid wind that stayed with us (or more appropriately against us) for the remainder of the drive to Adelaide.

Friday night after we checked into our motel and had a bit of a rest, we chatted with numerous other inter-staters from other marque clubs that were also staying at the motel. There were a couple Peugeots, Mercedes, Austin Healeys, etc. There was also a very rare Australian sports car - the Bolwell (I think?). Some of us headed into Glenelg for dinner where we had a rather average meal at the Hog's Breath Café (should have gone for one of the local cafés instead!)

On Saturday, Heino, Chris, Dion, Wayne and I tried out Adelaide's public transport system (took the bus into Adelaide from Glenelg). We had brekkie, visited the markets, some antique shops, automotive book shop, museums, etc., then took the tram back

to Glenelg for a coffee. Saturday night, the South Australian club organised a great buffet dinner for all Volvo Club members. Helen Judd arranged for all the inter-state members to be chauffeured from our motels to the dinner by members of the SA club - that's impressive service! After a HUGE meal (limited only by will-power) some of us decided we needed to walk back to the motel to try and work some of it off.

Sunday morning we had a VERY early start, with all the Volvos meeting up at a shopping centre prior to the official rally start point. We drove in convoy to Barrett Reserve, the staging point for the rally. It was an amazing sight to see the nearly 1700 cars all streaming into the reserve - an

This page (clockwise from top right):

- Greg's 1800ES
- Heino's 164E at Birdwood
- Craig Rasmussen's 122
- Walter & Sandra's 1800E
- SA Club Member's 144 with a very clean engine bay



This page (clockwise from top right):

- Volvos at Birdwood
- Old Volvo truck on display
- Lance's 144GL with highly-reflective bonnet - nice work Lance!



incredible diversity of cars from everywhere around the world. There was time to browse the cars and have a coffee and breakfast at the reserve, then the officials started us off on the drive to Birdwood, in the Adelaide Hills. The procession of cars must have extended for many kilometres, and the streets were dotted with people wishing us well and waving to the cars as they drove by. Once we got into the Hills, the road was closed in the opposing direction, so we were able to safely overtake some of the slower (and smoky!) cars. It was a nice twisty road, and even with the 60 kph speed limit, it was enough to have fun. Unfortunately I drank one too many coffees just prior to starting the drive, so I was bursting by the time we arrived at Birdwood. Thankfully the blue boxes weren't too far from our parking place! We did luck into a good parking spot right up near the food vendors, museum and even Volvo trucks on display.

Once at Birdwood, some club members enjoyed a picnic lunch, while others checked out the cars, the museum, etc. Unfortunately Heino & family, Wayne and I had to be back in Melbourne the next day, so we departed at around 3:30 PM. After an overnight stay in Horsham on the return trip, we made it back to Melbourne by

early afternoon on Monday. Other than the usual idiots on the road, the trip home was pleasant (made more so by our earplugs! Old cars sure aren't as quiet as the new ones, are they?) The 1800ES and the 164E performed well as expected, and we enjoyed Heino, Chris and Dion's company during the trip. It was good to catch up with our South Australian club friends. Thank you for your hospitality - we should definitely plan to get together more often - maybe we should be planning a half-way meeting like we've done in years past?

Greg Sievert

Andrew White's Targa 2008 Story: Part 1

[Andrew White is a Volvo Club of Victoria member, and submitted the following story for Rolling Australia. Keep them coming Andrew! Ed.]

Hi Greg. This is the first instalment on what will be regular updates on our getting ready for Targa 2008 and building our new Targa weapon for 2009. Hope you can fit it in. Also could you give a link to our website: <http://web.mac.com/hsmith122511/iWeb/Targa%20Tasmania%202007/GO%20VOLVO%20GO.html> We are posting material there too.

New Targa Volvo 122 takes shape

After five years that have seen three top ten classic handicap finishes in the world's greatest tarmac rally the White/Yelds ex-works Volvo 122 is to be given a rest. April 2008 will be its last Targa before being returned to original 1960's specs and retired for demonstration events. A new shell has been procured and work has started on preparation for a debut on the 2009 event.

Preparation for 2008.

Changes to regulations have necessitated an engine change and deficiencies in both fuel and braking systems are being addressed in readiness for Targa 2008.

Engine preparation

The current engine is a B18 block (originally 1770cc) bored to the class limit (2000cc) Under new Tarmac Rally regulations capacity is limited to original capacity + 10% (1958cc). In a move away from doing everything in house we approached Gary Comerford of Volpro Automotive to build the new engine block. Gary has been helping with cylinder head development for a couple of years and his unrivalled expertise with these engines makes him the natural choice. After sourcing a good block Gary began work knife-edging the crank, polishing and shot-

peening the rods and ordering specially built forged pistons from the USA. The crank did not pass crack testing so an alternative crank has been sourced. The new bottom end will make the engine unburstable and keep us legal. However, it won't produce any more horsepower (112hp at back wheels last year) unless we swap to Weber carbs and/or do further cylinder head development.

Fuel system

On this year's Targa we lost considerable time with a persistent engine misfire high up in 3rd and 4th gears. We chased the problem all week and finally, on the last day found debris in the fuel tank pick up pipe. Once fixed we rocketed from 11th to 6th in Classic over the remaining stages! Running a 40 year old tank was the source of the problem. We have now fitted a foam filled fuel cell (fits in existing space exactly) with dual pick ups, dual pumps and lines. We have achieved lower weight, lower centre of gravity and a reliable fuel supply!

Braking system

The standard 122 front brakes have been operating at their limit and beyond for a couple of years now. We have used carbon/Kevlar pads, new rotors, the highest temperature brake fluid and brake scoops but we continued to lose the pedal with boiling fluid on many of the downhill mountain passes. Pad knock-off has also been a consistent issue due to distortion of the disc at extreme temperatures. For 2008 we are utilising Nissan Skyline alloy calipers, 296mm 28mm thick commodore discs with aluminium hats. These will achieve lighter weight, greater pad area, greater diameter, cooler running and far less distortion. Caliper brackets and alloy hats will need to be fabricated.

New car shell preparation

We were fortunate to source a shell that was rust free and already prepared for paint together with a couple of cars' worth of spares. Our plan is to build a strong shell with a modern, fully engineered, light, chrome

This page (clockwise from top right):

- **Specially-prepared crankshaft**
- **Comparison of special and stock crank**
- **Nissan quad-piston calipers**
- **Racing fuel cell tank**
- **Body shell preparation with roll cage (rear area)**
- **Front area of roll cage**



moly steel cage welded from front to rear suspension. Weight will be almost identical to the existing car's basic Bond cage but will add enormously to both stiffness and safety.

The new car will inherit the 1958cc motor, upgraded brake and fuel systems, 4.3:1 LSD with 140 discs from the old car (old car returns to all original motor, close ratio gearbox and 4.88:1 LSD as it left the Volvo competition department). New car will get a new close ratio box, new paint job, new electrics and should be a great basis for Targa, hill climbs and, with some quick mods, Group Nb Touring Cars.

Colour

We are toying with a brighter blue than the existing car's 'duck-egg' hue and either yellow (Swedish flag) or orange (Gulf Oil period livery) race stripes. Any suggestions welcome!

Stay tuned for further news of the build. We will be completing fuel and brake systems during November when Co-driver, Ashley Yelds comes over from Washington DC for a week. Gary Comerford is working hard to have the block completed by that time - it would be good to have all major work completed before Christmas

Andrew White



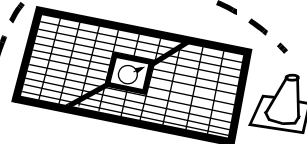
P5: Spotted on The Age web site just before the AFL Grand Final - a "Go Cats" Volvo 240

240/260 Register

Mark Hoffmann

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Hello club members and welcome to this issue's 200 Series Register Page, the last for a year that most will agree has flown by once again! At time of writing, I'm working on finalising the designs for the trophies to be awarded at our Christmas Break-up & Presentation Lunch in December to the various category winners of our Annual Display Day back in March this year. That's a committee responsibility I've enjoyed taking on over the past few years, so it's an ideal opportunity to encourage all members to attend the lunch on the 9th December. Refer to the website at www.volvovic.org.au or elsewhere in this issue for full details.

Getting back to matters 240, I hope all of you enjoyed the article on the 240 Series' prolific history of motorsport involvement which featured in this space last issue. This time around we have a change of theme, courtesy of a guest contribution from Volvo devotee Ryan Ridgely of Ohio in the USA, who shares his recent experiences of making a long-distance second-hand Volvo purchase over the internet. Ryan and his partner Angela now own three Volvos, and he and I chat regularly via email about parts, upgrades and issues relating to the 240s. Coincidentally, Ryan's latest acquisition, which he tells us about below, means that both he and I each now own a pair of 240s and a 740 wagon, which amounts to plenty to talk about I'm sure!

Ryan writes...

The story began about a year and a half ago when my partner Angela and I bought a very nice 1991 740 Wagon. All electrics, perfect leather, you name it. The car was pampered beyond words, garaged, with records dating back to 1993, and in almost mint condition except for some paint trouble with the hood. We even just had the Aircon retro-fitted to R134a a few weeks ago. Just one problem... our dogs were pretty much trashing the interior in their daily trip to the park. Open the windows and get treated to a cloud of fur, plus the mud and assorted gack! We decided we had a need for a

dedicated dog-mobile, and the search began...

We looked high and low for a few months, looking for a cheap, beater 240 or 740. Angela wanted a 240 for the looks, I wanted a 740 for the minimal maintenance. All of the nearby cars were either overpriced, scarily-rusted, or both. Then in late June, we found what strangely has turned out to be the perfect car on (gasp!), eBay. A 1987 245 with high-mileage (312k), beat up interior, but what looked to be a serviceable exterior. The first coincidence was that the car was in New Jersey and the owner needed it until July 24th. Oddly, we'd be going through NJ on the 24th on our way from Ohio to my sister's wedding in Rhode Island. We put in an impulsive low bid to "test the waters", but no one else seemed to want the car. The clock ran out and no one else bid, and so we suddenly owned a 245 (sight unseen) 500 miles away! The seller was a really nice guy who reluctantly had to sell the car for a move to New York City. He slid the needed paperwork in the mail and even agreed to let us leave the car in NJ for five days so that we didn't have to drag it up to New England with us.

On the 24th, we stopped by to check out the car. We were glad it actually did indeed "exist", which was



my first fear... the other fears were pretty numerous... My first impression was : "Where's the rust?", as there appeared to be almost none except for some small spots in front of the rear wheels. The outside looked totally restorable: very straight with no dents, paint chips, or blemishes to speak of, just some hefty oxidation. The inside was indeed pretty trashed and the hubcaps weren't anatomically-correct, but the car started right up with a "chickety-VROOOOM!" and the aircon blew icy cold, a perk for sure. The seller asked if we wanted to take it for a spin, but we were in a rush, and it seemed irrelevant since we now owned the car regardless. Sink or swim, we were already committed, and had to get this car home, one way or another. I didn't even look under the hood. The seller was incredibly nice and earns a gold star. He knew we were driving the car 500 miles home, so he had his mechanic





it on the highway, blaring a Scandinavian folk music CD that I also found at the mall. I was surprised to find no jiggles, wiggles, or clunks in the car. The only creaking dash sound I could find was traced to the stick-on cup holder, and the suspension was as tight as can be. I slowly got it up to 125kph with nary a shimmy to be felt through the seat or steering wheel, and the auto transmission was the

(a local Swedish car expert I'm told) check it out (no red flags), and had the oil changed. I offered some cash to cover that unexpected but very kind deed, which he declined - amazing! He even left a James Taylor CD in the car, which I pointed out to him, but it seemed neither of us really wanted it! Also in the car was a Haynes manual (oh joy!) and about a jillion spare turn signal and brake light bulbs. Everywhere you could store them unseen, more bulbs!

We left for Rhode Island, a little more comfortable with our purchase after having seen the car. My kid sister got married in a fairly decadent ceremony, and Angela and I got to eat good seafood and see the ocean again, which is a nice treat when living so far away from it. Whilst in a Rhode Island mall, I picked up a copy of Eric Dolphy's "Outward Bound" to play in the new 245's non-MP3-compatible CD player. In the check-out lane, I noticed it had a song entitled, "245". I noted that as a good omen!

On the 29th we dropped into Cranbury, NJ to pick up the car for the trip home. Just then the sky opened up, with a very intense thunderstorm pouring cats and dogs for 30-40 minutes while we had lunch in a very beautiful, historic old town. The car hadn't been started for five days. Whilst we had lunch watching the rain come down, I imagined what were probably aging spark plug wires and a crumbling wiring harness, and was sure the car wouldn't start. Once the storm finally blew over, we drove to the car. I put the key in, turned it (expecting the worst), but the car fired right up. That's how I spell relief!

The car seemed to have some initial morning sickness, but nothing major. The driver's seat lumbar adjustment was tightened to the point of reverse ergonomics, but when we got

smoothest-shifting AW gearbox I've owned. The car was rock solid! All of the electricals worked fine. The heat still even had "intermediate" heat instead of binary hot/cold! Couple minor issues to work out but that's it. I got pretty attached to the car after a few hundred miles. At a rest stop near home, I told Angela that we should just put a new interior in it, and find yet another 245 for the dogs, to which she basically replied, "No dice!"

The morning after we got back to Ohio, recovering from 16 hours of travel, I finally gave the new car a good under-hood inspection, and was again pleasantly surprised: A brand new Volvo dealership battery, Nissens radiator, and the wiring harness looks to have been upgraded, so no apparent crumbly sketchiness. There is plenty of tread on the miscellaneous brand tires, too. It was certainly loved in its former lives, so the seller definitely undersold the car with the eBay description.

We're pretty excited about the new 245. We both really like it, and the dogs LOVE it. A perfect old Volvo wagon for the needed purpose with a ratty enough interior that even our dogs can't make worse, "hippy" enough for the girlfriend, and mechanically sound and pretty enough outside for me to have some fun with. All for a low cost, and now we have a squeaky clean and comfortable 740 again. Two birds with one stone... or one brick!

*Stay tuned,
Ryan Ridgely, Ohio, USA.*

Thanks a lot, Ryan, for relating that great story of a successful and enjoyable long-distance car purchase over the internet. If only all online

transactions could be guaranteed of being so hassle-free and rewarding! Speaking of long distance motoring, the warmer months and the Holiday Season will doubtless see many of us hitting the roads in the cars we love, so it's particularly apt to sign off with my customary wishes for safe and pleasant motoring, and I look forward to seeing all club members safe and well in the New Year.

Mark Hoffmann

Letter to the Editor:

In the March/April edition of Rolling Australia, I had a story on Volvo utes, and one in particular had caught my eye. It was an orange 240 with Queensland registration. I asked whether anyone knew of the car, and I had a response from Doug Pepper. Thanks for the information Doug. Here's his reply:

Greg:

With regards to your request on page 26, re: the orange 240 ute, yes, I've seen it, and it's a great machine. Was built at Yeppoon Volvo Wreckers near Rockhampton for Swedish Wreckers near Brisbane, however they only had it for a couple of days before a truck passing by their yard at Albion mounted the footpath and wrote it off. They never got to use it. I believe it's now up at One Stop Volvo Wreckers, near Nambour.

Like I said, it was very well done and really looked the part.

*Cheers,
Doug Pepper, 242GT*

[Photos of the ute as originally printed in Rolling shown below. Ed.]



242GT/262C Register

Lance Phillip;

03-9707-2724 (AH)

lancephi@cyberspace.net.au

October 2007

I have been a bit remiss of late with Register articles for the magazine for various reasons.

There has actually been some activity Register wise over the last 10 months or so with some bad but mostly good. I need to catch up with some new club members with GTs and 262s to see what they have and what they are doing with their cars.

As I knew I was going to catch up with Craig Rasmussen, Register founder whilst I was in Adelaide for the Bay to Birdwood I thought I had better get things up to date. Some entries I had let slide with the result of misplacing paper work etc. Well, things are getting up to date with the last lot of entries.

It is interesting to see where cars are changing hands and previous owners are passing cars on to new owners. Some cars are listed privately on Carsales whilst others appear on the Club web page or even Ebay. In some instances cars had already changed hands several times since first entry on database.

Heino has picked up a car on Ebay from Harcourt for "future" restoration. I had met the previous owner some years ago.

Another project car was picked up recently by Alex Davis of the SA Club with the help of Craig Rasmussen and Ken Bayly

Anthony Leong of Brisbane sent me some CDs with some great pictures of his 242GT and 262C - thanks Anthony much appreciated.

Colin Michael's shadowtone model is in the hands of Natalie Grima who is making great progress in bringing it back to a high standard as well as doing some modifications to improve handling etc. I look forward to seeing this car again in redone livery and updated suspension.

Doug Pepper of Brisbane decided it was time to move on from the GT so Jim Emmett of Adelaide snapped it up and promptly drove it back to SA with a trailer attached complete with Jet Ski. Jim likes to do things in twos so he also picked up

another GT to put in the shed as well. It is good to have space! Jim is no stranger to GTs having turbo'd a previous car now in the hands of Andrew Jackomos in Victoria plus other members of the Emmett clan have had GTs.

Victor in Bendigo rang me to say it was time to go 4 doors so the GT was on the market. I sent David Caligari up to look at it with the result he drove it home to Melbourne. David had been doing up Holdens as projects but decided on a 242GT as something different. He has a good basis for his project so it should come up well.

On a sad note Steve Dolan of Colac rang to say his GT had caught fire under the bonnet for some unknown cause with the result of a very damaged engine bay as well as cabling under the dash also started to melt. The end result is spare parts! He has since picked up another GT to keep him going.



Richard Gardoll's black GT



Anthony Hyde's white GT



Jim Emmett's GT



Jim Emmett and Craig Rasmussen discussing GTs

Graham Berry of Volrek has offered to build up a 242GT project car for members to gain some experience of time on the track without risking their own cars. This would be at a nominal cost for several laps to ensure everyone who wishes to can have a drive. Graham is therefore on the lookout for a body shell to put all the bits into it. He has a turbo motor plus all the good bits. I believe this is a great offer, which I hope comes to fruition next year.

Anthony Hyde in Canberra is converting his original white 242GT into a

Group A, which should look good when it is finished and in basic black from Orange in NSW is Richard Gardoll's freshly painted 242GT.

The 262C spotted in the car park at Mornington during the Great Australian Rally belongs to Doug Miller. Hopefully it maybe on the other side of the fence with the Club displays next year.

A gold with unusual black vinyl roof 262 was passed in recently at Shannon's auction but may have been sold since but will follow up on that.

I am working on having a Register Run sometime early in the new year as it getting a bit late for this year plus I will be away for several weeks in November but the Cars of the World display on the 2nd December would be a good opportunity to give your 242GT or 262C an airing for the day. The event is a fund-raiser so an entry fee of \$20 max will be charged. This is looking to be a great day with a huge cross section of cars to look at.

Lance Phillips



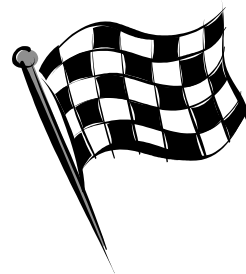
Alex Davis's newly-acquired 242GT with Ken Bayly looking on



Doug Miller's 262C

MOTORSPORTS REGISTER

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



Events for 2007:

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.alfclubvic.org.au

Holden Sporting Car Club of Vic

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

OPEN PRACTISE AT CALDER PARK:

Calder Park run 'open practice sessions' on most Wednesdays on the circuit track. Drivers must have a

helmet and

current drivers

license. Safety

officers are onsite

during the day. Cost is \$165 per vehicle.

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

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

Ash Davies

email: ash.davies@dvs.net.au

ph: 0412 709 695

Noel Bruin

email: volvocrazy@optusnet.com.au

ph: 0423 663 036

Cameron Tuesley

cam36023@yahoo.com.au

ph: 0425 791 817

Dyno Day

Results and photos of the 20th October Volvo Club of Victoria Dyno Day will be published in the next edition of Rolling Australia. A big thank you to Cam Tuesley for organising it, and thanks to Swinburne Tafe for running the day. Thanks also to Ben and Tina for picking up the BBQ food and helping with the BBQ! We had a big turn-out of cars, and there were some unexpected results. Preview pic of Angus's impressive 760T shown at left. Stay tuned....



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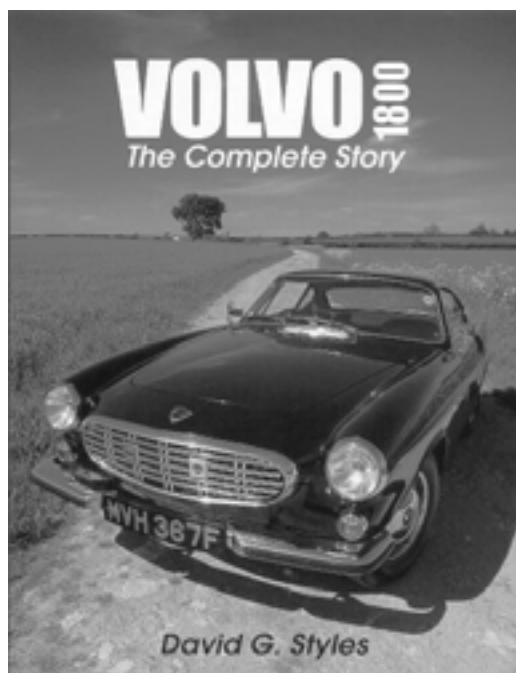
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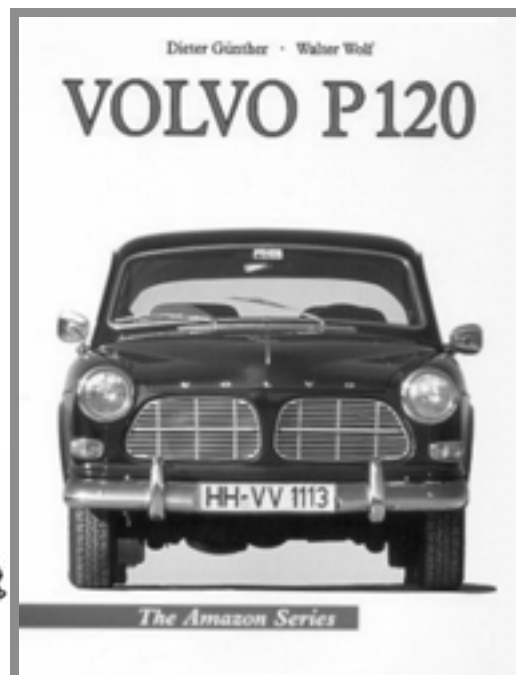
VOLVO BOOK OFFERS



SPECIAL

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books for
\$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.volvoc.org.au for a three-month period for \$5 (+\$5 for photos) by contacting the Editor.

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

1800 owners take note: Special announcement from Gerry Lister! For those of you with cracks in your dash panel, there's some great news! With support from Volvo, a limited number of **RHD upper and lower dash pads** have been remanufactured to the original specification, and will be available from Volvo Downunder spares very soon. Say goodbye to that ugly carpet dash cover that's hiding the sunbaked dash top in your beautiful P1800, and save up for one of the new dash pads to put your car back into original factory appearance in the inside. These new dash pads are made to the original moulds, but with the latest improved materials and foam to ensure they will outlast the factory original items (which means you should never have to replace them again!) They're not cheap, but they'll do wonders for the appearance of your interior, and until now you couldn't even get them if you were doing a full restoration on your 1800. Quantities are limited, so if you're interested, please contact Gerry on 02-9499-6666 (10Oct07)

Wanted: damaged V70 or \$70 2.7T to help repair our car that has been hit in the front. A car that has side or rear damage

would suit. Any help in finding same would be great. Many thanks. Peter and Deb Leech - Tasmania. 03-6395-4297 or 0409-903-466

Mag wheels and tyres for 140/240. Performance (Minilite copy) 15" X 6" mags (new - less than 200 km in car) with new Bridgestone Turanza ER 592 radials (205X60X15) for the price of the wheels! Tyres free! \$1250 for a set of five. (Stored in Melbourne) Andrew White 0889323303 (H) or 0438013303 (M). Make your 140 look a million dollars! (10Oct07)

Garage clearance sale: Lots of second-hand parts for 122, 1800 and early 140-164 models only. Body panels, interior items, mechanical parts, etc. **Sunday 25th November** 9am to 3pm at Unit 2 17-21 George St, Blackburn Vic. Ph (03)-9877-7754 (B/h) (10Oct07)

1999 C70 T5 (PQZ 730) Cassis (purple), 5-speed manual coupe with camel leather interior. Only 59,000 km! One owner, mint condition. A truly outstanding example of this much-underrated car. Of the many cars we have owned this has been the most satisfying and the one we have owned for the longest time. It has a 5 speed manual transmission, has bags of power from the high pressure turbo 5 cylinder engine but still gives 8.4 litres per 100k on a trip to Sydney.



It is the perfect car for long distance travel but is quite at home in the suburbs. We have full service history which is impeccable. The rear seats have only been sat in twice and we are both non smokers. The sound system has 13 speakers and is the equal of any system fitted as standard equipment to any prestige car, similarly the climate control is beyond criticism. This car is in mint condition and will stand the most critical examination. If you are seeking a quality car which has performance, economy, safety

and the very best of equipment then our car should be considered. Asking \$24,000 (or fair offer) with RWC. Phone Bill 0403-006-792 or (03) 9846-4043 (10Oct07)

1976 264 GL. Gold (Silver Beige). Auto. Approx 100,000km! Exterior and interior in excellent condition. Leather seats. Transmission, suspension and steering like new. Motor good but not running due to contaminated fuel system. Requires new fuel pump, injectors, fuel filter, plugs, leads etc. \$ ONO. Telephone Robin 9384 2814. robinplunkett@lycos.com (9Oct07)

VOLVO CLASSIC CAPS. We are offering Volvo fans once off run of Classic Volvo Badge Caps. This is the original side pillar badge fitted to the Jensen P1800, featuring the Swedish National colours. Two styles are available: ADULTS-Dark blue crown with tan suede peak & button, badge is dark silver on light silver with yellow & blue shield insert as the original car badge. CHILDS-Black crown with yellow peak & button/vents, badge is yellow with yellow & blue



shield insert. \$15.00 each plus posts and pack. 1 off Cap \$15.00 + PP \$5.00 = \$20.00; 2 to 3 Caps \$15.00 each + PP \$7.00. NOTE: For international post OR 4 or more hats postage email for quote. Phone enquiries: Jan 041 251 78 48 or SMS your email. If you want a colour pic or order Email-volvocaps2000@yahoo.com

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, SR5, A/C, P/S, comes with RW, great first car \$5,750.00. Contact Mark on 0403 814 545 (3Sep07)

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

LOOK: Expressions of interest required:



TME/RAY\$ SPORTEXHAUST\$!

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)

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

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

Part\$ Galore for 142, 144, 145 or 164.

I have complete cars ranging from very good condition to restorable body shells. Years starting from 1969 to 1974. Plus lots of

parts for all models. Give me a call - I should have what you want. Melbourne. Ph Heino 0425 705 045 (20Jul07)

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.

122\$ 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 with beige cloth. Factory sunroof. Central locking. Aircon. 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 trims



good condition \$80 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.

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

IPD 15" wheel trims - brand new \$40



Andrew White 0438013303

1965 122\$ 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 Turramurra on 0418 297 106. geoff@gwtc.com.au (12Aug07)

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)

242GT; (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)

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

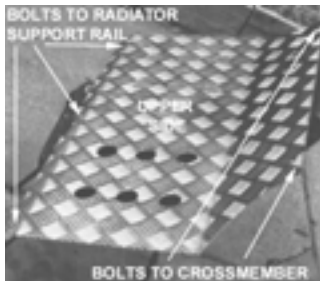
head turner. 6 months rego (Qld), RWC etc. Asking Price \$16,000 ONO. Great buy for the collector. Call Brian - 0411 604 500 (6Sep07)

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 aluminium 4 spot front calipers from Mazda RX7 Turbo II cars. Provides a dramatic improvement in braking.



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

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

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

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 performance parts

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

ashleigh davies

0412 709 695

ash.davies@dvs.net.au

VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



<p>() <u>New Application</u> (1 year membership from date of payment.)</p> <p>() <u>Renewal</u> (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>																																																						
<p><u>Your Details:</u></p> <p>First Name: (Mr/Mrs/.....)..... Surname:</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Postal Address:</p> <p>..... State: Post Code:</p>																																																							
<p><u>Contact Details:</u></p> <p>Phone: (.....) Mobile: (.....)</p> <p>Email:</p>																																																							
<p><u>Car(s) Details:</u> (You must list vehicles with CH plates. Engine number can be found on Registration Certificate)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Model</th> <th style="width: 10%;">Year</th> <th style="width: 15%;">Colour</th> <th style="width: 15%;">Reg. No.</th> <th style="width: 15%;">Engine No.</th> <th style="width: 20%;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>		Model	Year	Colour	Reg. No.	Engine No.	Body Style
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<p align="center">I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p> <p align="center">Signature Date.....</p>																																																							
<p>For information about the club please contact the President Heino Nowatzky on 0425-705-045. For information about your membership please contact the Membership Secretary Wayne Bowers on (03) 9397 5976 or email wbowers@tpg.com.au</p>																																																							
<p align="center">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.</p>																																																							



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

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

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Telephone: (02) 6656 8700

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

Heyer Automotive Group

66 - 72 Windsor Parade

Dubbo NSW 2830

Telephone: (02) 6884 9755

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

Jason Wagga

42-50 Dobney Avenue

Wagga Wagga NSW 2650

Telephone: (02) 6925 3211

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

John Patrick Prestige Cars

169 Hastings River Drive

Port Macquarie NSW 2444

Telephone: (02) 6584 1800

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

Liverpool Prestige

Cnr Hume Highway & Mill Road

Liverpool NSW 2170

Telephone: (02) 9828 8123

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

Purnell Volvo

139 Princes Highway

Arncliffe NSW 2205

Telephone: (02) 9567 0000

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

Southern Classic Cars

188 -194 Corrimall St

Wollongong NSW 2500

Telephone: (02) 4254 2070

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

Trivett Volvo

60 - 64 Church Street

Parramatta NSW 2150

Telephone: (02) 9841 8888

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

Trivett Volvo

476-488 Crown St

Surry Hills NSW 2010

Telephone: (02) 9383 9300

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

NORTHERN TERRITORY

Darwin City Moteur

34 Stuart Highway

Stuart Park NT 0820

Telephone: (08) 8946 4444

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

QUEENSLAND

Austral Volvo

773 Ann Street

Fortitude Valley QLD 4006

Telephone: (07) 3248 9488

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

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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

Solitaire Volvo

32 Richmond Road

Keswick SA 5035

Telephone: (08) 8272 8155

www.solitaire.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: Chris Bennett's P1800. Chris has owned the car since 1999, and this pic was taken in 2005 at the East Coast Targa (Chris was a starter in the race); Picture taken on Mt. Straight at the famous Mt. Panorama.

If undeliverable return to
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MOORABBIN EAST VIC 3189

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