

ROLLING

AUSTRALIA
No. 177

March/April 2008



INSIDE THIS ISSUE:

Toowoomba Rally - last chance - Hurry!

Robert's 122 restoration progress

Volvo's haven't changed much!?

First photos of Volvo's new XC60

Grumpy's pigs may fly



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



Waterless Car Wash - February night meeting guest speaker:

For all those people that want to know more about Wednesday's presentation of the waterless car wash product, here are some details for you. There is also a chance for a club member to become a reseller for the club which is a great idea as we get can get the commission.

Apparently the technology is ion based which means a non-abrasive clean where the ions encapsulate the dirt and allows it to be buffed off very easily. The demonstration on Heino's fading red 740T looked quite good with both patches of paint and trim being cleaned. Roger also demonstrated the oxy clean system with a noticeable amount of old red paint on the cloth. After a treatment with the normal paint product and a buff, the paint looked really good.

There are products available for washing and protecting paint, one for refreshing oxidised old paint, one for rubber and trim and another for leather. On the website there also appears versions for metal and upholstery. The demonstration on the day was pretty good and it will be very interesting to get some feedback from club members who purchased the product.

The gentleman's name was Roger Wootton and his direct phone number is 0427 015 539.

Other avenues of contact and purchase are www.driwash.com.au/washme/ or email washme@driwash.com.au. Roger's ID number is 820.

(Thank you Ben Winkler for the above write-up, and John Robertson for the group photo.)



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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 Club; (Pg. 1)

DETAILS: If you want to enter the contest, please email digital photo or post "real" photo to the Editor. All submissions for the next magazine cover must be received by the magazine deadline (on Page 1). 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: Submitted by Lyn Foster & Noel Bruin - taken at Picton. Unfortunately, I think they have just sold the 122! I'm sure the lapse in Volvo ownership won't last long!



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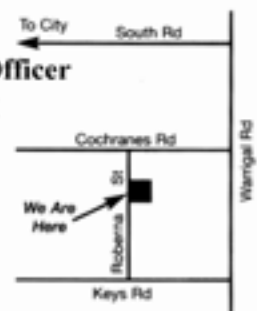
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WWW.VOLVOVIC.ORG.AU

VOLVO CLUB OF VICTORIA INC.

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

OFFICERS

PRESIDENT

Heino Nowatzky

Ph. 0425-705-045

hnowatzky@ozemail.com.au

VICE PRESIDENT

Lance Phillips

Ph. 03-9707-2724 (AH)

lancephi@cyberspace.net.au

TREASURER

Adrian Beavis

Ph. 0402-203-437 (AH)

SECRETARY

John Johnson

Ph. 0414-385-962 (AH)

SaintJohn@c031.aone.net.au

MEMBERSHIP SECRETARY

Wayne Bowers

Ph. 03-9397-5976 (AH)

wbowers@tpg.com.au

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

WEB MASTER

Ben Winkler

Ph. 0417-391-322

bwinkler@netspace.net.au

GENERAL COMMITTEE MEMBER\$

Stuart Boydell

Ph. 0411-150-246

p1800@sbscs.com.au

Mark Icton

Ph. 0434-897-144

miceton@iprimus.com.au

Christina Nowatzky

Ph. 0425 740 858

tnowatzky@netspace.net.au

Caz Telfer-Williams

Ph. 03-9772-2337 (AH)

skate_183@hotmail.com

PUBLIC OFFICER

John Johnson

Ph. 0414-385-962

SAFETY OFFICERS

John Johnson, Ph. 0414-385-962

Paul Frisk, Ph. 03-5968-5440 (AH)

LIFE MEMBERS

Lance Phillips, Peter Spencer,
Gordon Scrambler, John Johnson

HONORARY MEMBERS

Robert & Shirley Kaub

REGISTER CAPTAINS

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

1800-SERIES

John Johnson

Ph. 0414-385-962 (AH)

SaintJohn@c031.aone.net.au

PV444/544 & 120-SERIES

Philip Perkins

Ph. 03-9874-7543 (AH)

philip@wilkinsinternational.com.au

142/144/145/164

Heino Nowatzky

Ph. 0425-705-045

hnowatzky@ozemail.com.au

240/244/245/264/265

Mark Hoffmann

Ph. 03-9335-3946 (AH) 0402-071-186 (BH)

vol244@hotmail.com

242GT/262C/242/262

Lance Phillips

Ph. 03-9707-2724 (AH)

lancephi@cyberspace.net.au

700/900 & 990/V90 RWD

Rod Patton

Ph. 03-5952-5927 (AH)

360/440 & 340/V40/V50

Mark Richardson

Ph. 03-9775-5302 (AH) 0403-814-545

mark@vptuning.com.au

850/170/V70/160/180/XC70/XC90

Heino Nowatzky

Ph. 0425-705-045

hnowatzky@ozemail.com.au

MOTORSPORTS

Ash Davies

Ph. 0412-709-695

ash.davies@dvs.net.au

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NATIONAL RALLY:
May 16-19 in Toowoomba
DON'T MISS OUT!!
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ROLLING AUSTRALIA

MARCH/APRIL 2008 ISSUE NO. 177

**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**

EDITOR

Greg Sievert

Ph. 03-9397-5976 (AH)

gsievert@tpg.com.au

17 Lakeside Place

Williamstown, VIC 3016

MARKETING & CORPORATE ADVERTISING

Justin Chiew

0413-556-900

justinchiew@bigpond.com

DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th April 2008

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

Volvo Club of Victoria Calendar of Events

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

March 2008

Sun 2nd Volvo Club of Victoria Annual Display Day
at Flemington Racecourse. Photos and class winners + full coverage of the event in the next edition of Rolling.

Wed 5th Night Meeting
Greg Sievert will give a photo presentation of the recent (June 2007) Volvo Club of America Sweden trip, and we will most likely have photos of the Display Day.

Sun 16th Yea Autumn Festival (external event)
from 9AM in Yea. Displays of classic cars, motorbikes and remote controlled boats. Hand made crafts and home-produced food. Entertainment by the Wangaratta Pipe Band. Many other exhibits and displays - fun for the whole family. www.yea.com.au
If you'd like to attend as a group, please contact a committee member so we can try to organise a meeting point.

April 2008

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

May 2008

Wed 2nd Night Meeting
Guest speaker Bill Wellman - Auctioneer Extraordinaire! Bill has been involved in classic car auctions and the like (for example: Shannon's). Come along for a great talk!

16th - 19th VOLVO NATIONAL RALLY - The BIG EVENT - Toowoomba, Queensland. Time's running out to register - what are you waiting for?
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 Greg Sievert 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

August 2008

Wed 6th Night Meeting - Volvo Club of Victoria AGM

The Club's AGM will be held at the night meeting. Free dinner for all club members, and the election of officers for 2008/2009. Start thinking now about what you would like to do to help the club, and whether you would be willing to take on a committee position. If you're interested, please talk to a committee member now so we can start planning!
More info to follow in next edition of Rolling.

Attention all Club Members:

More photos, stories, tech tips and other Volvo-related information is needed for the magazine. Please email or post to the editor (details on previous page). Sorry, we usually cannot publish information from other magazines or copyrighted material unless we have specific written authority, so please come up with your own stories - how did you get into Volvos? What was your first Volvo experience? Did you find an easier way to repair your Volvo that other club members might find useful? Restoration stories, "birth" announcements, etc. Send it through!



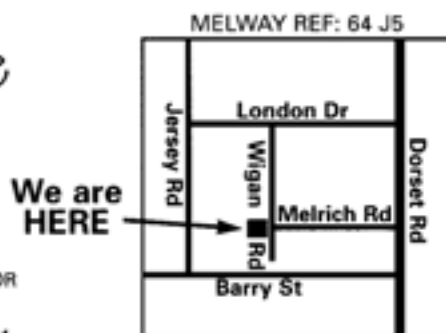
VOLVO SERVICE & REPAIRS
4 Wigan Road,
Bayswater 3153

PH: 9762 9353
FAX: 9761 1593



Paul Frisk
MANAGING DIRECTOR

Marshall Hornby
SERVICE MANAGER



President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS:

Volvo, Volvo, Volvo

The new XC70 and V70s have been released in Australia. There is plenty to be excited about. I personally think the electronically opening tailgate is a stroke of genius, just perfect for when you have your hands full of shopping and the rain is pelting down. The new six, first seen in the new S80, is now also available in the 3 litre twin turbo version of the V70. Volvo have been true to their word about releasing new models with more frequency. The new models also seem to see a renewed interest in Volvos, from the lovely and popular C30, through the sensible and advanced S80 to the new XC70 and V70.

This of course also means that many good late model Volvos are coming onto the marketplace and as Register Captain for the 'moderns' I am getting many inquiries. The initial resistance by the 'died-in-the-wool' 'rear-wheel-drive' stalwarts seems to be diminishing with many more front wheel drives appearing in the carpark at club meetings. Those that are new to the later models are discovering the joys of driving cars that are still Volvos but offer a new found level of comfort and handling as well as increased driver and passenger safety.

We all enjoy our Volvos and for inexplicable reasons seem to spend an inordinate amount of time trying to justify our decision and passion to others. At times this wears a little thin and to find out that some mindless moron from a Sydney radio station has started the 'bag a Volvo driver' thing again has infuriated me and others. It is neither the cars nor the drivers, just some pathetic way to get away with



The new Volvo XC70: from \$58,950 according to www.volvocars.com.au

slagging off at members of our community that does not attract condemnation from minority groups. Could you imagine the outcry if this was directed at religious or racial groups but it seems to be ok to generalise at a specific group of drivers in a specific marque of cars. Now all this could be funny but quite frankly there are enough other mindless morons out there that can not think for themselves and take this a little bit to seriously. Do not

let this detract you from making your choices in life.

We will have had our annual 'show and shine' by the time you read this. Indications are for good weather, so I am hopeful of a good turnout. To those of you in areas affected by drought or floods, our thoughts and hearts go out to you. Australia is a land of contrasts and it means little no matter how advanced we think we are, we cannot control nature. But it is a great land full of wonderful people and we always seem to find ways to endure. My job means I spend a great deal of time travelling throughout Australia and I was somewhat embarrassed last week when a three day course in the city of Melbourne meant train travel was the best way to get there. Well I am travelling by plane at least once a week but felt a complete fool when I returned to the ticket office with my train ticket thinking it was expired. It seems the system we have for trains and planes work in direct contrast to each other, go figure that one out.

Just a quick reminder that 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

03-9397-5976 (AH)

gsievert@tpg.com.au



Automotive Industry: Ups and Downs

As most of you are probably aware, there have been some recent turns in the state of the Australian automotive industry. In February, Mitsubishi announced it will cease production of the 380 large car, dealing a blow to the Adelaide manufacturing workforce and surrounding supplier base. The argument is that large cars aren't selling like they used to, and with fuel prices increasing, Mitsubishi's lack of a 4-cylinder variant in the 380 range (along with lacklustre styling and changing the name from "Magna" to "380") turned buyers away. Probably



Mitsubishi 380GT: RIP 2008!

the 380 was conceived at a time when the Falcon and Commodore were still selling in large numbers, and Mitsubishi thought buyers would want a larger car with a larger engine. The "billion dollar baby" VE Commodore came out with a slightly smaller engine (3.6L vs. the 3.8L in earlier Commodores) but it put on weight, leading to minor if any fuel economy improvements. And V8 model Commodores with a whopping 6.0L engine are selling better than they ever have before - go figure! I wouldn't want the petrol bill.

Toyota's latest strategy of offering a Camry with 4-cylinder only, and the Aurion (a Camry with lipstick) with V6 engine only may be viable going forward, and they seem to have been able to get remarkable fuel economy with the 200kw Aurion V6. Now Ford have just revealed the "all-new" Falcon, with refined engines, freshened looks inside and out, and surprise: more power and better fuel economy. Sounds like the right way to go, but I

doubt it will reinvigorate the Australian large car market. Industry officials hoped the same would happen when VE was introduced, but it hasn't happened (case in point: Mitsubishi 380 dead, BA Falcon sales dead, VE Commodore sales flat). Oh, and do we REALLY need MORE power? Why not keep the same power and improve fuel economy, or, call me crazy, come out with a new model that has slightly less power and performance, but SIGNIFICANT gains in fuel economy?

Fuel economy isn't the whole reason the large car market has collapsed. People are increasingly switching to SUVs (or 4WDs) that typically get worse economy than the "big Aussie 6" of today. To make matters worse, they usually have 80-150L petrol tanks! Imagine the shock at the petrol station when the bill hits \$200 a week from just carting the kids and groceries around the suburbs. Of course, many people are going for mid-size and smaller SUVs that are on par with the large sedan fuel economy. The pro is that you have much better functionality (optional 7-seats,

higher ride height for better visibility, large reconfigurable load space, and a footprint that's about the same size as a large sedan). The other thing you can get in an SUV is a diesel engine, which probably means you'll get better fuel economy than a large 6-cylinder sedan. Try finding a large sedan with a diesel - impossible unless you want a pricey Volvo S80, BMW or other European luxury car. You can't have an Australian-built diesel sedan.

The ultimate to me seems to be a car-based wagon with a diesel or small 4-cylinder petrol turbo. You get some of the flexibility of an SUV, better fuel economy, adequate performance, and easy parking. Again, there aren't many offerings to be had for a reasonable price. Volvo are offering the V50 diesel, but it's a bit on the small side. I assume there will be a new V70 diesel - sounds

good, but I bet it will be \$70k on road (or more?) The XC90 is a little too big, and I think it's only offered with 4WD in Australia (who needs it unless you're going off-road, and who's going to take an XC90 off road? Ford Territory SUV sales are primarily the lower-priced RWD version). I suppose the Australian tariff "discount" on imported 4WD vehicles from most markets (a concession to farmers) means many carmakers can import 4WD/4WD models and sell them cheaper than the 2WD equivalent (probably what killed the previous-model V70, leaving only the XC70!)

Funny that Mitsubishi and Toyota both stopped making wagons in Australia, and Ford hasn't announced a successor to the Falcon wagon, which will soldier on in its current daggy skin, much like Holden's Commodore wagon, which carried on in VZ state for some months after the new VE sedans were launched. There's promise in the new VE Sport Wagon - due out this year according to Holden press reports. It certainly looks sporty, and I assume it will drive pretty much like a VE Sedan, being based on the VE's wheelbase (unlike the VZ wagon, which had an extra 150 mm between the front and rear wheels). Having driven many a Commodore, I must say it's a touch on the large size for everyday commuting, but it's great for hauling the family and friends around the country (cavernous boot, huge rear seat, the only drawback is no split-fold function, which IS available in the Falcon sedan's rear seat, and of course all the FWD Volvo sedans).

So what will save the Australian automotive industry? I guess innovation is one of the keys, and healthy volumes are a must - which pretty much means you have to export



The new Ford Falcon XR8: no LHD exports



Holden's upcoming VE Sport Wagon
(www.holden.com.au)

a large percentage of your production since the Australian market alone is too small and fragmented to support a full plant's worth of production (minimum 150,000 cars per year) for local consumption. Where does that leave Ford? I don't know - but maybe the introduction of Focus production at their Broadmeadows plant in several years will help. I still can't see sustainable volumes of Fords being produced only for Australia, so I hope they have export plans for either the Focus or future Falcon-based models. It's a shame that they haven't developed a left-hand drive (LHD) version of the Falcon or Territory, but this seems to have been blocked by the Ford bureaucracy in Detroit. Unlike, the Magna, Mitsubishi didn't build the

380 in LHD - killing its export potential. Both Holden and Toyota have large-scale LHD export programs (both exporting LHD models to the Middle East, and Holden have begun export of the Pontiac G8-badged Commodore to the USA - with sales volumes TBA).

Unfortunately the high value Australian dollar means that exports to the USA are much less

viable than they were when the dollar was low, but the up-side is components bought in the USA for local production (engines, transmissions, etc.) are "cheaper" than they were.

Well, I seem to have rambled on without much of a point. Being involved in the local automotive industry, I certainly hope we can survive the future. Unfortunately the days of high tariff protection, tax concessions or mandatory fleet purchase of Australian-made cars, and the increased fragmentation of the

market (more choice of makes & models) will continue to drive the Australian car industry to innovative ways of making a living, or a slow and painful death with little fanfare.

Regards,

PS: The new Volvo XC60 looks like it might be a winner! See press release and photos elsewhere in this edition of Rolling!



The new Volvo XC60: has potential!

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Treasurer's Report \$\$

Adrian Beavis 0402-203-437 (AH)

As at February 25th, 2008 the club's bank account balance was \$2760.69. The following is a summary of the club's expenses and income for the period from November 7th 2007 to close of business 25th of February 2008. This is the time period between the last meeting in 2007 when the club's finances were described and the time at which this report was prepared. I have decided not to report on this period and not the period between now and the February meeting because there has only been income of \$77.95 with no expenditure during this period (\$20 membership and \$57.95 donations from the February meeting). This is not very helpful.

Income:

Interest: \$6.60

Magazine contributions: \$368.73

Meeting donations at South

Camberwell: \$118.95

Membership subscriptions: \$1200.00

Sundry: \$43.78

Gross income: \$1738.06

Expenses:

Annual Consumer Affairs Stmt: \$38.60

Membership of AOMC: \$165.00

Bank operating fees: \$29.85

Christmas dinner*: \$95.50

Magazine production: \$1490.01

Postage/distributing of Rolling: \$556.80

Auditors fees: \$240.00

Reimbursed expenses: \$237.43

Total expenses: \$3170.39

Net income: - \$1432.33

**This figure is the cost of meal, hire of the room for trophy presentations and the soft drinks tab at the bar minus the payments received from members attending (who paid \$30.00 per head). The figure of \$95.50 means that the club subsidised the Christmas lunch by this amount. As around 30 people attended, this represented a subsidy of around \$3 per person.*

Members might be interested in how the club's finances compare with the previous year's. I have prepared a graph showing the bank balance at the time the monthly bank statement is reported by the bank. I have only used 2007 for the comparison, and I have not adjusted for the 3 per cent inflation over the period. (This adjustment meant the graph only differed by about the thickness of a line, just made things more complicated and didn't give any more useful information.)

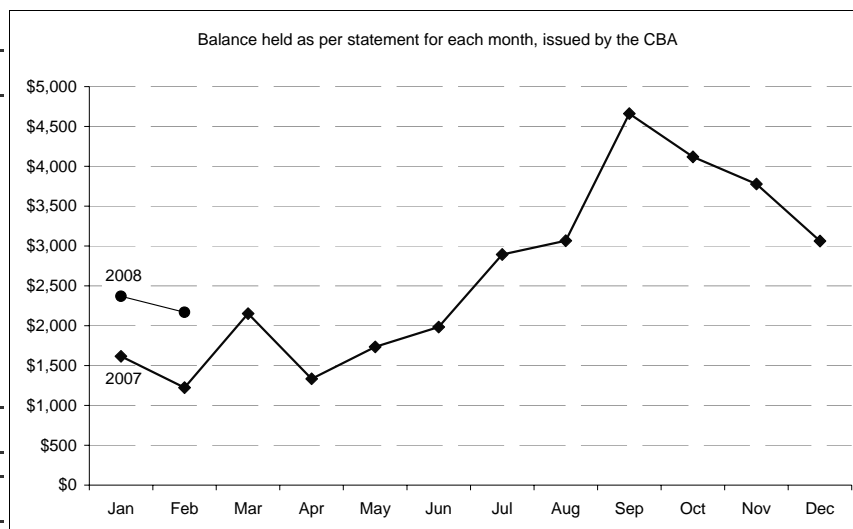
In the graph the lower line joins

the monthly balances for 2007 and the upper line joins the monthly balances for 2008. It can be seen the club has about \$950 more in February 2008 than it did in 2007. I will occasionally put the latest version of this graph in *Rolling* so members can follow some of the financial story of the club.

If you have any questions or comments about the above report please raise them with me at the next monthly meeting or call me on the number above (after hours please). A reminder that I am bringing the auditor's report to the club meetings for anyone who wishes to examine the details of the club's finances. If you cannot get to a meeting, and you would like a copy, please let me know and I will mail one to you.

At the time of writing the big *Show 'n' Shine* day was yet to be held; so here's hoping the rain manages to hold off. If it does rain, the consolation

will be the sight of rain beading nicely on an array of Volvos. Either way, don't forget your hat.
Adrian Beavis



Membership Report

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



Hello Members,

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

Membership Status

Number of members: 166

Number of expired members: 6

Number of current financial members: 160

New Member List:

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

John Curlain (2x 122 coupes, 3x 122 sedans)

Gerard & Lisa Demarte (2x 740GLE)

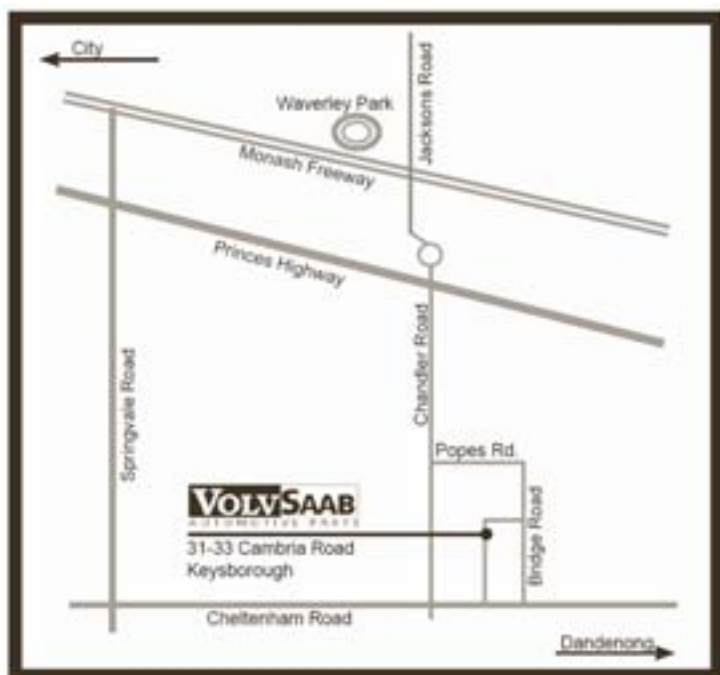
If you have any queries about your membership please feel free to contact me via email wbowers@tpg.com.au or phone (03) 9397 5976.

Regards,
Wayne



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www.volvsaab.com.au for many
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Brickbats & Bouquets

with "Grumpy"

...and Pigs might fly!

Did you see the article recently in The Age recently of the invention in Holland of the world's first practical flying car? Apparently we in Australia "might be flying them soon". My comment is pull the other leg. (Check out the web site: www.pal-v.com)

Since 1950 there have been stories in the press of some genius who has built a prototype in his garage and is just

waiting for someone to provide the capital so he can go into full scale production.

Typically these vehicles were a small car to which wings and a tail had been bolted and a propeller installed in front of the radiator. Photos show the flying car on the ground but rarely a real photo of it soaring among the clouds.

The Dutch inventor, John Bakker, said "Since Henry Ford built the model T, people have been dreaming of a vehicle that could drive and fly". It is described as "a hybrid of a car, a motorbike and a gyrocopter: a personal air and land vehicle". It would have been an ideal vehicle for James Bond aka 007 in the film "You Only Live Twice" - he apparently never had to bother with car/aircraft licensing issues, air-strip clearances or other security problems.

Mr. Bakker's dream machine is



PAL-V flying car (image © 2006 Spark Design Engineering)



a three wheeled car with a folding rotor on the roof and a pusher propeller at the rear and two little rudders. The wheels are tiny and the cabin seems big enough for two children. Three wheel cars are usually very unstable.

My favourite flying car was the old bomb in the Harry Potter film, but then magicians can make anything seem possible!

If you have enough money it is possible to build a flying car but the problem is that it will not perform very well on the road or in the air. The car must transfer the weight of the vehicle and passengers to the wheels while as a helicopter must hang the weight of vehicle and payload from the rotor.

Before you decide to order one the price will be between A\$88,000 and A\$100,000! Plus the Australian Civil Aviation Safety Authority is on record

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**Gibbs "Aquada" amphibious car. (image © Gibbs H&A Technologies)
Check it out at www.gibbstech.co.uk/aquada.php**

claiming that the driver would have to have a pilot's licence.

God Damn! What spoil-sports and I was going to put a deposit on one!

On the subject of double use cars just try Googling "Amphibious Cars" - there are a lot of them out there and apparently they work....after a fashion. During World War II amphibious jeeps and trucks [and even swimming tanks] existed so that the troops could storm ashore on the French beaches without getting their boots wet. From this four-wheel vehicles have been developed for the driver who wants to go anywhere anytime.

In war time cost is no object but in civilian life it is very expensive to waterproof a whole car so that it can become a boat. Stability and steering the thing in the water can be difficult.

Years ago there was a bloke who bolted a propeller on the rear of his Volkswagen Beetle and successfully crossed the mouth of the Yarra. Latter

on he tried to sail across Bass Straight but unfortunately either the door seals

sprung a leak or with a free-board of a few centimetres the waves came in through the open window. He had some mates following him in a real boat and he was rescued from his sinking vessel, which probably lies rusting at the bottom of Port Phillip Bay.

I wonder if the dredge deepening the bay will bring up a rusty car with a propeller attached?

If I ever go flying or boating I will get a real single purpose machine.

Cars that can drive themselves? As usual the Americans are experimenting with robot cars that are a reality using laser scanners, infra-red detectors, GPS systems, stereoscopic viewers and hard-drives loaded with the road code to ensure a fail-safe journey.

Seems to me it would take all the fun out of driving!

GRUMPY



**Self-driving car? I'm not sure about the aesthetics of all those cameras and computers! Check it out at www.arpa.mil/grandchallenge/
Photo courtesy of DARPA web site.**

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VOLVO 1800/120 CLUB AUSTRALIA INC.

P.O. Box 6522

Tweed Heads South, NSW 2486

Ph. 07 5524 7158

Email: amazon@nsw.chariot.net.au

1800/120 Club web site:

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

eGroups site:

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

123GT web page:

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

Downloadable Membership form:

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

PRESIDENT

Robert Bakker 07 3283 8067 (AH)
robert@rblawyers.com.au

VICE PRESIDENT

Graham Jones 07 3397 0808
grahamjones356a@hotmail.com

TREASURER/MEMBERSHIP

George Minassian 07 5524 7158
amazon@nsw.chariot.net.au

SECRETARY

Vicki Minassian 07 5524 7158
amazon@nsw.chariot.net.au

NSW OUTINGS CONTACT

Guy Smith 02 4739 8127
guysmith2@bigpond.com

QLD EVENTS CONTACTS

Pat Beiers 07 3206 1035
itpmbeiers@tpg.com.au
Maida Skaarup 07 3245 7966

COMMITTEE MEMBER

Ross Stephens 07 3399 1515
mapline1@optusnet.com.au

TECHNICAL ADVISORS

NSW Technical Advisor - Gerry Lister
Ph/Fax: 02 94033049 Mob: 0412 221 211

QLD Technical Advisor - Peer Skaarup
Ph: 07 3245 7966

VIC Technical Advisor - John Johnson
Ph: 03 9532 2151 Mob: 0414 470 048

SA Technical Advisor - David Bennet
Ph: 08 8346 1104 Mob: 0418 894 380

WA Technical Advisor - Wayne Coles
Ph/Fax: 08 9350 9220

CORRESPONDENCE

ALL CORRESPONDENCE TO:

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

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

The 1800/120 Pages

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

2008 EVENTS

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

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! *Maida*

President's Report

The accompanying photos show
the progress of my '66 122, which I aim
to have ready for the Toowoomba rally
in May.

A new hoodlining was installed
(being a carryover from my last 120,
that I never got the chance to install), as
the painter wanted to drop it to carry
out some repairs to the roof, so I
thought "why not do this at the same
time"

whole new floor was welded in, various
rust spots repaired on the outside, and
then the whole shell was repainted in
"pearl white" code 79.



The end result was an almost
unbelievable transformation, and a
very smart looking shell ready for
reassembly.



The painter wanted the car
moveable, so I had to leave the old
engine in whilst they painted it. The
whole job took only 6 weeks. When it
came home, I removed the old engine,
stripped the engine bay right back, to
make way for a respray (by me) in
acrylic, and ready for the new engine to
be installed.

So far, that engine is looking hot.
The block has been bored to accept B21
pistons. It has a B21 crank. The flywheel
will be lightened and the clutch
balanced. Gary Comerford is working
on the head for me, and specifying the
camshaft, which is to be reground. To
finish it all off, I acquired a set of Weber
45 DCOEs and a suitable manifold.
Would you believe, these are still
available for Volvo B20 engines. 160hp



It goes to show that when doing a
restoration, the more work you can do
yourself, the better. He told me that
with especially the way the floor was,
they would have told me to turf the
whole car if I hadn't stripped it myself,
so they could just do their thing. A

should not be out of the question, yet I am told SWMBO will be able to drive it!

The interior will then be going back in, with a brand new GT dash, acquired through Gerry Lister (thanks as always Gerry for super service), and a bit of additional bling to make the whole thing desirable.

No doubt there are many of you out there getting your classic Volvo dusted off and out of the shed in time for Toowoomba. Again, to those of you in SE Qld, if you need a hand, give me a yell. I am always happy to lend a hand. Get that car ready!

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

Looks great Robert - will it be ready in time for Toowoomba? If so, it sounds like a record-breaking restoration project! Maybe I need a lesson or two in time management and motivation. Ed.



...IS MOVING!

For those members who attended the last National Rally at Inverell, Easter 2006 will remember the Saturday night dinner and farewell breakfast were held in The Inverell Transport Museum. Well we are moving, next door, to a vacant site and building a new purpose built Complex, as per the attached plans.

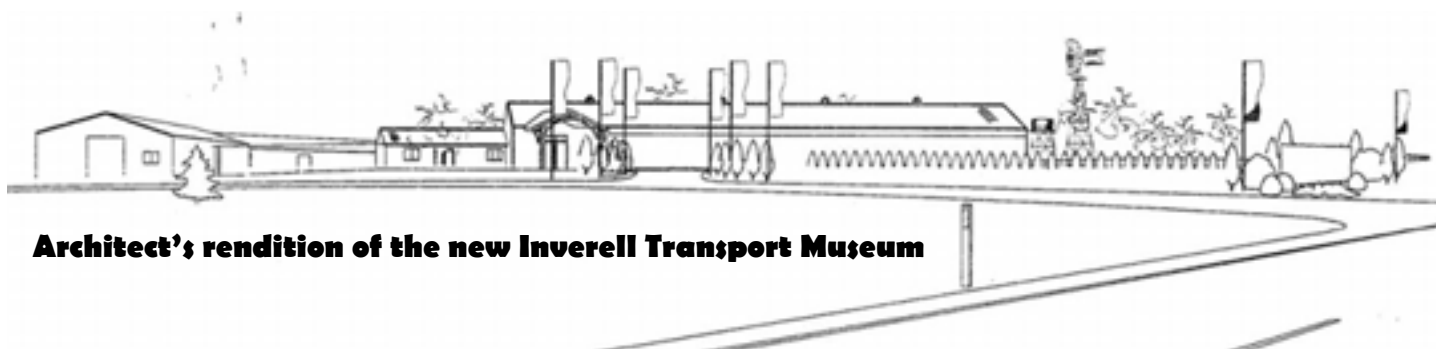
The history is as follows, Inverell Shire Council built a 3500sq meter building to be occupied by a Snack Food Factory, relocating from Sydney. Unfortunately they went into Receivership prior to occupying the building, it

remained unoccupied for 5 years. The Council asked for ideas from the ratepayers, members of the Antique Motor Club suggested a motor museum.

Nine years year's ago we opened and now has progressed to a major Tourist attraction, with interstate and overseas visitors.

As we run out space and have a waiting list for exhibits to be shown, combined with the fact the building was not designed for a museum, the board made a decision to relocate on vacant land next door. It will take place in 3 stages and will double the current floor space.

The first stage being 2 large buildings, later to be used as Restoration and Storage areas. This will serve as our temporary Museum until stage two is constructed.



Architect's rendition of the new Inverell Transport Museum

volvo downunder spares

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Stage two will be the main Museum building of 3500sq meters, so our total area will almost double. In conjunction with NSW Tafe we will commence training young people in the restoration of vehicles.

Stage three is a demonstration track of about 2km. So you house your pride and joy in the Museum for display and use the demonstration track at weekends with no registration worries.

Bob Taylor's Volvo collection is one of our highlights and will be featured in Building No1. In Stage 2 it will be moved into a special Volvo Gallery so we will be looking for Volvo's for display.

On your way north to the National Rally in Toowoomba please call in and visit us. Make sure you mention your Volvo People.

Rex Sneyd, Secretary & 1800/120 member.

Volvo, still the same, or different?

By Robert Bakker

When out socially, and the topic moves to your Volvo, how often do you hear "lay" people refer to Volvo and say "they sure are different now from how they used to be!"

Ignorant, I say.

Examine the photos. The "classic" is a 1978 Volvo 264GL, owned by my dear old lady friend Beverley. I came across it by chance and thought it would suit her, after her 240 was written off. She loves it. 30 years on, it is still going strong.

The new car is my '08 S80 V8. I love it.

30 years apart.

Are they really that different? The steering wheel is still a 4 spoke affair with soft rim and big pad in front of the driver. The dash is still a model of ergonomic efficiency, with controls laid out in a simple way. The indicator stalk is still on the left!



Check out the engines. The '78 has the all-alloy B27E V6. The inclined angle was 90 degrees, when the ideal for a V6 is 60. Fuel injection, overhead cam. It is super smooth, quiet and responsive. Volvo worked with someone else (Peugeot and Renault) to make the engine.

The '08 has the all-alloy B8444S V8. The inclined angle is 60 degrees, when the ideal for a V8 is 90. Fuel injection, overhead cams. It is super smooth, quiet and responsive. Volvo worked with someone else (Yamaha) to make the engine.

The 264 has a BW55 auto, which was state-of-the-art. The S80 has an AW gearbox, with 6 speeds, which is state-of-the-art. Both are smooth and responsive.

The driver's chairs in both are sumptuous and covered in beige leather. There is nothing more comfortable to drive in. You would gladly have either in your lounge at home.

Mmm, electric windows, air conditioning, power steering, electric mirrors. Doors go 'thunk' when you shut them.

Examine their styling. Both cars have a slightly "tail up" attitude to the road. See the "shoulders" on the doors? How about the raised section in the bonnet, the proud Volvo grille, with the diagonal sash? The elegant lines and minimal chrome epitomise class and subdued good taste.

And of course, don't forget the legendary Volvo safety.

Finally, to drive both is pleasurable indeed. They both handle the road with disdain. They propel their drivers with speed, comfort and elegance. A lovely rock-solid feel on the road.

So next time some ignorant sod suggests Volvos have "come a long way" will you just agree with him to be polite, or will you take the time and prove him wrong?



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.]*

Mileage Update from Irv Gordon

Hi Greg,

Thought I would bring you up to date on some new developments regarding my car. I have passed the 2.6 million mile mark and now have less than 400,000 miles to go for 3,000,000 miles. 2008 is going to be another high mileage year as the months of June and July are just about full and half of May is already taken as well. Of course this is just the way I like it...and just hope my 1800 still has another few hundred thousand miles in it before it needs to go into hibernation.

My best to all in the land down under...and hope to get down your way again soon.

Best to all,

Irv

[Irv thanks for the update. Hope to see you AND your car someday in Australia. Below is a story from the net telling more about Irv's 2.6 million mile "milestone"...enjoy!]

Wednesday, January 23, 2008 - Irv Gordon: The 2.6 Million Mile Volvo

(from the web site: <http://nymieg.blogspot.com/2008/01/irv-gordon-26-million-mile-volvo.html>)

TODAY'S NUMBER: 2,600,000 - highest recorded mileage for a car, a 1966 Volvo P1800-S owned by retired science teacher Irv Gordon of Long Island in New York.

With 2.6 million miles on his record-breaking, shiny red 1966 Volvo P1800, 67-year-old Irv Gordon is now aiming to achieve a near impossible milestone - driving three million miles in the same car.

Gordon, a retired science teacher from East Patchogue, N.Y., purchased his sporty Volvo in June 1966, and immediately fell in love, driving 1,500 miles in the first 48 hours. With a 125-mile round-trip daily commute, a dedication to vehicle maintenance and a passion for driving, Gordon logged 500,000 miles in 10 years. In 1998 with 1.69 million miles, he made the Guinness Book of World Records for most miles driven by a single owner in a non-commercial vehicle.

Today, Gordon breaks his own record every time he drives, whether it's to Cincinnati for coffee, Rolla, Mo., for lunch or Green River, Wyo., for dinner. And now, the treasured Volvo P1800 continue to roll through the ages despite the wear of road and time, Gordon - like any mighty record-holder at the top of his game - has begun to think about his legacy.

"My goal is to reach three million miles in the next five years," Gordon said. "But, whether I reach that mark is more up to me than it is the car. The car's parts may be able to take it, but I'm not so sure about my own."

"I turn 72 on July 15, 2012," he added. "That seems like a nice day to clock three million and park the car once and for all. It will be a fantastic testament to the engineering genius of Volvo as well as to the resiliency of folks my age."

"I'll also feel comfortable that three million miles is a record that no one will ever be able to reach in the same car," Gordon continued. "That is, unless Barry Bonds decides to start driving his car more after he retires from baseball."

Slowing the Pace in Recent Years

Through the late '90s and early part of this decade, Gordon had been driving at a near fanatical pace of well over 100,000 miles per year, peaking in March

2002 when he gained worldwide attention for turning two million miles while driving down Broadway in Times Square. Today, to reach his next milestone, he is allowing a more conservative pace of 80,000 miles per year, thanks in large part to doctor's orders.

"You tire a little easier when you reach my age," Gordon said. "Gone are the nights when I'd be driving through Nebraska at 3 a.m. on I-80 West, jacked up on two pots of delicious Waffle House coffee."

"Last year, when my doctor told me I could no longer drive 24 hours at a time, 1,000 miles a day, I thought he was out of his mind, but I now realize he's right," Gordon said. "Today, I get a full night's sleep, eat healthy and take eight days to drive cross country, rather than six. The car gets plenty of exercise no matter how I plan each trip."

Gordon Seeking New Places to Drive

Gordon drives for the pure pleasure of driving but, these days, what motivates him most is an invitation to drive to an event to show off his car and visit friends. As he drives toward three million miles, he's looking for new places to go.

"I've traveled pretty much every Interstate in the U.S. many times over, so these days I'm looking for fresh, alternative routes and sights," Gordon said. "I'm hoping for some invitations to some faraway places like Europe, Australia or Hawaii."

"I can hold my own with almost any trucker at any truck stop in any country - discussing roads, construction, or the best nearby, small-town diner with a good cup of decaf and piece of raisin toast."

What to Do After 3 Million

Gordon is unsure what to do with his Volvo after three million miles, though he has considered selling it for no less than one dollar per each mile he's driven.

"I also think it should go in a nice, cozy museum where people will get to enjoy seeing the car that beat the odds - all with the same engine, same radio, same axles, same transmission and of course the same driver," Gordon said.

"So, maybe I'll sell it. Maybe I'll donate it to a museum," he concluded. "Who knows? Maybe I'll keep driving it."



Irv and the 2,600,000 Mile 1966 Volvo P-1800



The SA Pages

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

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

PRESIDENT

DAVID BENNETT
Ph. 0418-894-380 or 08-8346-1104 (Day)
Fax. 08-8346-9754

VICE PRESIDENT

CRAIG RASMUSSEN
Ph. 0428-529-372

TREASURER

COLIN IRELAND
Ph. 08-8248-5081

SECRETARY

HELEN JUDD
Ph. 0408-858-569 or 08-8341-8908 (Day)

MINUTE SECRETARY

GRAHAM CADD
Ph. 08-8387-5065

CLUB CAPTAIN

KEN BAYLY
Ph. 08-8293-2784

PUBLIC OFFICER:

LANCE DEBRENNELL-CADD

EVENTS COMMITTEE:

Tricia Judd-Ireland 08-8248-5081
Joan & John Peace 08-8294-3183
Ralph Wildenauer 08-8298-4941
Alexander Davis 0414-423-505

CORRESPONDENCE

ALL CORRESPONDENCE TO:

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

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

Historic Registration Vehicle Inspections - June 29th

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

Note this venue is to be confirmed for this year.

Whilst the objective is inspect the conditionally registered vehicles, All club members are invited to bring there cars

along and participate in the 'Show & Shine' and BBQ lunch.

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

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

Contact Ken, Craig or David (contact details under Committee details) to advise attendance for catering purposes by Monday 16th June.

15 million Volvos: Press Release - Volvo Cars

15 million Volvo cars - history will be written tomorrow. The very first Volvo car left the factory on April 14,

VOLVO CAR CLUB OF SA 2008 EVENTS

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



**VOLVO CAR CLUB OF SA
2008 EVENTS (Continued)**

28TH

Bay to Birdwood

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

**OCTOBER
21st**



Pine Point Crabbing Weekend

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

**NOVEMBER
8TH**

Christmas Pageant

14TH

Club Meeting

7.30pm – Glandore Community Centre

23RD

Christmas Lunch

Details closer to the event

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

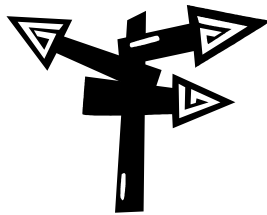
Any questions in relation to events please contact the event members listed below.

Ken
John & Joan
Tricia

(08) 8293 2784
(08) 8294 3183
(08) 8248 5081

Ralph
Alexander

(08) 8299 4941
0414 423 505



1927. It was called the ÖV4 because the letters ÖV are Swedish for "Open Car" and 4 denoted the number of cylinders powering the new Swedish car.

On February 20, 2008, it is once again an open car that is under the spotlights. That's when car number 15,000,000, an attractive convertible Volvo C70, will leave the factory in Uddevalla.

In the first year, production proceeded at a modest pace, with 297 cars being sold in 1927. Emerging from the shadow of the global economic depression and Second World War, it took Volvo 23 years to build its first 100,000 cars. Today, that figure corresponds to about three months of production.

However, Volvo has never really been a high-volume manufacturer. Early in the company's history, it was decided that the brand name should signify quality and safety. Since the

early 1970s, environmental issues too have come to the forefront of the company's corporate agenda. It is therefore no accident that Volvo was first off the mark with the world's single most important safety invention (the 3-point safety belt was fitted as standard to Volvo cars as far back as 1959) and with one of the world's foremost innovations in the environmental sphere (the 3-way catalytic converter with Lambdasond was introduced in 1976).

Many Volvo owners have over the years also expressed their appreciation of their cars' sensible, solid engineering. Functionality has always been important and this was confirmed when British motoring magazine AutoExpress undertook an ambitious survey about ten years ago to find out which cars are best and worst to live with from the owner's viewpoint. Two Volvo models took part in the survey, and both won

their classes. The Volvo C70 was regarded as the best sports car and the Volvo S80 was named the best luxury car in stiff competition against considerably more expensive cars.

Today the Volvo brand is equally renowned for the attractive design of cars that reflect characteristic Scandinavian design traditions.

When that first car drove past the factory gates back in 1927, it proudly carried its "iron symbol" on the radiator grille. That mark was and still is a symbol of Swedish steel and quality. When car number 15,000,000 now leaves the factory in Uddevalla, that symbol is still carried with pride on the front and it still represents quality and solidity. The Volvo C70 is one of the absolute safest convertibles ever built. It is a functional and spacious car. And it is actually two cars in one as the three-piece retractable hardtop transforms the Volvo C70 from coupe to convertible at the touch of a button.

Footnote: The best-selling Volvo model ever is the classic 200 Series. Between 1974 and 1993, no less than 2,862,573 were built.

Footnote II: Probably the best-known of all Volvo models is the P1800 sports coupe that was built during the 1960s. For one thing, it was the car that Roger Moore drove in the highly popular TV series "The Saint". For another, Irv Gordon's red P1800 from 1966 is in the Guinness Book of Records as the car that has covered a higher mileage than any other car on the planet. In 2002 his car's odometer rolled past 2,000,000 miles (3,218,000 km) and in 2012 Irv expects to be doing the three million mile (4,827,000 km) service on his trusty car. Beat that if you can...

[See more info on Irv's car and current mileage elsewhere in this edition of Rolling Australia.]



VOLVO CLUB OF QUEENSLAND

PO Box 216

LABRADOR, QLD 4215

Ph. 07 55 292 512

Email: hghunt@onthenet.com.au

Web site:

www.volvoclubqld.org.au

PRESIDENT

Grahame Hunt

07 55 292 512

0414 273 663

hghunt@onthenet.com.au

SECRETARY/TREASURER

Helen Hunt

07 55 292 512

0414 273 663

hghunt@onthenet.com.au

ROLLING SUBMISSIONS OFFICER

Brad Wightman

magazine@volvoclubqld.org.au

VCQ's AGM

All positions were declared vacant but, for 2008, the same people are holding the same positions once again. They are:

President	Grahame Hunt
Secretary/Treasurer	Helen Hunt
Magazine & Website	Brad Wightman
Events	Eunice Austin & Gay Carey

VCQ COMING EVENTS:

Sunday 16th March 2008 - BBQ lunch at the Hunts' place from 10am onwards. Address: 4 Hocking Street, Arundel. Bring your own meat and drinks.

Friday 16th to Monday 19th May 2008 - Volvo Clubs of Australia National Rally at Toowoomba, Queensland.

Saturday 12th July 2008 - Tech Day - venue TBA

Sunday 10th August 2008 - Sirromet Wines club day in conjunction with the MG Car Club.

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

Mt Tamborine Day Trip

On Sunday 20th January 2008, VCQ held it's annual AGM at Mt. Tamborine. The rain held off for the most part and it was a pleasant & cool day. We enjoyed morning tea at Heritage Winery followed by lunch at the Polish Place. Members went their separate ways after lunch. Mum & I enjoyed a walk to Curtis Falls. After all the rain over Christmas & New Year the waterfall was in full flow although the walking track was very muddy as you'd expect. Mt Tamborine is a beautiful place and well worth a trip for the day.
Brad

Speed on Tweed

VCQ member Rob Howard sent through these pictures of a few Volvos at the Speed on Tweed event. Thanks Rob - great pics!



Gerry Lister by George's 544

2008 Toowoomba Rally

It's almost time! If you registered your interest in the rally you should have received a registration form and other information by now. If not check out our website to download the Registration Form. We encourage you to return the form as soon as possible.

Don't forget to book your accommodation at the Grammar View Motel by March as well! Rooms are filling fast - once the Grammar is filled, the motel next door will be used for overflow. Note about rally registration form: The line item for Sunday Day Registration is only for those people not attending the full rally (ie. coming in for the display day only). For further info, contact Helen at
secretary@volvoclubqld.org.au



Rob's award-winning 740T



Modified 242GT driven by an older gent from Hunter's Hill, Sydney



Above: How many Volvo's can you spot in this photo? (Hint: there are more than just George Bevan's 544 race/rally car and Rob Howard's 740 Turbo!)
Below: There's only one Volvo in this action sequence: Roger Ealand's 123GT



**ACT NOW - TIME IS RUNNING OUT TO REGISTER FOR THIS
GREAT NATIONAL VOLVO OWNERS' EVENT!**



VOLVO CLUB OF QUEENSLAND

Invites you to help us celebrate our

10th ANNIVERSARY

at the

2008 Volvo National Rally

TOOWOOMBA

Friday 16 May to Monday 19 May 2008

Expressions of Interest

Name of Entrant:

Club:

Year of Volvo: Model:

Postal Address:.....

Suburb: State: Postcode:

Phone Number:

Mobile Phone Number:

Email address:

To lodge Expression of Interest:

Email: secretary@volvoclubqld.org.auPhone Helen 07 5529 2512

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

MOTORSPORTS REGISTER

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

Welcome to 2008!

By the time you read this the Daytona 500 will have been run and won, we'll have a leader after the first round of the V8 Supercar Championship and the Melbourne F1 GP will be almost upon us.

2007 was a quiet year as far as our participation in club motorsports events was concerned. A few of our members made it out to fun days at Winton, while others of us sat by and cursed with other things to do.

Personally, most of 2007 was taken up with new-house activities. We moved into our new home in June. Pre-June was spent saving money for the things we'd need ready to move in and post June was spent landscaping, having concreting done, having curtains and blinds done and many other equally as exciting domestically oriented activities.

On the bright side, I now have a decent sized garage with a freshly painted floor. The shelving is done and the 240 has a nice home.

We've been plodding through getting things done on the 240 in preparation for some club events this year. It now has a wider track, ducting in the RHS passenger window to keep interior temperatures down and our first DVS Coil-over kit for the 240 models is just about done, waiting for a spare weekend to get it all fitted and then a track day for some testing. This also helps justify the need to do track

days as a means of 'product development'.

Moving along though...

Events for 2008:

2nd March 2008

Winton Supersprints. MSCA.
email me for more details.
(AASA license required)

7th - 9th March 2008

Phillip Island Classic.

13th April 2008

Phillip Island Supersprint. MSCA.
email me for more details.
(CAMS license required)

11th May 2008

Calder Park Track Day. Ford XR-XY,
ZA-ZD Falcon Fairlane Club Of Victoria.
email me for more details.

As we've done previously, if there is enough interest from club members we could also have another Karting day. Everyone who's participated at one previously has had a great time. If this is of interest, please call me on 0412 709 695 or email, ash.davies@dvs.net.au and we'll arrange to schedule something for later in the year.

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:

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

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

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

Ash Davies

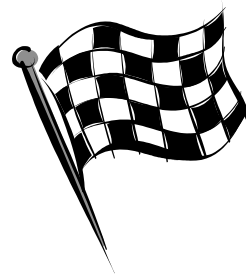
email: ash.davies@dvs.net.au
ph: 0412 709 695

Noel Bruin

email: volvocrazy@optusnet.com.au
ph: 0423 663 036

Cameron Tuesley

cam36023@yahoo.com.au
ph: 0425 791



BERRY MOTOR GROUP

T/as Volv-Rek

VOLVO SPECIALISTS



SERVICE & REPAIRS

Email: sales@berrymotorgroup.com.au
Web: www.berrymotorgroup.com.au
16 Thornton Cres. Mitcham 3132
Phone: 9874-5544/Fax: 9874-8833



The NEW VOLVO XC60

PRESS RELEASE...PRESS RELEASE...PRESS RELEASE...PRESS RELEASE...PRESS RELEASE



The New Volvo XC60 - the safest and most stunning Volvo ever.

Ahead of its debut at the Geneva International Motor Show on March 4, Volvo releases the first photos of this year's most exciting model: the new XC60. "It's not only the safest Volvo ever. If you ask me, it's also the most stunning. Not a bad combination, is it?" says Volvo Cars President and CEO Fredrik Arp. The first XC60s will go on sale around Europe in autumn 2008.



The XC Factor

Stepping boldly into the motoring world's toughest and fastest-growing segment, the new Volvo XC60 boasts an exciting crossover of two car styles. The immensely capable XC flexes its sculptured muscles below to create a strong athletic profile with high ground clearance and large wheels. While above, the flowing lines create the sporty charisma of an elegant coupe.

Very Volvo

"This car is charged with more emotive form and more energy than



any other Volvo. We're elevating our design DNA to an entirely new level by literally turning up the visual volume. If you say that you'd recognise a Volvo from a hundred metres away today, the XC60 radiates a clear Volvo presence from at least twice that distance," says Volvo Cars Design Director Steve Mattin.

Safety Comes Standard

Along with its distinct crossover design, a variety of intelligent safety systems form another important part of the XC60's special character. And the most exciting news is City Safety: a unique feature that can help drivers avoid or reduce the effects of low-speed impacts common in city traffic and tailbacks. If the XC60 is about to collide with the vehicle in front and the driver does not react, the car brakes itself.

"We are the first manufacturer in the world to offer this type of feature as standard. City Safety clearly advertises that the new XC60 is the safest car Volvo has ever produced," says Fredrik Arp. "The car is packed with our accumulated safety know-how and technology, both when it comes to preventing accidents and protecting all the occupants in a collision."

Active Adventurer Seeks Same

With the XC60, Volvo Cars has clearly set its sights on a target group that imposes high demands on design, brand integrity and high-tech content in its choice of lifestyle products.

"This could be the C30 owner's next car," explains Fredrik Arp. "It's as sporty and exciting, but way more capable. With the XC60, we're widening our model range to attract even more customers with an active urban lifestyle."

Cross-Continent Crossover

The new XC60 is being launched with a choice of three engines: the turbocharged T6 which produces 285 hp, and two variants of the D5 turbodiesel, producing 185 and 163

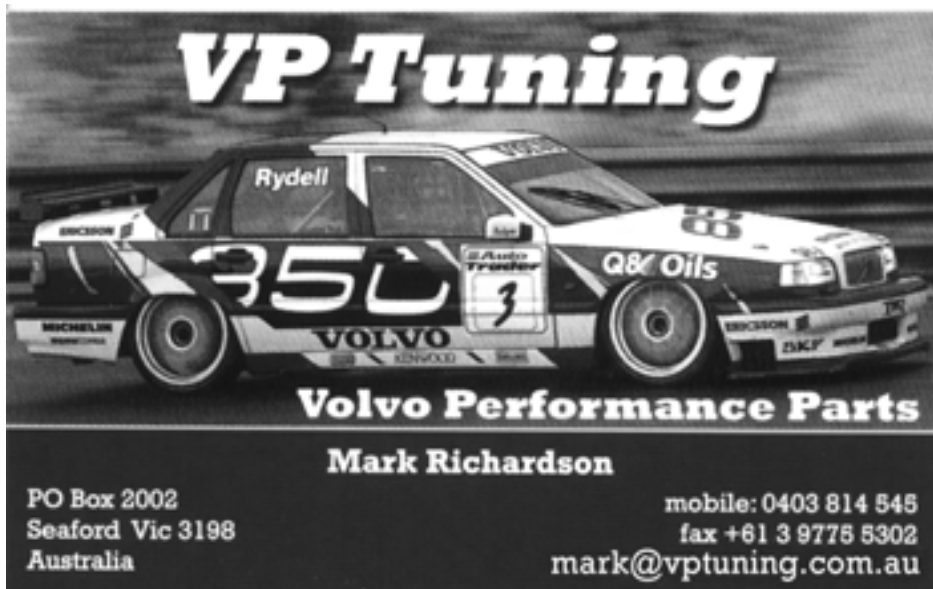


horsepower respectively. All Wheel Drive (AWD) is fitted as standard.

"During 2009, we will offer a front-wheel drive 2.4-litre version powered by a Euro 5 diesel engine producing 163 horsepower and with a CO2 target around 170 g/km," reveals Fredrik Arp. The sales target for the new XC60 is over 50,000 cars per year. The five largest markets during peak year 2010 will be the USA, Germany, Great Britain, Russia and China.

The Volvo XC60 will be built at the Volvo Cars factory in Ghent, Belgium. Sales of the car will start in Europe during the second half of 2008, while sales in North America will begin early 2009. *Volvo Cars - February 2008*





VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

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

VP Tuning Update

Hi there fellow members.

After a long time of promising a story to Greg for the magazine I have finally sat down and put pen to paper.

The biggest news for us is that from the 31st of March 2008 I will be putting all effort into VP Tuning. I will be going free-lance and offering my services to anyone in the Volvo trade. This is not meant to be confused with a "mobile Volvo mechanic" but as a sort of contractor so not for any work at home, sorry!

But don't worry, there will be days in the week where it will be possible to book in your Volvo for scheduled servicing and repair at a Volvo club members' workshop!

All performance/modifications work will be done there too. Long story short, basically it will give me a fixed address for all this work. Without his help this wouldn't be possible and it is much appreciated.

Stage 3 tuning kits ready to go for 850 Ts and S/V70 Ts '98

Frequently I get inquiries for tuning kits to make their Volvo go faster and the web is very confusing in that way with all that information (correct or incorrect).

They searched and found all sorts of things and now that IPD has put a kit together for a stage 3 the question comes back to me if this is also possible for the Aussie market?

I have been in contact with MTE (who do all the ecu tuning for IPD) and the answer is yes!

The kit consists of a bigger turbo (18T '99- with angled housing), TME down pipe with sports catalytic

converter and sports exhaust kit and the MTE stage 3 ecu program.

The retail price for our market is normally set at \$ 5,275.00 but we will be offering a special kit price (like IPD) for \$ 4,750.00 (excludes fitting). There will be a turbo core charge if no turbo is returned of \$350.00

From here you can add an R '04-exhaust manifold which bolts straight on. To keep the cost down on these we offer them as second hand (from test cars overseas!!) The cost of these manifolds is \$675.00

Power increase can be up to 320hp and 420Nm depending on condition of the engine. That is why we recommend checking out the condition of the engine first before doing this modification (referred to as a stage 0). Not just a simple compression test but a cylinder leak test as well to see if we have any "blow by" on components plus check of all related engine / ignition parts.

For further information on the stage 3 please contact us at VP Tuning.

Singapore is one of the latest "hubs" for MTE Sweden and as we now have a low cost airline flying to Australia from there it would just make it more feasible for those few extra flying hours!!

Well the possibility of this is now close to becoming true. So far we are thinking somewhere in August or September 2008 where we will be going around Australia getting MTE in contact with our Volvo world here.

He will be giving information talks (like we tried to do one club night over a speaker phone direct to Sweden) to Volvo clubs / workshops / customers etc. Some MTE distributors organize so called "tune up days". They get a bunch of cars together and get the programming done by the man himself.

This gives Marco an idea what customers preferences are like in other countries with their Volvos! A lot of



"fine tuning" happens at these meetings too in where customers have fitted other performance parts and are in need to find out if the car is behaving correctly.

Of course it would be great if we can create possible work for Marco to make the trip "less painful for the hip pocket" so I am asking all of you, if you are thinking of an upgrade for the Volvo turbo or know of someone or just



Announcement for possible MTE visit to Australia!!!!

For a long time I have been in contact with Marco from MTE Sweden to see if there would be any chance that he one day is willing to "pop" down to Australia.

His reaction normally is "yes, that would be nice, one day".

He travels to the USA, Asia and Japan a lot.

want to spread the word around that we are serious about organizing this it would be much appreciated.

I am sure we will be offering some good \$\$\$ deals in return for all the support.

For further info contact me on 0403 814 545 or email mark@vptuning.com.au
Let's make this happen!!
Mark Richardson

Victorian Events Coverage

Cars of the World - 2 December 2007

by Lance Phillips

The Cars of the World Display is a fund raising event for the Retina Australia.

This year the venue was changed at the last minute from Portsea National Park to the Morning Star Winery at Mt Eliza. I am not sure why but may have been problem with parking at Portsea [Point Nepean Park] I always remember it as Portsea from my military days when it was the Officer Cadet School.

This was my time at the event so was a little uncertain to arrangements but Len [PV544] and I [144GL] proceeded from home direct to Morning Star. An alternative was to meet closer

to the city and proceed in convoy to Mt Eliza.

As it was the first time for the organisers at this venue there appeared to be some confusion on parking which is understandable but also a bit regrettable. Being a winery there was not just one open space to park so cars were parked amongst the trees along the roadways as well as an area which would normally be used by visitors to the winery. Len & I were directed there first but were then told it was public parking so we shifted and were directed to the "Rose Garden" area which was very nice. Unfortunately we were positioned at the top of the garden along with a couple of Austin Healeys and a Rolls. We had expected the gap back down to where the Datsun Club was would be filled but it was not to be.

I am not sure if the number of expected cars was down but for whatever reason we were a bit isolated from the main groups. This resulted in not as many people seeing our cars as we had hoped.

"Our" group of Volvos consisted of Walter & Sandra in the yellow ES plus Len & I. A 122S [not a club member] was parked with the Datsuns and was hemmed in so could not join us which was fortuitous for him as his car was picked for a prize in European section. I don't believe the organisers saw the PV or the ES which would have rated for uniqueness over my 144GL and possibly the 122S. Those are the breaks.

The event gave me the opportunity to catch up with ex Club member Andrew East who was displaying his Clubman this year. I had



Cars of the World



Great Australian Rally Photo Captions (Clockwise from right):

- Lance, John & Thorben's Volvos
- The only way to travel
- The Military vehicles
- Plenty of Mokes
- Phil Dawkin's Lotus Cortina
- Lance Phillips and John Elliot
- Cars as far as you can see
- Phillip's 122S



not seen Andrew for long time so that was good.

On the display there were quite a lot of very nice classic and unique cars which made for good viewing. One of the Datsun 240Z owners made contact with me as he has a 242GT which will come on the market shortly so I was pleased about that from a Register viewpoint. We have had some discussion since the event on some mechanical issues with his GT.

Hopefully, the organisers can improve the parking situation for next time as the venue has again been confirmed for 2008 as the Morning Star Winery. I will offer this feedback to the Committee as we have been asked for comments on the 2007 event.

Attendees:

Lance Phillips 144GL
 Len Ward PV544
 Walter & Sandra Gowans 1800ES
 Roger Wyatt 122S

The Great Australian Rally - 20 January 2008

This year's Rally varied a bit by missing Hastings Marina for morning tea. The main reason given was traffic jams and a late arrival at Mornington Racecourse was usually the result.

As usual there were several start points including the city, Brandon Park and Casey Council at Fountain Gate. This meant the few from the club that attended started at different points.

Thorben Hughes [242GT] and Phillip Perkins [122S] started in the city with Phil Dawkins [Lotus Cortina] starting at Brandon Park and John Johnson [262C] and myself (with John Elliot home from Malaysia for Xmas) in the 144GL starting at Casey. There was also a lady in an 1800S who started at Casey. I don't think she is a member as yet.

The Casey starting point is good as Council organise a sausage sizzle with tea and coffee at the start to get people under way. It is also convenient for John and I as we live in the City of Casey area. It did start off a bit overcast with

drizzly rain but cleared up nicely for the event.

Phil is a member with a 240GLE which is not eligible or suitable for this type so he entered the Cortina.

Bypassing Hastings meant we were parked at Mornington by 10.30 which was excellent for all concerned as it made for realistic viewing period and for the judges to look at the cars.

The weather was good and there was a lot to see apart from the cars, with plenty of side attractions and food vendors. The rally attracts a very good cross section of cars from across the board.

The Victorian Military Vehicle Club had a nice cross section of their vehicles on display to add to the atmosphere.

Once again a very good event sponsored by the RACV and well organised by the All British Car Clubs.

Another enjoyable day out with Classic cars.

Lance Phillips

Australia Day Historic Vehicle Display - King's Domain Park

The display this year had nearly 500 cars, with many historic vehicles



Australia Day Vehicle Display



such as Model T's and other cars early I couldn't identify! We had 5 Volvo Club cars on display (John Johnson's P1800, Eric Johnson's Chevrolet, John Grant's 122, Lance Phillips' 144, and my 1800ES). We made a bit of a family day of it as my parents were over from the US, so we packed a picnic lunch. Dad and I drove over in the 1800ES, while Wayne and Mom took public transport. Unfortunately, our cars were parked in a rather dusty, exposed area (I nervously watched the kids playing miniature golf about 1 metre from the car!), but there were a couple large shade trees nearby that provided a nice picnic spot. The weather was HOT, and the 1800ES hiccuped a few times in traffic on the drive home, prompting me to fill the tank (it was running low!) before we tackled the Westgate Bridge. I've experienced this a couple times before - I think it must be something like vapour lock caused by excessive under-hood temperatures when running the AC on very hot days, with low fuel. Not 100% sure, but I hope it makes the trip to Toowoomba OK!

Being Australia Day, there was a lot going on in and around the venue. There were a couple military jets doing fly-bys, and I believe there was a parade up St. Kilda Road. John, Eric, Lance and John started at Chadstone, while Dad and I drove directly from Williamstown. With a bit of cell-phone tag, we were able to meet up with the convoy so we were all able to park together. This is one event that's well worth going to just to have a look at the variety of cars that show up, even if you aren't eligible to bring your car (it's open only to cars built prior to 1978). I think Dad is doing a proper write-up for the American Volvo Club magazine

- guess I should have asked him to email it through to me!

Greg Sievert

Dad just emailed through his story, so here it is. I've also included a couple photos of his pristine 1800E. Thanks Dad!

RACV Australia Day Picnic and Federation Vehicle Display

My wife and I just got back from a 1 month plus trip to Australia to spend some time with our son, Greg and his partner Wayne in Australia. Greg lives in Melbourne so it was our main headquarters while we were there. We had the opportunity to spend time in Sydney and Tasmania as well. Greg is the editor of Rolling Australia and Wayne is membership secretary for the Volvo Club of Victoria. They are very involved in most any activity having to do with Volvos and cars in general.

In 2006 I shipped Greg's beloved left hand drive 1973 1800ES to him. Many of you have no doubt seen this great looking yellow Volvo at many of the VCOA meets in past years. This added yet another Volvo to his auto collection. Before the ES arrived he purchased a 1988 244 Volvo and proceeded to develop and install a supercharger on it. Since that project finished up he needed more to do so he purchased a 1987 740 turbo, two 120 Station wagons, another 240 and his most recent addition in December was a 1967 145S.

One activity that we always put on the schedule is a couple of visits to the pick-a-part salvage yards looking for Volvo parts. This visit was no exception. We made visits to each of the major yards, but we had the added adventure to assist the Volvo club President in dismantling several 140s in

preparation for the crusher (after salvaging all the good parts, of course). The club president has 3 warehouses full of 50+ Volvos (slight exaggeration Dad!)

Topping off all this great Volvo activity, we also had the opportunity to join some of the Victoria Volvo Club members who displayed their Volvos at the Australia Day RACV picnic and car show. (RACV is similar to the AAA automobile club in the US) This year's featured car was the Ford Model T celebrating its 100th Anniversary. Most Model Ts arrived in Australia via kits from Canada. The last several years of production were actually built near Melbourne in a plant that currently produces Ford engines.

Our Volvo brethren showed up with a one owner 1965 122S, a 1974 144GL, a pristine '67 1800S and Greg's 1973ES. Over 450 cars were displayed on the grounds. (Most were right hand drive.) I was impressed with the great condition of all the cars. Some of the more rare cars included Singers, Bristols, 1929 LaSalle, 1926 Hupmobile, 1912 Talbot, 1928 Graham Paige, 1929 pierce Arrow - just to name a few, besides the Volvos.

The RACV auto show reminded me of what we can expect at the October, 2008 Eurofest car show in Spartanburg, South Carolina (USA) this fall. The VCOA (Volvo Club of America) national meet will be held in conjunction with this show where we are expecting over 100 Volvos in a field of 400-500 cars. Volvo will be the featured marque this year. Sign up early. Check out the VCOA web site (www.vcoa.org) for more details.

Gary Sievert

Clarksville, Georgia, USA

Gary and his 1800E in the USA (photo; below and left)



Classifieds: Cars & Parts

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

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

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

WANTED: 700-series Turbo Station Wagon with Manual Transmission. Phone Leon 0421-779-941 (VIC)

New products in stock!

VP Tuning would like to announce new products that we have in stock at the moment:

850 big core intercooler
IPD reverse intercooler kit



IPD 850/570/V70 heavy duty swaybar links
MSD coil kit 850/570/V70

Display globes for big front single radio / cd type.

Magnetic sump plugs 240/850 etc.

Odometer gears 240/740 (limited stock), 850.

P1800S complete exhaust kits, one with single and one with double front pipe.

Contact: mark@vptuning.com.au

Mark Richardson

Phone 0403 814 545

Fax 03 9775 5302

THANKS!



VP Tuning would like to thank the customers for their support in our last exhaust order. I am sure they will be very pleased with the outcome of their purchase.

Hope we can arrange something like this again so if there are any inquiries you know where to go to!
mark@vptuning.com.au

1982 244 GLE

2.3ltr 4cyl. This car has had a Celica 5sp gearbox conversion.

The conversion kit was purchased from Dellow automotive in Sydney and the conversion was performed by the Castlemaine Rod Shop. The car has tinted windows, 4 door

central locking, electric windows all round, Whiteline springs, Selby sway bar and K&N filter. This is a very much loved car and served me well through Uni. Though I will be sorry to see it go it would make a great first car or used for parts. The gearbox conversion alone cost a little over two thousand. The car is running but not currently registered or RWC. TCV778. Price \$1,000.00. Contact: Leigh Holland, Bendigo Vic 0409333316. leigh.holland@bendigobank.com.au



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



shield insert. \$15.00 each plus posts and pack. 1 off Cap \$15.00 + PP \$5.00 = \$20.00; 2

VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

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

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

WANTED: Cargo barrier for 1990 740 Turbo Wagon. Contact Rick on 03-9893-1630

1982 262C Coupe. Original Condition. Gold colour. 1 Lady Owner from New. Spare windscreen new in box. Rare Car. \$10,000.00 or best offer. Contact Yvonne on 07 5578 2607

1982 264GLE V8. All GLE inclusions. Much spent on Rover 3.5 V8 conversion by GLT in Brisbane (QLD transport approved). Reco auto, brakes, uprated suspension. Sits on 16x7 Superlites shod with 225x16x55 Falkens. New black paint over silver. Beige leather



interior, sunroof. QLD rego to October 2008. Will accept a great loss at \$5990 ono. Phone Col Hovey on 0439-907-132

1974 164TE. Suitable for parts. Has been rear-ended. Good motor/trans. Much money spent on suspension & brakes. \$450 ono. Located in Brisbane. Phone Col Hovey on 0439-907-132

1448 Built 1972, first registered 1973. White. Manual. Mechanically Good. Small amount of rust mainly in front fenders near



windscreen. New seatbelts professionally installed 2004. On SA Historic Registration. Reg No. WJS-824. Stored in Adelaide. \$1200 ONO. Contact Colin Ireland (08) 8248 5081 or 0429 946 095

1969 122S, 2-door. Candy Red, No rust,



Stainless exhaust system. New tyres, Rego (Vol 69). Very good condition, \$9,000. Ph, 0429920107, QLD

1996 850 SE 20v. Sedan, Manual, Metallic Red / Burgundy, Black leather all in



excellent condition in and out (straight body), 189,000 km original, Reg. December 2008, RWC provided upon sale. Tow Bar, 3 owner car, Lady driver. New Clutch @ 161,000 km. New rear shocks (Bilstein yellows sport) 2.5 yrs ago. New Battery 1.5

ysr ago. New Tyres and Brakes 3 yrs ago still Roadworthy (low Km's since). New Heavy Duty Upper engine Mount 3 yrs ago. Service History provided. Vehicle is a rare manual in excellent condition. Contact Angela or Paz on mob 0438 162 654. VIC

1980 262C. Original engine and running gear in excellent condition, new steering



rack and brakes, new tyres with full 12 months NSW registration - JJ 262. Absolutely no rust, with vinyl top professionally removed and roof taken back to bare metal. Paint very good and interior in excellent condition with period Nardi wood-rimmed steering wheel and 6 stack CD



player. Car is located in Newcastle NSW and will deliver to VIC or QLD by negotiation. \$6,000. Gavin Fry gavinry@iprimus.com.au, 02 4961 2643 [home] 02 4974 1414 [work] mobile 0413 153 926

360 GLT (BW 360) Runs great, immaculate interior, white, manual (comes with new clutch kit still in box - cost \$400) 256,000km. CD player. Want to sell to Volvo enthusiast. Car is in Melbourne. Make reasonable offer. Contact Bret on 0414-355-735

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

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 carburetor, good condition, original glossy paint, tan interior. Owned for last 33 years. Phone Ronald 03-9390-1665

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

NEW: Hi-Tuning ECU upgrades for later model Volvos are **now available through DVS**. Call or email for specific details for your vehicle and pricing.

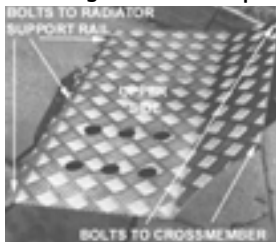
DVS Coilovers for Volvo 240s available soon.

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



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

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



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

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

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

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

DVS 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**

Weitec Performance Springs for Volvo models including 850, C70/S70/V70, S80, S60, S40/V40 as well as new S60/V70 and S40/V50 models are now **available from DVS**. Weitec spring sets offer lowering of approx 35mm from Volvo standard ride height (less on R models and cars equipped with sport suspension packages.) Ride is noticeably firmer and handling is improved while still retaining a good ride quality. Call or email DVS for further enquiries.

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



Adaptors available for **\$149.00** per pair.



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<p>() <u>New Application</u> (1 year membership from date of payment.)</p> <p>() <u>Renewal</u> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>																																																						
<p><u>Your Details:</u></p> <p>First Name: (Mr/Mrs/.....)..... Surname:</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Postal Address:</p> <p>..... State: Post Code:</p>																																																							
<p><u>Contact Details:</u></p> <p>Phone: (.....) Mobile: (.....)</p> <p>Email:</p>																																																							
<p><u>Car(s) Details:</u> (You must list vehicles with CH plates. Engine number can be found on Registration Certificate)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Model</th> <th style="width: 10%;">Year</th> <th style="width: 15%;">Colour</th> <th style="width: 15%;">Reg. No.</th> <th style="width: 15%;">Engine No.</th> <th style="width: 20%;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>		Model	Year	Colour	Reg. No.	Engine No.	Body Style
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<p>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>																																																							



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

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

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

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Doncaster VIC 3108

Telephone: (03) 9840 8868

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

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Geelong VIC 3220

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

On the Back Cover: The all-new Volvo XC60 medium cross-over SUV. See more photos and full Volvo Press Release elsewhere in this edition of Rolling Australia.

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