

ROLLING

AUSTRALIA
No. 176

January/February 2008



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Happy New Year!
Lance's trip to Malaysia
Gregor's 260 GLE Tales
Victorian Dyno Day results
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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



VICTORIAN CLUB ANNUAL DISPLAY DAY: Sunday, 2nd March **MARK YOUR CALENDAR NOW, as the next magazine won't be out before the event.**

Location: Flemington Racecourse Car Park (Melways 28G12)

Time: 2nd March, Display vehicle entry from 8.30am (aim to be there by 9:00am to allow us to get all the cars organised before the gates open to the public at 10am.

Details: This is the club's big annual event, and we usually have 40+ cars. Give your car a wash and bring it along. Club trophies awarded in multiple classes, and a free BBQ lunch is provided for all club members. There are also food vendors on site, and you could spend hours checking out all the other unique British & European cars on display during the day. Held in conjunction with the AOMC and RACV "2008 Classic Showcase" featuring British and European cars. It's a great event, and the Flemington display area is fantastic. Any questions, contact Heino. Entry fee \$10 per display car (including all occupants) payable on the day. Further info (brochure and site map) can be found at the AOMC web site:

<http://www.aomc.asn.au/B&Eshow08.htm>

LOOK!!! This is your only reminder!



Australia-wide Volvo Tuning Meetings!

VP Tuning will be organising a few of their tuning sessions in 2008 together with local Volvo workshops.

The first one is planned in Queensland @ GLT car centre on the 16th of Feb. Peer is willing to open his doors. There is always a great turn out at these days.

We are still working on how to organise the day so contact Peer @ GLT or Mark @ VP Tuning for the latest info.

Also I have been asked by the Qld Volvo club to come up for the annual Volvo meeting in Toowoomba in May. We are working on that but nothing confirmed as yet.

WA news!

Mark will be in the Perth area from Monday 10 - Wednesday 12 March and Wayne @ Swedish Vintage is willing to assist.

I will be there to catch up with contacts and you can make individual appointments regarding tuning or other Volvo related queries. Please call 0403 814 545

For both sessions I will talk to MTE Sweden to see if we can organise an ECU tuning special as we had last year.

Fingers crossed!!

For all other Volvo drivers in other states (NSW and SA) dates will be planned later in the year.

Here I hope to organise night meetings with the local Volvo clubs.

Regards, Mark R. 0403 814 545

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). 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: Heino's 740 Turbo, taken by Greg at the Maldon train station.



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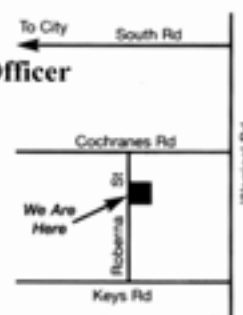
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HONORARY MEMBERS

Robert & Shirley Kaub

REGISTER CAPTAINS

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

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HAPPY NEW YEAR!

ROLLING AUSTRALIA

JANUARY/FEBRUARY 2008 ISSUE NO. 176

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

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DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th February 2008

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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.

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. 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.

Sun 24th 1800/122 Parts Sale at Amazon Spares/Classic Volvo Service

Don't miss our second big sale. More items discovered on rarely dusted shelves!!

- Good body panels & chrome items.
- Mechanical parts & boxes of specials.
- Amazon Spares new parts.
- Some quite rare items.

-> Classic & Vintage car display & BBQ sausage sizzle on site <-

Time: 9am-3pm

Location: Unit 2 17-21 George St Blackburn Vic 3130
Melways 48 A10. Interstate queries welcome.

Contact: John Fleming or John Keane (03)9877-7754.

March 2008

Sun 2nd Volvo Club of Victoria Annual Display Day

See inside front cover for full details. MARK YOUR CALENDAR NOW - there won't be another magazine before the event!! **THIS IS YOUR ONLY REMINDER, so DON'T FORGET - WE WANT AS MANY CARS THERE AS POSSIBLE!!**

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.

Sun 18th National Motoring Heritage Day

For those not going to the national rally, why not get together for a drive and a picnic or whatever? The AOMC and the AHMF have declared this day as a day to get as many classic cars on the road as possible, to gain publicity for the hobby. More info available at <http://www.aomc.asn.au/NMHD08.htm>

If you would like to help organise a club outing on the day, please contact a committee member with your idea ASAP so we can help make it happen and get the word out in the next magazine.

June 2008

Wed 4th Night Meeting

Guest speaker information see www.volvovic.org.au

July 2008

Wed 2nd Night Meeting

Guest speaker information see www.volvovic.org.au



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Paul Frisk
MANAGING DIRECTOR

Marshall Hornby
SERVICE MANAGER



President's Report

Heino Nowatzky

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hnowatzky@ozemail.com.au



NOW HEAR THIS:

Happy New Year 2008

We have all had a pretty mixed bag as far as the weather goes over the Christmas holidays with storms in QLD and NSW and temperatures well into the 40's one day and into the mild 20's the next in Vic, SA and WA. So any planning for a good holiday was most probably affected. Is Global Warming the culprit? I for one am not so easily convinced that this is not part of a cycle. Let us look at nature. What was the actual effect when Krakatoa violently erupted in 1883? The volcanic dust veil that created spectacular atmospheric effects also acted as a solar radiation filter, lowering global temperatures as much as 1.2 degree C in the year after the eruption. Temperatures did not return to normal until 1888. (Isn't Google a wonderful thing?)

All this is just food for thought but the world is truly a wondrous place and we must all do our bit to keep it for the future.

Now one of the concerns we have here in Melbourne is that since the spate of hot days the electricity grid was unable to cope and many of us spent lengthy hours late into the night without power. This is not acceptable and pretty unpleasant.

At least the air-conditioning is now working again in my S70R so our trip to

Adelaide and back in 45 degree heat was pleasant and easy. Well sort of because we also decided to bring my sister's 1974 145 back from Adelaide. Dion being younger and therefore more tolerant of the temperature drove from Bordertown to Melbourne after I had



Greg at the "Volvo Factory" (graveyard?) helping Heino wreck one of the 140's. (Thanks for the parts Heino)

driven the leg to Bordertown to ensure everything was fine. At one stage we were passed by a VH Valiant Charger travelling at high speed (we stayed with the cruise control set on the speed limit). When we reached Bordertown he was refuelling but was then unable to continue as his car was boiling. We had a brief chat to ensure he was all right and I then cheekily told him we would most probably reach Melbourne well before him. He looked at me then the 145 and muttered something about

bloody Volvos and then agreed with me (we never did see him again so I would image he was well behind us).

This was a first for Dion, not only driving a long distance interstate but also doing it in an older car and he was thrilled. Although I did need to have a few words with him about his driving style based on relying on ABS and the handling of the front wheel drive V70. The springs and shocks in the 145 were a little bit worn (now replaced) and although we had fitted new tyres for the trip the car did have a distinct lurch into corners. I became a bit alarmed to see Dion swerving around some of the corners behind me and warned him to treat it a little bit more gently (like a lady). The trip was uneventful and we returned to a house that had been baked for several days without a window open (lovely).

The rest of our holiday was spent wrecking some cars and repairing others. We had quite a group for the wrecking activities with Greg and his father and Ben coming over to lend a hand.

Just a quick reminder that the Victorian club Display Day is on the 2nd of March at Flemington, and the National Rally is on the 16th to 19th May in Toowoomba.

*Until next time
Heino Nowatzky*

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THE EDITOR'S DESK

Greg Sievert

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Happy New Year 2008 (albeit a bit late, as your editor has been on holidays during most of the month of January, and motivation to work on the magazine was low, along with anything else that resembled work!) As for most of you, it was a very busy couple months leading up to Christmas, but we made it and have had some time to tinker on the various home and car projects during the holidays. My folks are over from the States visiting us, so we've done some local touring, entertaining and a great deal of eating. I hate to think about putting on those work pants next week - I think they may be a wee bit too tight! We did sweat off a few calories during the 40-plus heat wave(s) here in Melbourne, but fortunately my garage stays quite cool, so Dad and I were able to work down there even on the hot days.

In a brief re-cap of late 2007, in early November I saw what appeared to be a nice 1993 (?) 240GLE wagon for sale in Sydney at a very attractive price. I talked to the seller (a dealer/wholesaler) who confirmed the car's condition, so I decided to fly up and have a look, with the intention of driving the car back to Melbourne if it was as advertised. I got one of the cheap JetStar flights from Avalon (had to get up at 4:00 AM as the cheap flight leaves at 6:00 AM!) to Sydney, and the chap picked me up at Sydney airport and drove me out to his warehouse. As I walked up to the 240, it looked decent

enough, although there were a couple dents that didn't show up in the photos. When I opened the door, I was immediately overcome by the smell of a stale ash tray, and I could tell the car had been that of a heavy smoker. Further investigation revealed a very grimy interior, with bits and pieces of the trim in a state of disrepair. Of course I was disappointed, especially considering I had specifically asked the guy whether the car smelled or had been smoked in BEFORE I agreed to fly up. I briefly considered going ahead with the deal, but decided that it would be difficult (if not impossible) to remove the smoke odour, so I walked away. In the end, it was the most expensive car I never bought! Thank goodness for the airfare wars as I was able to get a decent return flight without breaking the bank. The moral of the story is not to buy something sight unseen unless you have very low expectations or it's so cheap that you know you can get your money out of it by wrecking it for parts!

In late-November, I had to fly to Detroit for work, and was luckily able to time my trip to coincide with a stop-over in Chicago for the Thanksgiving holiday. Thus began the holiday season eating binge, with turkey, roast beef sandwiches and meatballs to name a few of the goodies consumed at my aunt and uncle's house. After that, I was in Detroit for about a week and a half, where I managed to catch up with several friends during the evenings and weekends. My friend Dennis had just come across the automotive "find" of a lifetime - a "brand new" 1963 Chevrolet Corvair Monza with only 2300 ORIGINAL miles on the odometer! It is perfect in all respects, and had been on display in a Chevy dealer showroom for

decades, then a museum, then in the hands of a private collector. Now I'm not a real Chevy aficionado, but I told Dennis if he ever wants to sell the car, I'd like to be given first right of refusal! The car is red with black interior, and has the rear-mounted flat-six engine found in all Corvairs. As we were looking through some of the brochures and books that came with the car, I was



Dennis's immaculate Chevy Corvair

surprised to see that the Corvair was offered in many different body styles, including coupe, convertible, sedan, wagon, van, open-top van and utility. It was also one of the first production cars to be offered with a factory turbocharger - faster than the Porsche 911 of the day! Pretty impressive engineering for the time, but sadly the Corvair's fate was sealed when it received a damning blow by consumer advocate Ralph Nader. Nader's book "Unsafe at Any Speed" criticised the Corvair's handling characteristics, and sales of the car dropped dramatically, with production eventually ceasing in the late 1960's.

Although I missed the December night meeting/BBQ and tune-up day at Voldat, I flew back from Detroit just in time to attend the Victorian club's annual Christmas Lunch. I was surprised to receive the "golden keyboard" award from Heino for my



**How I had hoped to get home from Sydney (above)
Actual transport from Sydney (below)**



efforts on the magazine (thanks to Dion's creativity I now have what looks like a gold-plated computer keyboard on my display cabinet along with the fleet of Volvo models!) As usual, we had a good turn-out of members on the day, and everyone went home with a full tummy and a door prize of some sort. We opted out of going to the Winton Fun Day on the 17th of December due to the need to get ready for Christmas and my folks' visit - if

anyone went to the day, please email a story and pics for the next magazine.

In among all that activity, I also "accidentally" picked up a dark blue 1968 145S from the original owner. It was advertised on the club's web site, and we also showed pictures of it at the November night meeting.

Unfortunately there were no takers (price was a bit high for a 140-series). Wayne and I had a look at it, and it seemed a reasonable car, with the prior owner's son having done a major overhaul on all the suspension, a re-built engine, driveshafts, transmission gaskets, etc. The engine bay is clean enough to eat off of! I didn't really make an official offer on the car, but I mentioned a price range when we viewed the car. The owner's son called me back some time later and said his dad had "accepted my offer" on the car, and I didn't have the heart to say no. It was more enticing given the car came with a RWC (requiring a new windscreen & rubber and a new muffler) and 8 months registration, plus boxes of new and used parts (including a new grille!) and appeared to be rust-free. In cleaning up the car, I have discovered some rust in the floor that I repaired, and now it's just a matter of fixing up a few

other minor items. The body has a some minor dents and dings, and the original paint is showing its age, but it is presentable and it will be a fun car to play around with and use as a load-lugging car.

Here's hoping you all had a great holiday and I look forward to seeing you at the club events in 2008, including the National Rally in Toowoomba on the 16th to the 19th of May.

Regards,

PS: I forgot to mention how crap the weather was in Chicago and Detroit - temps getting down as low as minus 12 degrees Celsius, and snow almost every other day! Of course every plane flight meant de-icing was necessary, and interestingly the de-icing truck in Chicago was a Volvo!



Volvo de-icing truck at Chicago Airport



Engine bay and exterior of our newly-acquired 145S

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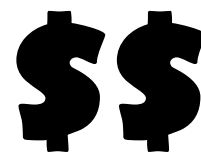
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Treasurer's Report



Adrian Beavis 0402-203-437 (AH)

This report is divided into two main parts. The first provides summary information for the state of the club's finances as at December 5th, 2007, which is the date of the last club meeting. It is an interim report because Wayne, the membership secretary has been laid low for a couple of weeks and we have not been able to process the most recent membership renewals.

Financial report

As at December 11th 2007 - the date this report was written - the bank account balance was \$2,957.88, with an additional \$60 cash held in the club's cash box. This \$60 was paid to me for the Christmas lunch after I had settled with the Waverley RSL club.

The following is a summary of the club's major expenses and income for the period from November 7th until to December 5th 2007 (that is, before the Christmas lunch).

Income:

Membership subscriptions: \$420.00

Door donations at the November meeting: \$61.00

Bank interest: \$6.60

Total income recorded: \$487.60

Expenses:

Consumer Affairs Annual Statement: \$38.60

Bank fees: \$15.95

Magazine printing: \$770.00

Auditors fees: \$264.00

Nibbles for November meeting: \$24.40

Total expenses: \$1112.95

Net income: -\$625.35

We had 30 members turn up at the Christmas function, each paying \$30. Thus we received payments of \$900. The cost of the luncheon, plus the hire of the room for the presentations of the trophies plus \$100 for the bar tab (soft drinks only), was \$1107.50. Thus the club subsidised the luncheon by \$207.50 (or about \$7 per person who attended). In addition there was the cost of the trophies (\$293.20) - for which many thanks go to Mark Hoffman for organising - and just under \$82.95 for the raffle prizes - for which many thanks go to Heino for organising. A pleasant day was had by all who attended. Afterwards, the car park outside was resplendent with many a fine specimen of automotive engineering waiting for us as we set off home; the sun was shining off glass, polished stainless steel and paintwork. I, for one, who never remembers sunglasses, was glad to be wearing a hat, such as the glare from the Volvos.

Auditor's report

The club's auditor has prepared the financial statements for the year ended June 30th, 2007 and these have been submitted to the Department of Consumer Affairs. A copy of his report is available for those who wish to see it. I will bring it to the first few meetings in 2008. Its main features were:

1. The operating loss for the year \$1,125, which compared with a profit of \$533 in 2006.
2. The unappropriated profit at 30th

June 2007 was \$3729, which compared with \$4,854 for 2006

3. Equity was represented by current assets of \$3232 and non current assets of \$497 which compared with \$4248 and \$606, respectively, in 2006.

The auditor concluded that, in his opinion, "the financial report [presented by the club] presents fairly in accordance with its determined accounting policies the financial position of Volvo Club of Victoria Inc. as at 30 June 2007 and the results of its operations and its cash flows for the year then ended."

If you have any questions or comments about the above report please raise them with me at the monthly meeting or call me on the number above (after hours please). Are you wondering about the loss in 2007 compared with the profit in 2006? You are not alone; I had a look to see why and it appears to be due mostly to the timing of the annual \$900 payment received from Volvo. In 2006 it was received twice - after June 30th, 2006 and before June 30th, 2007. In other words, our 2007 payment was received and processed in the 2006 financial year.

*Adieu, and happy motoring.
Adrian Beavis*

Membership Report

Wayne Bowers - - - - 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.

Membership Status

Number of members: 171

Number of expired members: 13

Number of current financial members:

158

New Member List:

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

Hugh & Judy Webb (960 GLE)

**Dave Bain & Glenda Stewart
(240 GLE, 242GT)**

Geoff & Lea Duffell (740)

Gerald & Janet Clements (242GT)

Don Tryhorn (P1800)

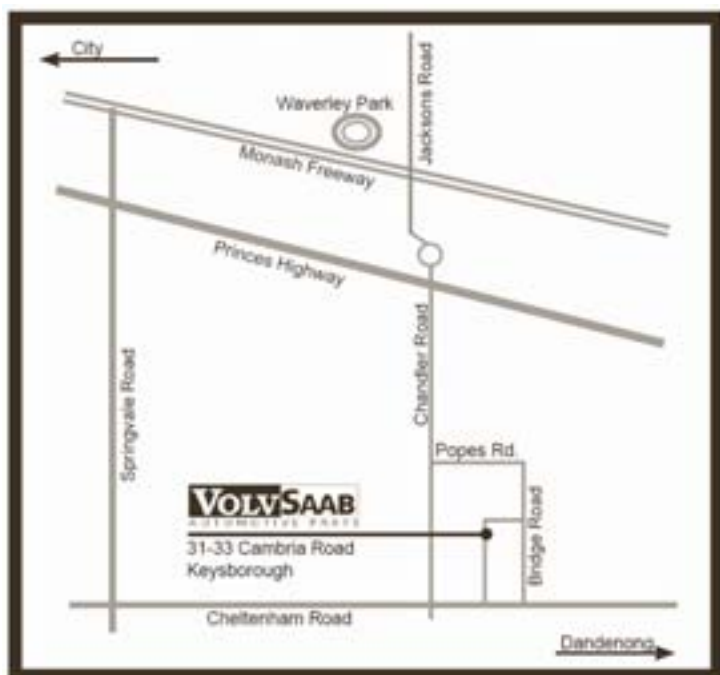
If you have any queries about your membership please feel free to contact me via email wbowers@tpg.com.au or phone (03) 9397 5976.

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

Regards,
Wayne

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www.volvsaab.com.au for many
special features available to
Volvo Club members.

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Australia's only dedicated Volvo & Saab parts warehouse. Our commitment to you, as a member of a Volvo car club, is that we will always provide premier service for all your Volvo automotive needs. When you deal with VolvSaab you will receive the benefits of the fastest service, best quality products and at the lowest possible price every time.

HUGE RANGE

As Australia's largest importer, dismantler & rebuilder of parts for Volvo vehicles we can offer an extensive range of quality new parts alongside an enormous range of recycled and warranted genuine used parts for all models.



EXPERIENCE

Established in 1985 VolvSaab has a huge depth of experience and knowledge to help you find the right part.

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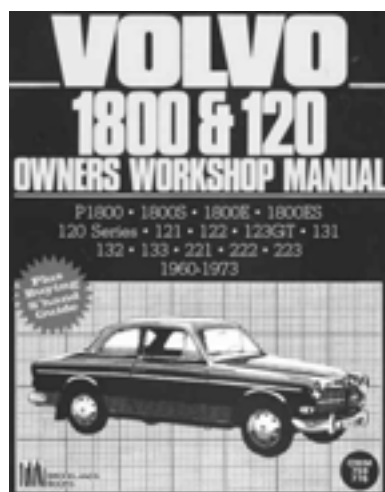
Brickbats & Bouquets

with "Grumpy"

SECRET CAR BUSINESS

Many moons ago when I bought my first car, a small Morris, I made off to the Technical Book Shop in Swanston Street in the city and bought a complete workshop manual by the car manufacturer, Nuffield.

It had been written not only for qualified mechanics, but for DIY backyard car types like me. I particularly liked the section on "The Engine".... "To remove the engine first raise the bonnet". Since then I have often wondered how you would remove an engine without opening the bonnet.



It would seem that the world has changed drastically since then. It is said that "knowledge is power". Today car manufacturers guard their technology very carefully.

Ross Kerslake in his newsletter for VANGARD ENTHUSIASTS makes the

following observations. Here is a condensed version.

We belong to the Victorian Automobile Chamber of Commerce [VACC] and when new cars came into our brake and clutch workshop it was common practice to request technical information for vehicles in need of repair. The VACC has a technical department which will fax information to its member on request. This is very important as today's cars do not have a workshop manual - at least not for sale.

This year the upmarket manufacturers, Mercedes-Benz, Volvo and BMW have refused to give any technical information to the VACC. The result is that the car owner will be forced to go to the authorised dealer and pay accordingly. Most dealer workshops are now charging \$110 plus GST per hour for labour. An apprentice who gets \$8 will most likely be working on your car. If this trend continues it will change the nature of the industry.

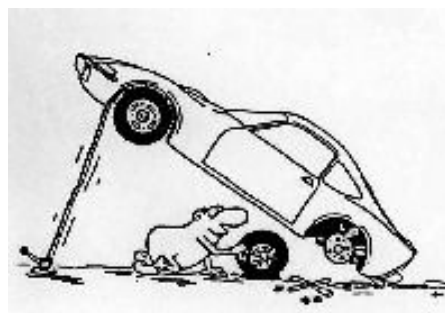
A customer with a late model car with an intermittent miss took his car to an authorised dealer. The report came back that the air flow meter needed replacing for \$900. The owner with 30 years experience tackled the job himself and solved the problem - a \$2.50 pollution hose with a split!

Even when manuals are available they can be expensive. An owner of a 1990 Mitsubishi Triton utility was recently quoted \$863 for a manual from Mitsubishi.

Another owner wanted a manual for a Holden "Apollo" which is not



available from General Motors. However if you are desperate for information you can buy a three CD set



in German for the German version of the car. (Maybe you mean the Opel-based Holden Calibra? I think the Apollo was a Toyota Camry in disguise! Ed.) Comment by the frustrated owner.... "I don't want to buy the whole bloody car!"

Even when you can get an original manual for an old classic car such as a

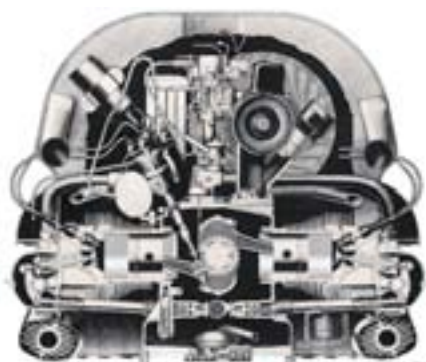
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1925 Huppmobile you can get into strife as the timing can end up five links retarded by following the drawings to the letter.

The Volvo manuals for the B18/20/30 show incorrect fitting procedure for the distributor which has not been corrected in later printings.



While travelling in Europe I bought a VW beetle [also known as "Hitler's Revenge"]. I had it serviced in a major city in the main authorised dealership and proceeded down the Autobahn at a high rate of knots when it suddenly lost power and vibrated badly. I managed to pull over and examined the air-cooled engine hiding in the rear. In changing the spark plugs the mechanic [?] had wrapped one ignition lead OVER the exhaust manifold

instead of UNDER and the insulation had burnt off and shorted out the ignition. I waited until the motor had cooled down and pulled the lead off the manifold and connected it in the proper position.

After many trips around Europe I was living in London and I needed a new clutch so I took the car to the biggest authorised dealer for repair. Within a short time the new clutch was slipping worse than the old one. I thought of going back to the dealer but was in a hurry and they could not look at the car for several weeks. So on the advice of a friend in the office, I took it to a small independent garage that specialised in Citroens and VWs. Yes the clutch was brand new but it had been a stiff fit on the drive shaft splines so the mechanic [read "apprentice"] had put a large quantity of bearing grease on the splines. Made the clutch plate slide smoothly while the motor was cold but melted all over the friction surfaces once the motor got hot.

I shipped the car to North

America and had it serviced in Canada for a flying trip to Washington DC. I was lead footing it down an American Interstate



highway and dropped into third gear to power past a huge semi-trailer when suddenly the car ran on three cylinders. Brake heavily, off the road, open the engine compartment - same problem as in Germany. Ignition wire OVER the exhaust manifold again! Different cylinder this time!

VERY GRUMPY



Kevin Greenaway sent this one in - it will do your head in!

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John Fleming & John Keane

Ph: (03) 9877-7754



The 1800/120 Pages

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

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

2008 EVENTS REPORT

At the AGM, our committee decided to hold the following events for 2008. Please note the plan now is for there to be an event on the first weekend of every other month, see below.

MARCH 2 Daisy Hill Forest Breakfast 8am

MAY 3 GLT tech day for 1800/120s (make sure your car is ready to climb the mountain in a couple of weeks!)
MAY 16-19 Toowoomba Rally (in conjunction with other Volvo clubs of Australia) (this promises to be great, so please come along!)

JULY 6 picnic and boot swap meet Brisbane north side

SEPTEMBER 7 picnic and boot swap meet Brisbane south side

NOVEMBER 2 AGM

Of course, we also aim to be a part of the hugely successful GLT Open Day, on a date to be announced by Peer Skaarup of GLT Motors in Cleveland, sometime in October 2008.

DAISY HILL BREAKFAST MARCH 2

Come and join us for what has been the biggest 1800/120 event of recent years for a FREE breakfast put on by the club. Look for the signs and the Volvos, and be there from 8 am!

TOOWOOMBA RALLY 16-19 MAY 2008

If anyone is interested in meeting up at a convenient point (and this includes you southerners) for a 'convoy' up the mountain, please contact me on (A/H) 07 3283 8067.

For further details on other events, watch this space!

AGM REPORT 1800/120 CLUB

The club held its AGM at the Redland Bay Sports Club on Sunday 25 November 2007.

See my accompanying President's Report for 2007.

I am pleased to announce the 2008 committee as follows

President	ROBERT BAKKER
Vice President	GRAHAM JONES
Treasurer	GEORGE MINASSIAN
Secretary	VICKY MINASSIAN
Events Assistant	PAT BEIERS
Tech Guru	PEER SKAARUP

I would sincerely like to thank Maida Skaarup for her great work as Events Director for 2007.

President's Report for 2007 AGM

With all modesty, I must report that 2007 has been a year of resurgence for the 1800/120 Club of Australia. I have seen a resurgence in the club, of values and events. Credit rests with no individual, but through the collective efforts of the committee and members' support. The common thread, of course, is all our passions for the Volvo 1800/120 series cars. It has been my goal as President for 2007 to restore the passion in the club, and remains my goal for 2008 and beyond.

2007 saw a handful of events, all well attended by devotees or our marque, not to mention stunning examples of the same.

The year commenced with the well attended breakfast at Daisy Hill Forrest on March 11. (not to mention the debut of my beloved 1800 E "girlfriend"). This is sure to remain on the agenda for 2008 events.

May 26 saw our members descend upon GLT Motors' spiffy workshop for interesting chatter, good company and some mechanical displays from our ever-lovin' Volvo guru Peer.



Who could forget the dazzling row of classics at Jandals Café on July 15 for our observation rally and the sounds of fruity Volvo exhausts as they all headed off on the run?

September 13 was a pleasant lunch, capped off by another brilliant day with a huge turnout of 1800/120s at the GLT Open Day on October 6. We even saw members and cars whom we have not seen for many a year.

My impression of 2007 events is that members most enjoy the opportunity for a casual get together where they can compare notes and gather tips, so it sounds as though Tech Days and picnic meets are the way to go. I would of course, welcome any feedback from members about what they would like to do in the future.

This vibrance is now reflected in a general dearth of cars for sale and heightened values for those cars sold. As a keen watcher of the many internet sites, the Rolling classifieds and any other forum, I can confidently say now that any vehicles coming up for sale are quickly snapped up. The months of them languishing unloved are over. Nowhere is this more in evidence than the top dollar recently paid for the superb '63 Jensen P1800 sold at the

Shannons auction in Sydney. Having recently spoken to its new loving owner, I keenly look forward to seeing this car at Toowoomba in May 2008.

In closing, my first stint as President is one I have enjoyed immensely. I hope to continue fostering a strong club with top vehicles, and to bring back to life vehicles that have been idle for too long.

Volvo for life

Robert Bakker President, 2007



PROJECT 122

A sense of irony touches me as I write these words about my newest acquisition.

In last month's "Rolling", I wrote "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."

A recent phone call from Peer had me and SWMBO trekking into the Gold



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Coast hinterland one Saturday morning to check out a white 4 door 122 for sale. Its owner has owned her for about 18 years, and it was a bit sad. (Tina was a touch intrigued by the fact we were to meet veteran actor Robert Colby as the seller)

Upon arrival, we were shown around a picturesque property, and led to a shed down the rear of the property. The moment I saw her, and our "eyes" met, I knew she'd be mine.

The poor girl had sat there in a carport for some 6 years. She was complete, but her biggest problem was some rust in the floor. She didn't go either, our seller not knowing why.

Closer inspection revealed some very interesting stuff. A GT steering wheel, GT dash, genuine tach, GT seats, anti-roll bars, GT extractors (!), and a few other cool bits and pieces.

She was a '67 M chassis, pearl white with tan interior. M40 gearbox. Original B18 had been replaced at some stage with a B20 of unknown spec.

The accompanying shots show her in 'before' condition. I aim to have her up and going for Toowoomba, in May, so watch out for regular updates!

So far, plans include a complete respray, and a race-spec B20/B21 hybrid with Weber carbs and lots of other good stuff!

Robert Bakker

Gregor's 260 GLE tales

Recently I was lucky enough to find a Volvo 260 GLE that despite its age was a genuine low mileage vehicle. It was a 1982 model and her husband's death, had played someone to wash the car twice a week and take the car to the Volvo dealership for a regular three monthly service.

I have heard a lot of stories about 264 models. I know the engines corroded, they were manufactured by the French who are famous for making bombs, and the 264 was not liked by many Volvo owners. I was surprised how smooth and quiet the car was and how pleasurable it was to drive, provided I didn't try to move it too quickly! Driving it meant keeping one eye on the vacuum gauge to keep the fuel consumption down and ignoring looks and gestures from the passing motorists.

So, on Sunday the 18th November, I passed up the opportunity to drive in yet another hill climb, gave up the inevitable trophy, and decided to take the 264 down the Pacific Highway to the Volvo club's Christmas get-together.

I purchased new Michelin tyres, Bilstein shocks, and replace the rear springs. Adequate preparation.

The old girl cruised down the highway. It was a quiet and effortless drive. Audrey and I discussed plans for trips to exotic places. We arrived at Prospect Dam just before the gates to the reserve were opened and joined a

group of Volvo enthusiasts waiting on the side of the road. After a few minutes of discussion of important motoring things, the gates were opened and everyone jumped in their cars and headed to the appointed picnic spot. Not!! In my newfound state of calm and relaxation induced by driving a 264, I waited for everyone else to leave, and then turned the key. Nothing! I turned it again, and again, and again, and again and again! Nothing!

I have driven Volvo's for many years and know all about the tricky electrics. There was the time that I learned about the dirty contacts on the fuses. And the many times before I learned about the relay to the primary pump in a 242. Oh and the fading lights... must remember them.

This was going to be easy.

In my preparation I had cleaned out the boot and vacuumed it. I had also forgotten to put back the tool kit! No matter, Audrey's emery board was a little more expensive but effective. Each fuse was cleaned. Not that problem.

A 740 turbo we owned had a problem with the thingemy that prevented starting the automatic in anything but park or neutral. I played with the gear selector and turned the key. Nothing. No screwdriver to remove the console so I waited. Audrey regularly reminded me that it was getting hotter.

Another Volvo - a green 122 - and it stopped at an ice cream van. I quickly

Volvo 1800/120 Club Christmas Get-together



re-established my acquaintance with Phil and borrowed a screwdriver. I removed the console and the thingemy and cleaned it. Then I reassembled it and turned the key. Nothing!

I called the NRMA. They answered promptly. Now I am one of that generation that hates mobile phones. I have one, my wife tells me, so that I can be contacted - by her. It seems that in this age of female liberation she needs to know where I am and if I am safe.

I also worry about the phone bills, so conversations on the mobile are always brief and to the point. I know that the NRMA is a big organisation and that Sydney is not referred to as "the Big Smoke" for nothing. I was expecting to have mortgage the house, or worse, sell one of the growing fleet of cars to finance the call.

The operator was lovely. She was polite. She asked me for my membership number - it was on the card that Audrey carried in her wallet. She asked the problem and then hoped that I was OK. She asked for the vehicle registration. Then she read a list of cars for which I currently pay NRMA coverage, including some that I hadn't owned for years. No Volvo 264 GLE. Would I like to pay an extra \$80 penalty and another \$54 to join that car up for NRMA coverage? I was right about mobile phone calls being expensive!

Certainly. The blokes were already showing their Volvos and I hadn't even managed to tell anyone how lucky I was to get a genuine low mileage 264 in great condition.

"And where is the car, sir?"

"At the entrance to Prospect Dam."

"And where is that?"

"Sydney?"

"What suburb, sir?"

"Have no idea. Prospect?"

"Can you give a street name?"

"No!"

"Thank you sir. We will be there in thirty minutes."

I got a chair out of the boot and took Audrey over into the shade to sit down. Then I thought that I'd better go back into the sun and raise the bonnet so the NRMA patrol would know that this was the car, amongst all of the other genuine low mileage 264 GLEs out for their Sunday drive, that this was the one broken down car.

Sometimes I am soooo clever! I waited for another 10 minutes in the sun, counting the skin cancers to pass

the time. Then out of frustration, I turned the key one last time. The old girl jumped into life. Down with the bonnet, collect the chair (and Audrey) and we motor down to the picnic spot.

The men were standing around talking about Volvos and showing their cars. I look at a couple of lovely P1800s and discover the secret to the windscreen washer bottle that has never seemed to fit in my car. Now my P1800 was not there because it was ... unwell. But I have a good visual memory and I am sure that I know what my windscreen wiper bottle looked like and to make sure I insist that every driver display their engine so I can check theirs. Torben even has a spare of the right variety which is surplus to his requirements. I have a copy of the workshop manuals on CD which I am willing to part. These get together are great.

Audrey and some of the other long suffering wives are sitting in the shade, swapping Christmas pudding recipes and Audrey was saying how she would make two puddings during the coming week. The day just kept getting better. I meet and greet the ladies.

Then back to look at a car and then chat about important motoring things. Then to lunch which is a very pleasant and low key affair, broken only by a few trips to look at a car and chat about important motoring things. I'm introduced to a driver who is the doctor of the next door neighbour of Guy Smith and we chat about how he came to be there and about how safe and reliable Volvos are. I had to agree with him.

More very important discussion about cars, modifications and problem fixes after lunch. I finally get a chance to repeat the story of how luck I am to get a genuine low mileage 1982 264 GLE. Then people have to start packing up. Still some time for some more motoring stories and the odd inspection. Finally, the group gathers to check over the genuine low mileage 264 GLE. Some pleasant, if not fulsome comments are made and I am happy. But I decided to pack up the car and not be the last to leave. Inner peace is one thing, but waiting late into Sunday evening for the NRMA in a park which is due to close is another.

Sometimes I am soooo clever! While packing I lifted the bonnet. I had added another fix for electrical problems to my list. I waited a few

minutes and the car started. Audrey was a real doubter. Personally, I knew it would be all right.

With the car idling, I thanked Guy Smith for the organisation and for a very pleasant day. I said good bye to a very nice group of people, the new friends I had made, and took a final look at the cars.

I am pleased to be able to report that the 264 GLE exceeded the speed limit for most of the return journey to Newcastle. It did this in a very unstressed manner. I did not watch the vacuum gauge nor try to minimise the accelerator setting, but towards the end of the trip I did pay more than passing attention to the fuel gauge.

I repaired the thingey (transmission isolator switch?). I spent every evening for a week playing with the car. When hot the car would not start. Up with the bonnet!

Ten minutes waiting at Newcastle's busiest intersection at peak hour helped me regain inner peace. I also gained strength - have you had to push one of those 264's?

I took it to the Volvo dealer who took 30 seconds to diagnose a starter motor problem.

My cheap purchase is now an investment and I have added a very pleasant Christmas get together and another electrical fix to my long list of experiences.

Gregor

P.S. I used the car to compete in a road touring event (another Volvo victory) and my navigator wound the electric window down. We did the last 150km with refreshing rain cleaning the interior. After the event, in desperation, I thumped the door and the window wound up.

I have added yet another electrical fix to the list.

FRENCH VOLVO P1800 WEB SITE

<http://www.volvop1800france.com/>
select "Actualités" and then "Visite chez Gerry Lister"

Article translated from French into English

Gerry Lister is THE specialist in old Volvo cars on the continent of Australia. His P1800 has been photographed a number of times during various races and tarmac rallies for Classic Cars.

He has a business that imports and distributes replacement parts for Vintage Volvo Cars called 'Volvo Downunder' and that figures also in

another page on our website called 'Liens Commerciaux'.

Olivier went to visit him and we have put together a short story.

As promised a short story on my article on Gerry Lister in Australia.

I had contacted him as a professional supplier for parts for my P1800 but the geographical situation is inconvenient and France is not as far away from Sweden as Australia is so the extra cost in freight and import taxes makes the parts more costly for me.

But he was very helpful and I promised to visit him to say hello and have a chat. I kept my promise and it was a good thing as he was charming. He lives far away in Sydney and his business is aptly called 'Volvo Downunder' which is literally what Australians call their country. He has done many restorations of P1800's and Amazons. He has many customers in Australia and exports to other countries such as England, USA, Japan, South Africa, Malta, Guatemala, Malaysia and New Zealand.

He also produces a replacement Dashboard for Amazons. He is very capable at his craft. If you really want it he may sell you one of his cars, a 1966 Two Door 122S with Overdrive and only 60,490 miles on the clock (right hand drive obviously). It would cost about 12000 Euros plus about 2000 Euros to transport it from Australia. I have seen the car; it is like new, without restoration. It is a museum piece in its current condition. The photos speak for themselves - it is truly magnificent.

In his garage is a 1964 P1800 with 128,000 miles. It is modified for racing and tarmac rallies using B20 Engine with Dual Weber Carburettor, 1800E Disc Brake Rear End with Limited Slip Diff and Koni Adjustable Shock Absorbers with Yokohama O32R Tyres. It handles very well and is very forgiving in the wet.

His other car is a 1968 144S which is also very special. It is a factory built rally car, one of 3 built by Volvo for the 1968 London to Sydney Marathon. Gerry used the car again in the 1993 London to Sydney. This car has travelled over 400,000 miles.

At the end, Gerry is a font of information. He was involved in the importing of Volvo cars into Australia in 1962 and has 45 years experience in these Classic Models. Even if you do not have the opportunity to do business with him, he is open to providing advice

Gerry's cars featured on French Volvo Club web site



and answering questions. A last thing, over recent years Gerry has seen an increase in the demand for parts to restore P1800 in Australia. We hope that the same will happen for us.

Texte et Photos © Olivier Santicchi 2007

NEW: Gerry Lister Announces Availability of Dash Pads for Volvo 123 GT

Following the great news that Volvo Sweden are remaking Dash Pads for P1800's (see below) we can announce that they are now supplying original Pads for the 123GT. And soon the 122S Dash Pads will be available.

I have several RHD Dash Pads on their way to Sydney and by the time you receive your magazine they will be in stock. And they other good news is that they are very easy to fit.

Please contact Gerry Lister on 02-9499-6666 or 0412-221-211

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 SA Pages

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

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

Sunday 25 November 2007 Car Club Christmas Lunch

Approximately 40 members
attended the Christmas Dinner this
year. It was a great time to catch up
and enjoy each others company and
tales of the
year gone by.

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



January/February 2008

VOLVO CAR CLUB OF SA 2008 EVENTS (through September)

JANUARY
25TH – 28TH

Parks & Gardens Australia Day Tour 2008
Mount Gambier Veteran & Vintage Car Club
Inquiries: Email – peterchristine@internode.on.net

FEBRUARY
24TH

Rymill Park Picnic Day
Bartels Road, Adelaide
Meet near the kiosk
BYO picnic lunch - BBQ facilities available
Have a relaxing day and make a time to catch up with
friends

MARCH
14TH

Club Meeting
7.30pm – Glandore Community Centre

16TH

Warrawong Wildlife Sanctuary
9.30am – Meet South Terrace, near Pulteney Grammar
Free Entry
Enjoy morning tea in the Bilby Café overlooking the
sanctuary (morning tea at your own cost)
Enjoy a self guided walk (no charge)
Then on to Hahndorf for a stroll along the street.
BYO lunch or pick up a bite at a local cafe

APRIL
20TH

Trip to the Clare Valley – Mystery Day
9.00am – Globe Derby Park, Port Wakefield Road
BYO lunch or purchase on route

MAY
9TH

Club Meeting
7.30pm – Glandore Community Centre

16TH – 19TH

2008 Volvo National Rally
Toowoomba
Details in the magazine or at:
www.volvoclubqld.org.au
Contact Craig Rasmussen on 0428 529 372 for leaving
date and route details

JUNE
29TH



Club BBQ with Show and Shine
Details of venue closer to the date
Compulsory for Historic Registration Inspections
All books to be signed at the AGM

JULY
11TH

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

13TH

Mid Year Lunch
Details closer to the event



AUGUST
17TH

Keep an eye out for event details

SEPTEMBER
12TH

Club Meeting
7.30pm – Glandore Community Centre

28TH

Bay to Birdwood
Vintage Run
Get together at Gumeracha to watch the run
Details closer to the event



VOLVO CLUB OF QUEENSLAND

PO Box 216

LABRADOR, QLD 4215

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Web Site News

If you have visited VCQ's website recently you will have noticed some changes. First is the overall different appearance. The website is based on Joomla! This is an open-source (free) website management package. It allows us to apply templates which alter the physical appearance of the site quickly and easily without having to know HTML programming. The new template is cleanly styled and makes the site look more modern. There have been several other changes too:

The members area & it's content is gone. This was done for two reasons. First, it was difficult to develop new content without copyright issues. Second, the area was under-utilised, probably because of lack of content. All member login's are now null and void and the member's login module is no longer on the site. The Forum has also gone. Apart from one message this was not used.

The preferred suppliers listing, which was in the member's area, is now publicly available. This will hopefully be expanded on during the year. Also, don't forget the website now has a "for sale" section. Any Volvo parts or cars

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

you no longer want or parts/cars you do want can be advertised on the site for free (member's only). Nominal fees apply to non-members. Send your ads to Brad at website@volvoclubqld.org.au

Finally, if any members have photos from club meetings they have attended, feel free to email them to Brad for inclusion on the website. The more photos we have to display the better. Sometimes there are things I can miss at a meeting that someone else may have caught on film (or memory card).

VCQ COMING EVENTS:

Sunday 20th January 2008 - Annual General Meeting. Meet at 10am at the Bearded Dragon Tavern, Lot 1 Tamborine Mountain Road, Tamborine (Refer to UBD Gold Coast Map 2, G13). From there we will take a scenic drive up to Mount Tamborine and have lunch in a local restaurant where we will hold the AGM. All members are urged to attend.

Sunday 16th March 2008 - WATCH THIS SPACE!!!

16 - 19 May 2008 - Volvo Clubs of Australia National Rally, Toowoomba, Queensland. Hosted by Volvo Club of Queensland. Come along and help celebrate VCQ's 10th Anniversary! Check the website for more details.

NOW HEAR THIS!!!

Volvo Club of Queensland Annual General Meeting to be held on Sunday 20th January 2008. All members please make an effort to attend this meeting and have your say on the future of the club. Nominations for positions will be taken including President, Secretary/Treasurer, Website/Magazine &

Technical Officers. See details in the Events table.

Christmas Picnic on Mt. Mee Nov 2007

Rain threatened to spoil our final meeting for the year but it turned out to be quite a pleasant day although the ground was a bit damp after 56mm of rain the previous day. In attendance were the Hunt's (740GL), Brad (940GL), Mike (740 Turbo), Petersen's (164), Munro's (XC70), Anne & John (850R). Vic & Terry (242GT) showed up later after enjoying an unintended drive around most of west Brisbane! We met in Wamuran and took a leisurely drive up to D'aguiar. We stopped briefly at the Mt. Mee lookout. Everyone became a little nervous when a police officer followed us into the carpark on a motorbike (guilty conscience perhaps?). As it turned out, he was only running in a new engine but we did see him book someone in Wamuran (trying to pay for the engine rebuild???). After arriving at the picnic ground, Grahame showed us the club's latest acquisition - a laptop with VADIS installed as well as several Volvo green manuals. This is available for club members to access information about their Volvo(s) but you have to attend the meetings! After enjoying a BBQ lunch this year's Rally was briefly discussed - look out for the registration



Old Gantry at Mt Mee picnic ground



Some of the Members' Volvos



Firebugs (Grahame & Mike) hard at work

packs, they should be out soon if you don't have one already

My Cars, by Rob Howard

My grandfather started selling petrol from home in 1919 out of 4 gallon glass jars. Dad joined his fathers business in 1949 and then I started in 1975 after finishing school.

My grandfather had drive your self car (renters) and was selling new Vauxhalls which you may only receive one per month and you were selling several.

Dad was approached by The Rootes Group to sell Humber, Hillman, Sunbeams and Commer trucks in 1954.

So my first car was a 1963 Sunbeam Rapier 3A. I drove this car for about 12 months then a 3 year old Hillman Hunter Safari wagon came into stock and the thought of a newer Hunter came on strong. What a great little car that was. Next came a 1967 Humber Super Snipe in Madderson Gray a top car and did some very wild things like pulling bogged 4x4s out of sand and towing a caravan at some stages at well over the ton. She had a big set of hotwires and fat Bridgestone tyres.

But doing that sort of thing took its toll and the Humber became too expensive to keep fixing and so this Swedish thing came into stock and dad



Rob's rare 740T soft-nose

said "here these things are indestructible - try and break it." It was a 142S. Well that was when I was about 19 or 20 and a Volvo was so uncool.

A lot of my mates had V8 panel vans and the Volvo was not what was considered a smart move for picking up in. But passed the dad test (nice boy in a good safe car)

But when it came to driving the thing I could out brake out corner and down low blitz their V8. And I had a lot more drinking money

each week as the running cost was now so much cheaper.

As time passed and so did the 142S I ventured into other cars.

By 1978 Mitsubishi had taken over Chrysler who had earlier taken over The Rootes Group and called the new company Chrysler Rootes Australia Pty Ltd. (Sounds like the Keating theme for Australia in the 90s or what is about to happen now. Oops, well my name is Howard) and we started selling Japanese Valiant's and Sigma's

So I had to drive a Sigma. The first was a 2000cc auto. Well I always believe that if you run an engine in hard it will always perform well so I did and the last time I drove that car about 10 years ago it was still the quickest Sigma ever (it did 160 kms/hr as the Speedo turned 100kms) and it never used oil between changes.

For a couple of years I drove Sigma's but that Volvo thing was still there. We often had Volvos in stock - one being a 264 anniversary model, which I drove a lot until it was stolen from home one night, recovered undamaged, but it was sold not long after and for a while I drove a Triumph 2500PI manual a great car.

We sold our business and the premises in 1984 and I thought my car days were over. I spent some time overseas and kept seeing Volvos and the passion started to grow stronger.

I returned to Australia and moved to Qld.

Then the Volvo thing went mad. I have no idea how many Volvos I have owned - some do come to mind. One was a 164E manual - what a great car - so much HP and great

brakes. My business dictated that I have a Ute so I swapped it for a Mazda Ute (what a pig) then a 242GT popped up. I paid the deposit but the owner needed it for a couple of weeks and rolled it before I got it.

So being the nut I am I still picked up the car and repaired it replacing the turret, front guard, bonnet and drivers door. Repainted it and loved it for several years.

Next was a 254GL wagon and it was quick it had that diff ratio we all want. I think. It had a very high speedo reading and was a great work horse. Next a 633CSI BMW - you know - rust bucket. The seat on the passenger's side wobbled as I drove due to rust in the floor. But could it go - it was good for 230kms/h and handled like it was on tracks.

Next was a 1985 240GL manual looking like a GLE. This car worked in my furniture shop as a delivery truck. I remember stacking 5 single mattresses and bases on the roof racks one afternoon, standing on the boot and bonnet tying them down, just think of how high it was. I paid \$4k for that car and did 4 years of hard work without ever spending a cent on it and then sold her for \$2k to David at Allen's Volvo Wreckers Brisbane for his brother - I bet it is still going strong.

Several Volvos have come home - one being a 142 S convertible. Unfortunately the rust got to this old girl before I got to her and she went to god.

My best car is my 740 turbo with very low kms on the speedo - it is not even registered at the moment and has only been out once since Inverell where it won the 740 class.

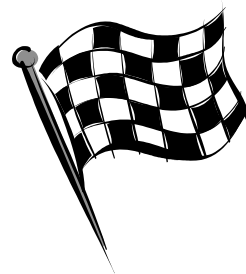
I am restoring 2 x 242GTs, one an auto and the other a very clean car with almost no body damage, having never been in an accident - just a slight rust spot in the wheel well from a wet rag. The auto is one of the Australian conversions done for Astra Pharmaceuticals in 1979. All my GTs have been 79s - don't know why - just has been that way.

I am looking at a very special Volvo in the next week and maybe doing something quite unique with these cars.

Thank for the great mag guys I know how hard it is to get help from busy members.

See you all at Toowoomba.
Rob Howard

MOTORSPORTS REGISTER



ASH DAVIES (ash.davies@dvs.net.au) & **NOEL BRUIN** (volvocrazy@optu.net.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.alfaclubvic.org.au

Holden Sporting Car Club of Vic

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

OPEN PRACTISE AT CALDER PARK:

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

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

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

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ph: 0412 709 695

Noel Bruin

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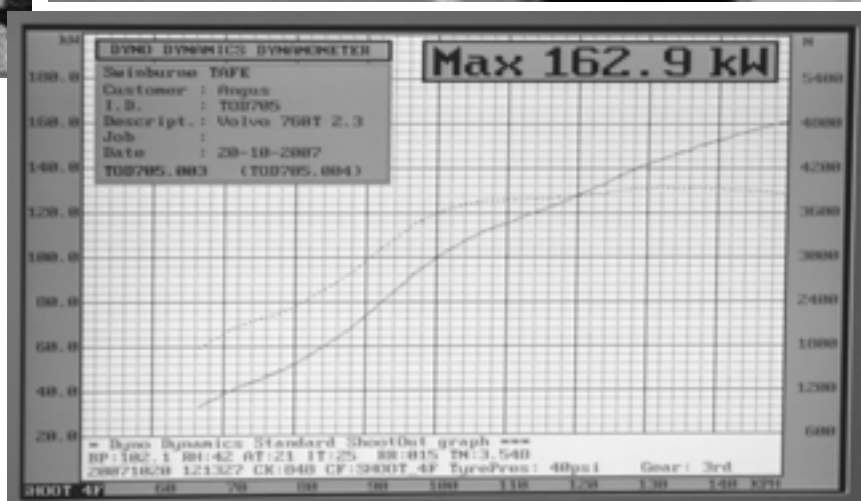
Dyno Day 26Oct2007

Results are in for the Volvo Club of Victoria Dyno Day, again held at Swinburne TAFE (a great venue!) A big thank you to Cam Tuesley for organising and for the folks at Swinburne for running the dyno and providing the facilities. The stand-out of the day was Angus's 760 Turbo with 163 kw at the rear wheels. This was matched by G-man's 850R and nearly so by Soko's V70R. A great day was had by everyone who attended.

The day wasn't without mechanical incidents. Michael's turbocharged 242GT spilled oil out the breather and appeared to be nearly catching fire. Nick's 242GT (also a turbo) had some overheating problems, so he pulled it off the dyno before

Dyno Day (clockwise from top right):

- Angus's 760 Turbo
- Dyno output chart from Angus's car
- Graeme Berry's V8-powered 242
- Cam's 570



reaching peak performance to avoid damaging the engine.

Interestingly, the two V8 powered cars were well overtaken by the turbos, and I bet the turbos get better fuel

economy. Maybe Graeme's V8 is cheaper to run since it is on pure gas.

With Cam moving to Adelaide recently, we hope we can keep the momentum going and continue to have one or two dyno days per year.

**Full Dyno Day
results on next
page--->**

Dyno Day (clockwise from top right):

- Mark Icton's 740 Turbo
- Looking for the turbo on Michael's 242GT
- Looks like Dion's going for a ride on the dyno in his V70
- Lance checking out Nick's 242GT turbo
- Caz's 262 and John's 740 Turbo
- Mark's V40 T4 and Joe's V70R
- Greg's 240SC and Julian's 265
- Wendy's 740 16V and Lance's 242GT



OCTOBER 2007 DYNO RESULTS

Name	Rear Wheel Kilowatts	Model	Notes	Transmission
- P1800 -				
Dave R	58.1	P1800		MANUAL
- 2 SERIES -				
Julian	64.8	265	2.3 ENGINE	
Lance	70.5	242GT		MANUAL
Greg	59 OFF, 82.4 ON	240GL	SUPERCHARGED	MANUAL
Nick	84.2	242GT	TURBO	
Caz T	93.4	262C	3.8 HOLDEN VN V6	MANUAL
Michael	116.6	242GT	TURBO	MANUAL
Graeme	150.8	242GT	400 CHEV V8 LPG	AUTO
- 7 SERIES -				
Wendy I	73.7	740 16V		
Mark I	102	740T		AUTO
John R	111	740T		MANUAL
Angus	163	MONSTER 760T		MANUAL
- MODERNS -				
Dion N	84	V70	20V	AUTO
Mark R	97.4	V40 T4		
Joe R	113.2	V70R		
Thorben	116.2	960 AUTO		
Cam T	118.5	S70T	CHIPPED	AUTO
G-Man	163	850R	CHIPPED	MANUAL
Soko	162.4	V70R	CHIPPED	AUTO
- OTHER -				
Steph	135	VT COMMODORE	5.0 V8	MANUAL

Dyno Day (clockwise from top right):

- Mark's V40 on the dyno
- Dave's P1800
- G-Man's 850R
- Thorben's 960
- Peter Soko and his V70R



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T/as Volv-Rek

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Victorian Events Coverage

Maldon Drive & Train Trip - 18 November 2007

The day started out looking like rain for our drive to Maldon, but it turned out to be a nice sunny day in the end. We all met up on the Calder

freeway - 7 cars in total (5 Volvos, a Citroen C3 and a Holden Statesman). The drive up was pleasant, but some of the cars took the wrong exit off the highway after being left in the dust by the faster lead cars! Everyone

eventually made it to the historic Maldon train station. Some of us took advantage of the hour or so before the train ride to check out the quaint shops around town, then we departed for the Castlemaine on the train. You had to

Maldon Drive (clockwise from top right):

- Group at the start point discussing the route
- On the road to Maldon
- John's 262 at the train station
- The Volvos parked in front of an old train carriage
- Another shot of the Maldon train station
- Farm scene along the train track en route to Castlemaine
- The train's steam engine



be careful where you sat on the plump, comfy-looking seats in the train compartments, as the upholstery was hiding some titillating spring works beneath! The train took us through scenic countryside with lots of gum trees, fields and old farm sheds.

Castlemaine turned out to be rather disappointing, with not many shops open. We did find a decent but small bakery to have a bite to eat at, before the return trip to Maldon. Some of us had seen a large antiques place on the train over, so we decided to drive back to it and have a look. They had a large display of old automotive memorabilia, including many restored petrol pumps, enamel signs and model cars. It was worth a look. We also checked out a huge hardware store that had many unique used items for heritage home restoration (antique door knobs, hinges, light switches, windows and doors - you name it!) It was a place you could spend hours in!

Thanks to John Johnson for organising the train trip - it was a fun day for all!

Classic Volvo Parts Day

Sunday November 25th John Fleming and John Keane of Classic Volvo Service in Blackburn and accompanied by Irene Pearey from Amazon Spares conducted a highly successful parts sale day mainly for Volvo 122 and 1800 series cars with some 1-series bits as well. On sale was a good cross section of parts including body panels, bumper bars, interior trim, seats, instruments, electrical components, gear boxes, differentials, wheels and sundry other bits and pieces.

Bruce from T&E tools was on site offering a good range of tools and he also doubled up as the cook for the

BBQ lunch which was accompanied with good music.

A slow but steady stream of bargain hunters presented themselves before lunch but the numbers increased in the afternoon with the final transactions taking place around 5 PM. The hosts have since discovered more spares accidentally overlooked and are planning another sale day on February 24 (more details in VIC calendar, page 2, and ad below) which will include a display of Classic Cars they have restored over the past 10 years. An excellent day was had by all.
Walter Gowans

December Night Meeting BBQ and Tune-up day at Voldat

Unfortunately I missed these 2 events due to my USA trip, and nobody sent me pictures! Thanks John for hosting the night meeting BBQ and the tune-up day. I understand numbers were down at the tune-up day - possibly due to everyone getting ready for the holidays? I would have liked to have a look under the 145 up on the hoist.

Christmas Lunch and Awards Presentation - 9 December 2007

This year, as has been the tradition for the last several years, we had our Christmas Lunch at the Waverley RSL. About 35 club members attended, and we all enjoyed a great meal and good service from the staff. After lunch, we moved into the function room for the awarding of the Display Day winners' trophies and the door prize raffle. Everyone went away with at least one

door prize (thanks to Santa's Little Helper Dion for manning the prize table). Thank you Heino for doing a great job as emcee, and thank you Mark Hoffmann for organising the trophies again this year. If anyone has ideas or suggestions for the format, or alternate venues for the 2008 awards ceremony, please advise the committee ASAP so we can consider our options. Thanks Lance Phillips for making the arrangements with the RSL again this year!

A life without left turns

By Michael Gartner

My father never drove a car. Well, that's not quite right.

I should say I never saw him drive a car. He quit driving in 1927, when he was 25 years old, and the last car he drove was a 1926 Whippet.

"In those days," he told me when he was in his 90s, "to drive a car you had to do things with your hands, and do things with your feet, and look every which way, and I decided you could walk through life and enjoy it or drive through life and miss it."

At which point my mother, a sometimes salty Irishwoman, chimed in:

"Oh, bull—!" she said. "He hit a horse."

"Well," my father said, "there was that, too."

So my brother and I grew up in a household without a car. The neighbors all had cars — the Kollingses next door had a green 1941 Dodge, the VanLaningshams across the street a gray 1936 Plymouth, the Hopsons two doors

1800 & 122 parts sale

Don't miss our second big sale. More items discovered on rarely dusted shelves!!

- | | |
|---|----------------------------------|
| ✓ Good body panels & chrome items. | ✓ Classic & Vintage car display. |
| ✓ Mechanical parts & boxes of specials. | ✓ Amazon Spares new parts. |
| ✓ Some quite rare items. | ✓ BBQ sausage sizzle on site. |

Sunday 24 February 2008 9am-3pm

Classic Volvo Service & Amazon Spares

Unit 2 17-21 George St Blackburn Vic 3130 Melways 48 A10

Interstate queries welcome. Phone: John Fleming or John Keane (03)9877-7754

down a black 1941 Ford — but we had none. My father, a newspaperman in Des Moines, would take the streetcar to work and, often as not, walk the 3 miles home. If he took the streetcar home, my mother and brother and I would walk the three blocks to the streetcar stop, meet him and walk home together.

Our 1950 Chevy

My brother, David, was born in 1935, and I was born in 1938, and sometimes, at dinner, we'd ask how come all the

neighbors had cars but we had none. "No one in the family drives," my mother would explain, and that was that. But, sometimes, my father would say, "But as soon as one of you boys turns 16, we'll get one."

It was as if he wasn't sure which one of us would turn 16 first.

But, sure enough, my brother turned 16 before I did, so in 1951 my parents bought a used 1950 Chevrolet from a friend who ran the parts department at

a Chevy dealership downtown. It was a four-door, white model, stick shift, fender skirts, loaded with everything, and, since my parents didn't drive, it more or less became my brother's car.

Having a car but not being able to drive didn't bother my father, but it didn't make sense to my mother. So in 1952, when she was 43 years old, she asked a friend to teach her to drive. She learned in a nearby cemetery, the place where I learned to drive the following year and where, a generation later, I

Christmas Awards Lunch (clockwise from top right):

- 3 photos of the lunch tables
- Santa's Little Helper with the door prizes
- Gudrun accepting the Master's Class trophy
- Heino presenting the Golden Keyboard to Greg
- Heino and Adrian drawing door prize tickets
- (Centre) Walter with the President's Encouragement Award perpetual trophy cup



took my two sons to practice driving. The cemetery probably was my father's idea. "Who can your mother hurt in the cemetery?" I remember him saying once.

For the next 45 years or so, until she was 90, my mother was the driver in the family. Neither she nor my father had any sense of direction, but he loaded up on maps — though they seldom left the city limits — and appointed himself navigator. It seemed to work.

The ritual walk to church

Still, they both continued to walk a lot. My mother was a devout Catholic, and my father an equally devout agnostic, an arrangement that didn't seem to bother either of them through their 75 years of marriage. (Yes, 75 years, and they were deeply in love the entire time.) He retired when he was 70, and nearly every morning for the next 20 years or so, he would walk with her the mile to St. Augustin's Church. She would walk down and sit in the front pew, and he would wait in the back until he saw which of the parish's two priests was on duty that morning. If it was the pastor, my father then would go out and take a 2-mile walk, meeting my mother at the end of the service and walking her home. If it was the assistant pastor, he'd take just a 1-mile walk and then head back to the church.

He called the priests "Father Fast" and "Father Slow."

After he retired, my father almost always accompanied my mother whenever she drove anywhere, even if he had no reason to go along. If she were going to the beauty parlor, he'd sit in the car and read, or go take a stroll or, if it was summer, have her keep the engine running so he could listen to the Cubs game on the radio. (In the evening, then, when I'd stop by, he'd explain: "The Cubs lost again. The millionaire on second base made a bad throw to the millionaire on first base, so the multimillionaire on third base scored.") If she were going to the grocery store, he would go along to carry the bags out — and to make sure she loaded up on ice cream.

As I said, he was always the navigator, and once, when he was 95 and she was 88 and still driving, he said to me, "Do

you want to know the secret of a long life?" "I guess so," I said, knowing it probably would be something bizarre.

"No left turns," he said.

"What?" I asked.

"No left turns," he repeated. "Several years ago, your mother and I read an article that said most accidents that old people are in happen when they turn left in front of oncoming traffic. As you get older, your eyesight worsens, and you can lose your depth perception, it said. So your mother and I decided never again to make a left turn."

"What?" I said again. "No left turns," he said. "Think about it. Three rights are the same as a left, and that's a lot safer. So we always make three rights."

"You're kidding!" I said, and I turned to my mother for support. "No," she said, "your father is right. We make three rights. It works."

But then she added: "Except when your father loses count."

I was driving at the time, and I almost drove off the road as I started laughing. "Loses count?" I asked. "Yes," my father admitted, "that sometimes happens. But it's not a problem. You just make seven rights, and you're okay again."

I couldn't resist. "Do you ever go for 11?" I asked.

"No," he said. "If we miss it at seven, we just come home and call it a bad day. Besides, nothing in life is so important it can't be put off another day or another week."

My mother was never in an accident, but one evening she handed me her car keys and said she had decided to quit driving. That was in 1999, when she was 90. She lived four more years, until 2003. My father died the next year, at 102. They both died in the bungalow they had moved into in 1937 and bought a few years later for \$3,000. (Sixty years later, my brother and I paid \$8,000 to have a shower put in the tiny bathroom — the house had never had one. My father would have died then and there if he knew the shower cost nearly three times what he paid for the house.) He continued to walk daily —

he had me get him a treadmill when he was 101 because he was afraid he'd fall on the icy sidewalks but wanted to keep exercising — and he was of sound mind and sound body until the moment he died.

A happy life

One September afternoon in 2004, he and my son went with me when I had to give a talk in a neighboring town, and it was clear to all three of us that he was wearing out, though we had the usual wide-ranging conversation about politics and newspapers and things in the news. A few weeks earlier, he had told my son, "You know, Mike, the first hundred years are a lot easier than the second hundred." At one point in our drive that Saturday, he said, "You know, I'm probably not going to live much longer." "You're probably right," I said. "Why would you say that?" he countered, somewhat irritated. "Because you're 102 years old," I said. "Yes," he said, "you're right." He stayed in bed all the next day. That night, I suggested to my son and daughter that we sit up with him through the night. He appreciated it, he said, though at one point, apparently seeing us look gloomy, he said: "I would like to make an announcement. No one in this room is dead yet." An hour or so later, he spoke his last words:

"I want you to know," he said, clearly and lucidly, "that I am in no pain. I am very comfortable. And I have had as happy a life as anyone on this earth could ever have."

A short time later, he died.

I miss him a lot, and I think about him a lot. I've wondered now and then how it was that my family and I were so lucky that he lived so long.

I can't figure out if it was because he walked through life.

Or because he quit taking left turns.

Michael Gartner has been editor of newspapers large and small and president of NBC News. In 1997, he won the Pulitzer Prize for editorial writing. Thanks Peter Hoffmann for emailing this through!

Volvo *Imagineering*

Thanks Dion for submitting these pictures. If anyone else has any Volvo-related artistic creations, please get them to the editor for publishing in a future edition of *Rolling Australia*.



960 3.0 2-door



C30 T5 24



C30 T5-R 19



1971 "145 RS"



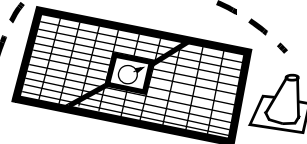
S60 2.5T R AWD

240/260 Register

Mark Hoffmann

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Happy New Year club members, and welcome to the first Volvo 200-Series Register article for 2008! I hope that all members and their cars successfully navigated the Holiday Season, particularly the latter in view of some of the extreme heat we have experienced of late.

To start off the year, I have yet another guest contribution to share, this time from Volvo enthusiast Brendan O'Donnell all the way from Ireland. Brendan and I have conversed via email for some time about parts and accessories for the 240 Series, and it became apparent quite a while ago that Brendan's association with cars of all makes stretches back quite some way, and has included not only the Volvo 240s that he still loves, but also five and six cylinder models in the Volvo range over the years, with more to come no doubt. Brendan explains in his article that his wife has come to expect to be driving any kind of different Volvo car from one week to the next, which I'm sure is a bit of an exaggeration, but fingers crossed that whatever other models might come and go in Brendan's fleet, that there might always be a 240 amongst them to fly the flag!

Brendan writes...

Well, where do I start? When I was growing up we had a number of cars; Morris Minors, Morris 1100, Hillman Hunters, Renault 16, Vauxhall Viva, etc. etc. in the family. All of these required ongoing maintenance to keep them going and as my brother Liam is a mechanic, his skills were always in demand. I was only too happy to provide free labour, and I always admired his ability to get dead motors humming again.

As time progressed I started doing basic servicing including oil & air filters, oil changes, and basic messing about with SU Carbies and some Webbers. There started my love of cars! I always admired the Volvo, Saab & Audi ranges as they seemed so refined and elegant and I promised myself that one day I'd own one of these marques.

Whilst working for a well known computer company over 14 years, I had the usual Fords & Opels as company

cars. Then, in 1998, I changed jobs and instead of taking the company car route, I took the cash. I had planned to get a 1992 Audi 100 in red, but when I went to pick up the car the driver's footwell was full of water and I backed (or rather raced) out of that deal!

I then started to look around and came across a silver 1992 Volvo 850GLT. What a car! Very comfortable, and the heated seats (had never had that feature before and would not live without it now) were a major factor in my decision to buy it. That was my first Volvo.

Within a year the car had replaced the family's Ford Fiesta for moving the children around, and I went looking for a car once again (I think I have a low attention span when it comes to cars!). This time I opted for a navy-coloured 1995 Saab 900SE 2.3. It was also a lovely car and could it go, but whilst it was nice it never really lived up to the comfort of the 850.

Now with only 117k on the Volvo and not realising that they can easily do double that, I went looking for a replacement for it, and came across a Navy 1994 model 850GLT. It had had one very careful owner, only 34k on the clock, and was in excellent condition inside and out. I couldn't let a great chance like that go to waste so the deal was done there and then and the new one was brought home. My love affair with Volvos was well and truly underway!

I have to admit my wife was a little surprised, but over time she's got used to my car craze and the fact that she could be driving any model of Volvo today and a different one tomorrow, but more of this to follow. Neither of the 850s gave a moment's problem, and I really enjoyed doing the servicing and the various bits and pieces to keep them in tip top shape.

During this time I also went back into the company car scheme and got myself a Skoda Superb Elegance 1.8t - a really fine car, don't be caught out by the badge!. Somehow, though, I missed the solidness of the Volvo and my wife would rarely drive the Skoda as she said it was too light and skittish on the road, unlike the Volvo driving experience

which was totally different, being mannerly and relaxed.

Then, in April of 2005, I was reading the Car-Buyers Guide and saw advertised a 1999 Volvo S80 2.0ltr automatic with only 37k on the clock and a full service history with the same Volvo dealer here in Dublin (Tom Canavan Motors) at a really good price. In choosing the S80 I did a lot of background research on the internet and came across the UK / Ireland Volvo-Owners website. As far as I'm concerned this site is the Holy Grail for me, with lots of information, support and ideas. I was so impressed that I signed up immediately to become a member.

Now you can probably guess what happened next? Yes, the 1994 850 was traded for it (I got a great deal), and we now had an excellent S80. There are very few cars that make me feel quite as good when I drive it as the S80 does. It really is a very very fine car; so quiet and refined, and whilst it is no ball of fire, it can certainly move once "kicked down".

It has now become something of a standing joke amongst friends as to how long I can hold onto a car! In fairness my wife has said she will only drive Volvos as she feels so much safer in them, but I think she would like me to hold onto this particular one for a good while longer. There were initially a couple of issues around the ETM and other Computer bits, but these were all fixed under warranty without issue - very impressive service from the dealer.

Sorry for the long lead-in, but we are now coming to the 240 [I was starting to worry! - Mark H]. Many years ago a neighbour of mine owned a 240GLT saloon in silver. He kept it very well and it was usually always shining. It just looked so good in his driveway that I always wanted one, and made a promise to myself to treat myself to one of these someday.

There is something about the 240 Series that I just cannot put my finger on, but to me they look so good. Maybe it's the fact that most (I use that phrase carefully) Volvo owners keep their cars in good condition such that it's hard to tell the year model just by the general appearance of the bodywork? Even

seeing them on the road here would always grab my attention, and I would want one of my own.

As summer was on the way (rather hard to believe with snow in mid-March '06), I was looking for a project that I could restore over the warmer months and maybe even display - ambitious or what? The plan was to create enough space in the front garden to take all the cars we now had in the household which included the S80, my son's Audi 80, my new company car (a Golf GTI) and the new 240 project car.

Opportunity came knocking and while browsing the local "Buy and Sell", I noticed a white 1992 245 2.0ltr SE for sale with 162k on the clock but with no current NCT (the National Car Test is the equivalent of the annual MOT check in the UK).

I asked my wife if she would come out to look at this car with me as I'd never driven a 240 before and I was interested in restoring one, and as she has an excellent eye for bad body work and the general condition of cars. Mind you, we were only going to "look" as none of the aforementioned front garden work had even got to the drawing board stage much less been started. Once I saw the car, however, I knew it was the one for me even though it was the estate model. My wife was happy to check out the body work but had not yet fully realised that the wheels (excuse the pun) were furiously working away in my mind as to how I could get it hold of the car!

Later I logged onto the Volvo-Owners website and posted the question: "Volvo 240 any year a good one or are they all good?". I got a fantastic response including two members actually ringing me to pass on a wealth of information for which I will be forever grateful, and for all the advice provided via the site as well.

Promises were made to cut back on my

expenditure and other bits and pieces, and it was agreed that I should go ahead and get the car for the princely sum of only 500 Euros.

The external body work was in good general condition (whilst not pristine), but the interior needed a lot of cleaning up, as did the engine bay. As I was the first person to contact the seller he gave me first-refusal, and although there was a lot of thinking done about it, I decided to go with my heart - that's not always the best choice, but I can live with it nonetheless! And so the deal was done and I was now the very proud owner of a 1992 white Volvo 245SE.

On the following Tuesday morning a very good friend of mine drove me up to collect the car, and watch this space for the "Mad Volvo Bounty Hunter" (as my wife calls me) with progress reports on completing this restore. That's a

somewhat confusing account of how I eventually ended up owning both an S80 and a 240 but I love them both. (Part 2 to follow...)

Thanks Brenden, for that great story of Volvo enthusiasm from the other side of the world, which reminds us enthusiasts once again of how much we have in common with respect to the virtues of the cars we love, wherever we may live. Brendan has his own webpage with pictures and information of the 240 wagon he spoke about, as well as other 240s in the family and in the works, so please check it out at the following link: <http://homepage.tinet.ie/~bpodonnell/brens240.htm>

Until next time I wish all members pleasant and safe motoring,
Mark Hoffmann, January 08

Pics of Brendan's 240 from his excellent web site



242GT/262C Register

Lance Phillip;

03-9707-2724 (AH)

lancephi@cyberspace.net.au

I am writing this a couple of days before New Year to make Greg's deadline for the first magazine of 2008.

There has been some action on the GT and 262 front since the last edition.

I picked up another gold 262, which would make a good project for someone. There is an interested person [name withheld in case 'she' doesn't know yet!!] so time will tell.

David Calligari is progressing slowly as he says:

Just received the latest copy of 'Rolling' and read the GT242 updates and thought I'd give you a brief update of my own progress.

So far the car's still sitting at my warehouse with work being done in between home bathroom renovation works. The head gasket's been replaced and motor tuned. Replacement disks and pads installed along with front brake rubber hoses. Both front seats fixed (working runners, lumbar support and seat back releases).

Replacement dash pad currently being installed but completion delayed to fix heater fan. All lights now work. New radio and speakers purchased. Central locking installed with power windows to come.

The list of things to do is getting shorter but I'm in no hurry. The heater is probably the biggest pain but the info on the Internet is very detailed.

I was hoping to have the car registered by the end of November but I suspect it will now be the New Year.

Anyway, that's it for now. It's been enjoyable to work on my toy and look forward to the day I can drive it.
Regards
David

I was able to drop in and meet Steve Dolan in Colac to check out his 2 GTs which are now up for sale. The 1980 car, which had a fire in the engine bay may become the Club circuit car after discussions with Graeme Berry, as the body is excellent and would make a good basis. I was interested in



Steve's 242GT is for sale

parts of it that Graeme does not need so we are working on getting back to Melbourne.

Steve's 1979 model is for sale at \$1500 and drives nicely so would also make a good project to bring up to scratch for someone looking for a reasonably priced GT.

It was also good to see Rob Howard of Queensland restoring his 242GT and I look forward to seeing it at the Rally in May.

Wanted:

242GTs are still in demand as Phil from Sydney is looking for one, as is Eric from Hobart who wants a project car to do up. Contact me on 03 9707 2724 to pass on details if you have one for sale.

For Sale:

1979 242GT in good mechanical condition but needs top half paint. A couple of minor rust spots around windscreen have been treated and ready for paint. Car is currently not registered. Car comes with 14" wheels not 15" as shown in photo.

He is asking \$1500 firm. Contact Steve on 0406 649 026

Singapore and Malaysia

November 2007

Background

Mobil - Exxon, has seconded club member and friend John Elliott to Malaysia for a couple of years. John is based in KL [Kuala Lumpur]. John invited Pam & I over for a visit to check out the sights and shopping. We accepted the invitation and decided to coincide it with his birthday and our 35th wedding anniversary in November. John's wife Sue also flew over to be there then we arrived in KL.

The area has significance to us as we were transferred to Singapore in December 1972 just after being married. [I said to Pam it was an all expenses paid honeymoon to Singapore!] It is also significant from a Volvo perspective as we purchased our first Volvo, a 1973 144GL manual whilst there and brought it back to Australia. We did a few trips to Malaysia in the Volvo.

As part of the trip we decided on 6 days in Singapore before flying to KL. Singapore has changed enormously in 33 years as one would expect and the only thing we remembered was the chairlift to Sentosa Island, which opened in 1974. Sentosa was undeveloped at that time and the chair lift was the start. Even the Zoo was unrecognizable with the changes.

There were quite a number of relatively new Volvos in Singapore as most cars are less than 10 years old as Road Tax [Rego] increases after a car is 10 years old to force them off the road and keep the fleet young.

Malaysia:

Once the decision was made on the trip I contacted the VOCM [Volvo Owners Club of Malaysia] to ask if it was possible to meet some of the members and talk Volvo. I had a reply from Committee Member Dzulastra who said we would be welcome and he arranged a meeting for the Saturday evening after our arrival in KL.

Dzulastra and his wife Corinne picked John & I up from the apartment and took us to dinner first before going onto the meeting place which was an outdoor Malay restaurant.

I was hoping a few members would take the opportunity to turn up to meet us but to our surprise over 40 members arrived with some travelling 3 hours from Penang in the north and Johor Bahru in the south. Everyone made us very welcome and it was a great night of informality and typical Volvo Club where people were out the back checking out cars and doing adjustments to a couple whilst the rest were inside chatting and even playing cards. Emam who has a



Heavily-modified Malaysian 850

262, 264 & 240 was really keen to meet me apparently as he had seen my articles on the 242GT/262 Register so was a bit of a fan. He was a real fun character.

At 12.45 we asked to be taken home as we may have been there to breakfast and in strife with our other halves!

The cars ranged from a 1974 144 through most of the models to the S60T5 of Dzulastra.

A few of the 850 models were modified both in engine bay and bodywork.

I was known by some through my articles on the 242GT on Volvo Adventures web page and possibly our page as well. Ash Davies was also known from his DVS site as well as Mark Richardson. Some of their cars have been chipped up.

One of the surprises to me was that the VOCM has over 2,000 members and sometimes has to limit day runs to 40 cars so as not to cause congestion. Their main point of contact is their web page forum. When they sign up on the web they don't become a validated member until their first outing. As they don't have a magazine they don't have fees.

As a farewell Dzulasatra, Corinne and the family took John, Sue, Pam & I for a final dinner and to say good bye. John plans to keep in touch though during the rest of his stay and participate in some outings.

I would like to thank Dzulastra, his committee and members for their hospitality and a great time, as this was one of the highlights of my trip.

I also visited one of the Volvo dealers to have a chat and pick up some brochures as some of their models differ to ours in specification. Volvos are still assembled in KL.

Pam & I would also like to thank John & Sue for their hospitality and showing us around as it made our trip more interesting and a pleasure.

We celebrated our anniversary and John's birthday by having dinner in the Revolving Restaurant some 350 metres above KL. It was a great view as it slowly revolved the 360 degrees. Another 'highlight' was the Petronis Twin Towers with the viewing platform some 40 floors up between the towers. They build them tall in KL although a few others have now past them.

Lance Phillips

Photos; this page, clockwise from top right

● **Dzulastra -our host for the visit with his red 240 [only red one in Malaysia]**

● **Some of the boys**

● **John & Lance have an in depth conversation with some members**

● **Another pic of the boys**

● **Dzul's S60T5**

● **Lance playing Gin with Corinne, Joe and Amas [aka Ampangbear]**

● **240 running on natural gas; [not LPG]**

● **Lance & Emam with his 264 [he also has a 262 and 240]**



Volvo; in Malaysia

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.volvo.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.

1995 940S (NMI 057) Turbo wagon, 211,000 km, dark blue, books, alloys, tinted windows, PS, AC, grey velour interior, 5-seater, tow bar, driver's airbag, ABS, CD, fog lights, in-built child booster seat, snow mats, new tyres. With RWC and 11 months rego - \$9500 ono. Phone Troy 0429-803-440

Garage clearance sale: Lots of second-hand parts for 122, 1800 models. Body panels, interior items, mechanical parts, etc. **Sunday 24th February** 9am to 3pm at Unit 2 17-21 George St, Blackburn Vic. Ph (03)-9877-7754 (B/h) See more info on page 2 in Vic calendar of events.

Wanted - 1800ES. I'm specifically interested in trying to find a good condition P1800ES sportswagon for purchase. I'm sure there are very few of these cars about but I imagine you know of the whereabouts of local cars and perhaps even if any are up for sale. If you can offer any advice, I would very much appreciate a call on 03-8534-9915 (BH) or mobile 0434-147-054. Thanks in advance for any help. Noel Forsyth

1995 940S Wagon (NMI-057) 5-seater, turbo, dark blue, books & records, 211,000 km, Alloy wheels, NEW TYRES, tinted windows, PS, AC, grey velour interior, tow bar, driver's airbag, antilock brakes, inbuilt

child booster seat, fog lights, CD player, snow mats. With RWC and long registration. \$9500 ONO Phone Troy on 0429-803-440

1979 242GT in good mechanical condition but needs top half paint. A couple of minor rust spots around windscreen have been treated and ready for paint. Car is currently not registered. Car comes with 14" wheels not 15" as shown in photo. \$1500 firm. Contact Steve on 0406 649 026. Photo in 242GT register pages Jan/Feb08

Wrecking or Sale Complete: 1989 740GLE 16 Valve. Unregistered Vehicle. No RWC. Good: The vehicle is running and goes extremely well. Engine was apparently rebuilt within last couple of years. Drives smoothly and brakes well. Has all the GLE trimmings. Many new hoses and parts in and around engine bay. Price: \$900 ONO. Car located in Cabarlah, QLD. Contact: Greg Munro 0416 009 704 or email makeh@ozemail.com.au

1973 164E, white, automatic, NSW rego.



Reason for sale - licence handed in due to age of my mother. Price range: \$700-\$1000. Contact Wayne on 0413550579 or email who_giri_53@hotmail.com

Wanted: 242GT; Cash buyer: Hobart Region. Phone Eric on 03 6272 1334

1985 360 in good condition mechanically, however the trimmings are not too crash hot. It would be excellent for spare parts and I'm only after say \$500, but happy to take less than this if needs be. I live in Sydney. Contact James on 0404114712 or email james.t27@gmail.com

1974 144GL Reluctant sale. British Racing Green automatic, single Stromberg carburettor, good condition, original glossy paint, tan interior. Owned for last 33 years. Phone Ronald 03-9390-1665

Wanted: damaged V70 or V70 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

1968 P1800 with 94,000 miles on the clock. Red with black interior. Runs really well. Original features. Serviced by Gary



Comerford. Selling as is \$14,000 ono. Needs a bit of TLC. Parting with my baby after 30 years. Phone Susanne B/H 07-3404 3085 A/H 07-3849 4405 Mobile 0417 742 632

1971 1800E (BAI 798) Gold, light tan interior. This vehicle was purchased new by its present owner in March 1971 (one owner) has 125,121 original miles, full service history. The owner describes the car as excellent in



all details, has just had a full service. These cars do not come along that often, the owner would like the car to go to a Volvo enthusiast. Asking \$30,000 ono. Contact David Ferguson 0412104403 (car is in Sydney NSW) or email anneferg@tpg.com.au

1986 360 GLT, white, 211,000 kms, and engine runs fine, unregistered. Issues: Paintwork: fading, front bumper paint is peeling. Body: no major damage, but dents and scratches caused by inconsiderate people who can't park. Electrical: dash lights are temperamental; need to turn headlight knob firmly to have them stay on! Interior: stitching in driver's seat coming loose;



original radio replaced with ill-fitting one by previous owner, dash light assembly loose; Perfect for someone to fix up - wouldn't cost too much money or time for an avid repairer. Could be used for parts but that would be a waste of an otherwise perfect car! Located in Footscray - I can be

VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

mobile: 0403 814 845
fax +61 3 9775 5302
mark@vptuning.com.au

contacted anytime on 0402 841 888. \$500 ono. Or email simonanderson@fastmail.fm

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)

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)

LOOK: Expressions of interest required:

TME/RAV'S SPORTSEXHAUSTS! 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)

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

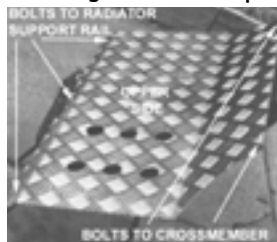
Parts: Galore for 142, 144, 145 or 164.

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

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

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

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



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

DV\$ 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 DV\$. 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 DV\$ for further enquiries.

DV\$ 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 DV\$ or email for details.

DV\$ '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**

DV\$ 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 DV\$ website www.dvs.net.au for more details.

DV\$ 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**

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

volvo performance parts

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

ashleigh davis

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>																																																						
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<p>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p> <p>Signature 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>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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Penrith NSW 2750

Telephone: (02) 4722 9900

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

Bellbowrie Motors

Cnr Pacific Hwy & Halls Road

Coffs Harbour NSW 2450

Telephone: (02) 6656 8700

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

Heyer Automotive Group

66 - 72 Windsor Parade

Dubbo NSW 2830

Telephone: (02) 6884 9755

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

Jason Wagga

42-50 Dobney Avenue

Wagga Wagga NSW 2650

Telephone: (02) 6925 3211

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

John Patrick Prestige Cars

169 Hastings River Drive

Port Macquarie NSW 2444

Telephone: (02) 6584 1800

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

Liverpool Prestige

Cnr Hume Highway & Mill Road

Liverpool NSW 2170

Telephone: (02) 9828 8123

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

Purnell Volvo

139 Princes Highway

Arncliffe NSW 2205

Telephone: (02) 9567 0000

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

Southern Classic Cars

188 -194 Corrimall St

Wollongong NSW 2500

Telephone: (02) 4254 2070

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

Trivett Volvo

60 - 64 Church Street

Parramatta NSW 2150

Telephone: (02) 9841 8888

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

Trivett Volvo

476-488 Crown St

Surry Hills NSW 2010

Telephone: (02) 9383 9300

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

NORTHERN TERRITORY

Darwin City Moteur

34 Stuart Highway

Stuart Park NT 0820

Telephone: (08) 8946 4444

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

QUEENSLAND

Austral Volvo

773 Ann Street

Fortitude Valley QLD 4006

Telephone: (07) 3248 9488

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

Pacific Volvo

129 Sugar Road

Maroochydore QLD 4558

Telephone: (07) 54795533

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

Southern Cross Volvo

Cnr James St & Anzac Ave

Toowoomba QLD 4350

Telephone: 07 4690 2333

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

Southside Volvo

1388 Logan Road

Mt Gravatt QLD 4122

Telephone: (07) 3323 7000

Sunshine Volvo

179 Nerang Road

Southport QLD 4215

Telephone: (07) 5509 7100

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

Tony Ireland Volvo Cars

54 Duckworth Street

Garbutt QLD 4814

Telephone: (07) 4726 7700

Trinity Volvo

94 McLeod Street

Cairns QLD 4870

Telephone: (07) 4050 5028

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

SOUTH AUSTRALIA

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: George Dieter's immaculate P1800 convertible. Thanks for the photo George. Guess I need to get around to doing an article on Volvo convertibles one day!

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