

# ROLLING

AUSTRALIA  
No. 179

July/August 2008



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Toowoomba National Rally:  
Full Coverage + COLOUR CENTREFOLD  
Iceland Report from James  
140 Series Racing for Under \$5000!



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



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

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- Ian Swan's African Safari
- Tech Tips

VOLVO CLUB of VIC  
AGM - Weds, August 6th  
7PM - FREE PIZZA!

## ROLLING AUSTRALIA

JULY/AUGUST 2008 ISSUE NO. 179

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

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DEADLINE FOR SUBMISSIONS  
Next edition deadline is 10th August 2008

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# Volvo Club of Victoria Calendar of Events

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

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## July 2008

Wed 2<sup>nd</sup> Night Meeting  
Guest speaker information see [www.volvovic.org.au](http://www.volvovic.org.au)

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## August 2008

Wed 6<sup>th</sup> Night Meeting - Volvo Club of Victoria  
AGM - 7PM dinner, 8PM Meeting & Bilia parts sale (to be confirmed)  
The Club's AGM will be held at the night meeting. Free pizza 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!

---

## September 2008

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

Sat 6<sup>th</sup> Picnic at Muckleford - see flyer inside front cover for details!  
Father's Day weekend - steam & wheels!  
Location: Muckleford Railway Station is midway between Castlemaine and Maldon.  
Club member George Young is the event coordinator, and would love to see some other classic Volvos join his 122 at the display day. A great event to give your classic Volvo a run to clean out the winter cobwebs. Contact George on 03-5475-2442 or email [gry@impulse.net.au](mailto:gry@impulse.net.au). More info on the web at [www.vgr.com.au](http://www.vgr.com.au)

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## October 2008

Wed 1<sup>st</sup> Night Meeting  
Guest speaker information see [www.volvovic.org.au](http://www.volvovic.org.au)

Sun 5<sup>th</sup> Euroa Show-n-Shine  
Time: 10AM-3:30PM.

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## November 2008

Wed 5<sup>th</sup> Night Meeting  
Guest speaker information see [www.volvovic.org.au](http://www.volvovic.org.au)

Sun 23<sup>rd</sup> VACC Cars of the World Display Day  
Location: Morning Star Estate, Mt. Eliza, Mornington Peninsula. More info in the next edition of Rolling.  
See web site: [www.carsoftheworld.com.au](http://www.carsoftheworld.com.au)  
Retina Australia benefits from funds received.

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## 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!

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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 Clubs (Pg. 1)  
DETAILS: If you want to enter the contest, please email high-resolution 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.



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On the Front Cover this issue: Classic Volvos on display at the National Rally in Toowoomba, May 2008. See full event coverage in this edition of Rolling Australia.

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We are  
HERE

NEW OWNER!  
Michael Van Winsen





# Vice President's Report

Lance Phillips

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With Heino busy in Canberra during recent weeks I chaired the last two Night Meetings.

First of all I would like to thank Mark Icton for donating cinema tickets as the door prizes. These have been very much appreciated by the committee as well as the winners.

I would also like to thank our guest speakers for May and June who have been very entertaining and interesting.

In May we had Bill Wellwood who happens to be an ex Club Member having owned a 164E some years ago is a great entertainer in his role as an auctioneer with Shannon's. Bill told us a bit about his life and also did a couple of mock auctions which entertained the members.

For June we had Anthony "Fred" Fredericksen who currently works for Murcott's Driver Excellence. He life as a mechanic was extremely interesting. He worked for famous people like Bib Stillwell in his dealership which then led to overseas with Bib's car racing activities. Later he worked on Sir Jack Brabham's Formula 1 Team then onto Le Mans cars like Porsche. Back in Australia he did a stint with the Holden Racing Team with Peter Brock and Craig Lowndes. I would hope he may return again to continue the story as it is a most interesting one.

242GT/262C Register

At the Toowoomba National Rally the number of GTs was down to three. This was in part my fault as I elected to drive the 850T5 this time around and Rod Patton took the economical 264 diesel and Thorben his 240GLE. Craig from SA took his S70 as did Terry Hunt from Sydney. Robert Bakker made the choice of his recently built 122S

instead of his GT. This left David Raynor from our Club, Kevin Allen from NSW and John Vanzino from Qld with his pretty two-tone GT to fly the GT flag. Well done to those people.

My GT has been interstate about 5 or 6 times in recent years to rallies so it deserved a break [well that was my excuse] and besides the T5 had cruise control! I must be getting lazy as the years go on. I must endeavour to fit the cruise control kit that I have to the GT before the next trip. They certainly make it easy to keep one at the speed limit as it is very easy to creep up otherwise and the "Candy Car" or speed cameras are out there waiting to pounce.

A couple of recent sales in Qld has seen pretty reasonable prices gained for 242GTs in very good condition which is encouraging as a future Classic. To my knowledge there are 5 on the market currently with two in SA, one in Tassie and two in Victoria varying in price from \$1000 to \$7500 depending on your requirements from restoration to drive-away no-more-to-pay. Three are 79 models and two are 1980 versions.

As a restoration project there is also a 262C on the market [see classified ad elsewhere in this issue] as well as a couple of nice cars in either silver or gold. Once again the choice is yours.

Mark Icton has just taken on a gold 262C as a project so we hope to see that up and running in the

future - maybe at the expense of his 740T but that remains to be seen!

Lance Phillips



*Pic of Lance making a cuppa in a phone booth during the National Rally trip...you'll have to ask him why! Ed.*



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# THE EDITOR'S DESK

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## The Diesel Dilemma

Welcome to the special 2008 Toowoomba National Rally edition of Rolling Australia. Congratulations to the Volvo Club of Queensland for putting on a great event in commemoration of the VCQ's 10th anniversary. The event went off without a hitch, and other than a few showers on Saturday, Toowoomba's weather held out for the weekend and display day on Sunday. Club members from around Australia (and even New Zealand!) attended in Volvo models new and old, and it was great to meet up with old friends and new who love "talking Volvo". Thank you to the organising committee, event sponsors (listed in the VCQ section) and everyone who attended (with or without cars!) Full event coverage can be found in the VCQ section of the magazine, and the full-colour centre page (funded by the Volvo Club of Victoria) shows some pictures of the beautiful cars on display. Thank you to Lance Phillips, Rob Howard and Thorben Hughes for sending me their National Rally photos. In addition to my photos, this made it easy to find a pretty good shot of every car in attendance. Due to the number of photos and difficulty in matching cars to owner's names, there may be a few errors or omissions. Sorry in advance - if I made a mistake, let me know and I can publish corrections in the next edition.

Due to the extensive national rally coverage in this edition, I've had to hold back several articles submitted by members recently, so if you don't see your article in this edition, it will most likely appear in the next one. Keep those stories and pictures coming - it's great to know that I have them "in the bank" for upcoming editions of the mag.

For Victorian members, remember that our AGM is in August. Please consider helping out the club by putting your hand up to be a committee member or officer. If you do have a particular role in mind, let the committee know ASAP so we can ensure you are nominated for the position. You'll also see in the Motorsports section an article from the Historic Touring Car Association of Victoria's magazine "Historic Touring Torque" thanks to VIC member George Opoczynski. George is starting up a low-cost 140 racing series. If you're interested, be sure to give George a call. Several of us are considering it, and it's highly probable that Heino (El Presidente) could find you a solid 140 at a bargain-basement price.



I'm sure everyone has noticed the rising petrol prices and is probably wondering where it will stop. Many analysts are saying this isn't a "temporary rise" but a fundamental shift to higher prices due to the increased demand for oil by developing nations and the lack of significant new discoveries of oil in recent years. While car and light commercial vehicle sales are still strong in Australia, things aren't looking too good in the USA or Europe. Interestingly, sales of diesel cars have been increasing at a great pace in

Australia. A large percentage of the cars sold in Europe are diesels - and it really makes sense there where the tax rate on diesel fuel is a lot less than it is on petrol. In Australia (and the USA) diesel fuel now costs quite a bit more than petrol. So, does it still make sense to buy a diesel car if you're looking to save money in the long run? Well, no. Nobody can predict what the price of petrol and diesel (or LPG for that matter) will be in coming years, but at the current rates, if you want to save money the best bet is LPG. Unfortunately, if you want to buy a new Volvo on LPG, you're pretty much out of luck. Some years back Volvo offered an LPG-powered "Bi-fuel" S70 in Australia, but these were only sold in very small numbers. Now you have the choice of petrol or diesel on a new Volvo in Australia.

Let's have a look at the figures. First, let's compare the average Australian family sedan running on various fuels. I've chosen the Ford Falcon, since Ford offers a dedicated LPG version. There's no diesel yet, so I've had to estimate the fuel economy of a diesel Falcon. The table shows that at current petrol prices (may be even higher by the time you get this magazine!) it would take anywhere from 1 to 2.6 years (depending on km driven per year) to pay off the extra cost of buying an LPG Falcon (assuming it costs about \$2,000 more than the petrol version). Not too bad, right? The diesel version (ASSUMING you could buy one, and it cost \$5,000 more than a petrol Falcon) would take anywhere from 13 to 32.5 years to pay off, depending on km driven. That's a long payback period.

Now let's look at some new Volvos. On the face of things, it looks like you can get a diesel C30 for the same price

Diesel vs Petrol vs LPG - Large RWD Car (Falcon)						KM Driven per year and cost per year:				
	Purchase Price Premium:	COST:		Est. Fuel Economy (mixed)		10000	12000	15000	20000	25000
Petrol	-	\$ 1.62	\$/L	10.5 L/100 km	\$	1,701	\$ 2,041	\$ 2,552	\$ 3,402	\$ 4,253
Diesel (est.)	\$5,000.00	\$ 1.82	\$/L	8.5 L/100 km	\$	1,547	\$ 1,856	\$ 2,321	\$ 3,094	\$ 3,868
LPG	\$2,000.00	\$ 0.62	\$/L	14.9 L/100 km	\$	924	\$ 1,109	\$ 1,386	\$ 1,848	\$ 2,310
\$ Saved per year (Diesel):						\$ 154	\$ 185	\$ 231	\$ 308	\$ 385
Diesel Payback Period (years):						32.5	27.1	21.6	16.2	13.0
\$ Saved per year (LPG):						\$ 777	\$ 933	\$ 1,166	\$ 1,554	\$ 1,943
LPG Payback Period (years):						2.6	2.1	1.7	1.3	1.0

as the C30 T5 - what a bargain! NOPE! The C30 D5 (diesel) is identically-equipped to a C30 S. So, that means when you shell out \$43,950 for a C30 D5 (automatic) you're actually paying \$8,000 extra to have a C30 "S" with a diesel engine. At that price it would take 15.8 to 39.6 years to make up for the purchase price difference, depending on your km driven per year.

If you want to compare the high-specification C30 T5 with the diesel, you'd have to add \$14,475 worth of options to the C30 D5 to have a comparably-equipped diesel C30. At that rate, it would take an astounding 21.7 to 54.2 years of fuel "savings" to pay back the difference in purchase price! That's plain madness, and I haven't even factored in taxes and other costs in the purchase price, so it would be even worse in the end.

The story is similar for the S40, but the diesel "only" costs \$5,000 more in the base "S" model, and \$7,545 more to bring it up to the "LE" specification.

Things do look somewhat better for the new XC70. The payback period for the base model (diesel is only \$2000 extra) varies from 2.4 to 5.9 years. This

is also partly due to the larger variation in fuel economy between petrol (11.4 L/100km) and diesel (8.3 L/100km) in the larger, heavier XC70.

The S80 can't be directly compared because the diesel model is only front wheel drive, while the petrol version is a high-performance V8 AWD missile. The diesel actually costs \$4,000 less than the petrol version, but also misses out on the petrol version's 18-inch alloys (a \$1,500 option on the diesel if you care!)

Well, I hope I didn't bore everyone with the numbers. The tables should speak for themselves. In any case, don't rush out and buy a diesel car for the sake of saving money - it currently seems to be false economy. Your best bet for efficient motoring seems to be LPG - which probably explains why 99.9% of the taxis running around are LPG-powered. Mellor's Automotive News recently speculated that local automakers are working on improved LPG liquid injection systems (instead of the current vapour injection "carburettors" used in most LPG setups). The liquid injection systems promise to provide greatly improved

fuel economy (should be very similar L/100km to the petrol versions), which will make LPG an even better option. Of course, the government probably will not let LPG prices stay so much lower than petrol - I believe the excise on LPG is going up or changing in the coming years, so you can bet the "loophole" of low-cost motoring using LPG will soon close. A pity, because it is somewhat cleaner than petrol and diesel in terms of emissions, and there's a lot more LPG and CNG to be had than petrol. Hyundai recently announced they're planning an LPG-powered hybrid - even better still.

Whatever happens, you can bet that going forward, we'll be seeing a lot of different technologies going into cars, and there doesn't seem to be a specific focus on any one fuel or propulsion means. Hybrid, plug-in electric, bio-fuels, hydrogen fuel cell - whoever gets it "right" will be a winner...only time will tell.

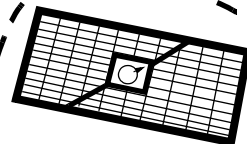
C30 Low-specification (D5 vs. S)				<u>KM Driven per year and cost per year:</u>						
	<u>Purchase Price</u>	<u>Fuel Cost</u>		<u>Fuel Economy (mixed)</u>		10000	12000	15000	20000	25000
Petrol	\$35,950.00	\$ 1.62 \$/L		9.0 L/100 km	\$	1,458	\$ 1,750	\$ 2,187	\$ 2,916	\$ 3,645
Diesel	\$43,950.00	\$ 1.82 \$/L		6.9 L/100 km	\$	1,256	\$ 1,507	\$ 1,884	\$ 2,512	\$ 3,140
Premium:	\$8,000.00			\$ Saved per year:	\$	202	\$ 243	\$ 303	\$ 404	\$ 506
Payback Period (years):						39.6	33.0	26.4	19.8	15.8
C30 High-specification (D5 vs. T5)				<u>KM Driven per year and cost per year:</u>						
	<u>Purchase Price</u>	<u>Fuel Cost</u>		<u>Fuel Economy (mixed)</u>		10000	12000	15000	20000	25000
Petrol	\$43,950.00	\$ 1.62 \$/L		9.4 L/100 km	\$	1,523	\$ 1,827	\$ 2,284	\$ 3,046	\$ 3,807
Diesel	\$58,425.00	\$ 1.82 \$/L		6.9 L/100 km	\$	1,256	\$ 1,507	\$ 1,884	\$ 2,512	\$ 3,140
Premium:	\$14,475.00			\$ Saved per year:	\$	267	\$ 320	\$ 401	\$ 534	\$ 668
Payback Period (years):						54.2	45.2	36.1	27.1	21.7
S40 Low-specification (D5 vs. S)				<u>KM Driven per year and cost per year:</u>						
	<u>Purchase Price</u>	<u>Fuel Cost</u>		<u>Fuel Economy (mixed)</u>		10000	12000	15000	20000	25000
Petrol	\$39,950.00	\$ 1.62 \$/L		9.1 L/100 km	\$	1,474	\$ 1,769	\$ 2,211	\$ 2,948	\$ 3,686
Diesel	\$44,950.00	\$ 1.82 \$/L		7.0 L/100 km	\$	1,274	\$ 1,529	\$ 1,911	\$ 2,548	\$ 3,185
Premium:	\$5,000.00			\$ Saved per year:	\$	200	\$ 240	\$ 300	\$ 400	\$ 501
Payback Period (years):						25.0	20.8	16.7	12.5	10.0
S40 High-specification (D5 vs. LE)				<u>KM Driven per year and cost per year:</u>						
	<u>Purchase Price</u>	<u>Fuel Cost</u>		<u>Fuel Economy (mixed)</u>		10000	12000	15000	20000	25000
Petrol	\$44,950.00	\$ 1.62 \$/L		9.1 L/100 km	\$	1,474	\$ 1,769	\$ 2,211	\$ 2,948	\$ 3,686
Diesel	\$52,495.00	\$ 1.82 \$/L		7.0 L/100 km	\$	1,274	\$ 1,529	\$ 1,911	\$ 2,548	\$ 3,185
Premium:	\$7,545.00			\$ Saved per year:	\$	200	\$ 240	\$ 300	\$ 400	\$ 501
Payback Period (years):						37.7	31.4	25.1	18.8	15.1
XC70 (Base model)				<u>KM Driven per year and cost per year:</u>						
	<u>Purchase Price</u>	<u>Fuel Cost</u>		<u>Fuel Economy (mixed)</u>		10000	12000	15000	20000	25000
Petrol	\$58,950.00	\$ 1.62 \$/L		11.4 L/100 km	\$	1,847	\$ 2,216	\$ 2,770	\$ 3,694	\$ 4,617
Diesel	\$60,950.00	\$ 1.82 \$/L		8.3 L/100 km	\$	1,511	\$ 1,813	\$ 2,266	\$ 3,021	\$ 3,777
Premium:	\$2,000.00			\$ Saved per year:	\$	336	\$ 403	\$ 504	\$ 672	\$ 841
Payback Period (years):						5.9	5.0	4.0	3.0	2.4

# 240/260 Register

Mark Hoffmann

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Welcome club members, to this issue's 240/260 Series Register Page. This month finds me without one of the customary 'guest contributions' from other enthusiasts with which I have been able to fill this space in recent times, so just a couple of 240-related matters to share with you in a shorter offering this time around.

In the course of trading parts, I recently made the acquaintance of Ian Turnbull who lives out in Melton here in Victoria, and he and his family of wife and three young daughters have recently migrated to Australia from the UK. Ian is keen to join the Volvo Club after having recently been 'given' a 1978 245 wagon by a work colleague which he plans to tackle as a casual restoration project to keep himself active on weekends, with a view to registering the car for use as a weekender to supplement his company car and family 4WD. In truth, the old wagon does need some attention, both mechanically and in the bodywork, and Ian is slowly bringing the car up to a standard whereby he can present it for a roadworthy inspection, whilst honing his skills in mechanical and bodywork repairs, much of which he plans to do himself.

I took a drive out to Melton on a recent weekend to see Ian and view his 245. In its present state, Ian is attending

to the rust which is mainly confined to the driver's door and tailgate.

However, it has a very presentable original interior which will need minimal work to bring up to a high standard of appearance. As I mentioned, Ian has three young daughters of primary school age, and when I chatted to them about their dad's project car I was reminded of how the world has changed in the twenty odd years since I belonged to their demographic. The 245 is definitely not 'cool' in their eyes, but I swear that at that age I had no concept of such things! Ian, in fact, is hoping to make serious progress on the car before his girls get too much older and fashion-conscious, and hopes that by fitting a classic Volvo rearward-facing 'dickie seat' he might give the car enough unique appeal to get the kids into it willingly. I suggested that with everything old becoming new again these days, maybe the 245 will in fact be a fashion statement of sorts (or is that anti-fashion?) by the time the girls are old enough to drive? In truth, the 240s have never really been a popular choice amongst image-conscious younger motorists, but in view of the ever-increasing cost of fuel and other commodities, one can't help but think that ultimately it might be economics rather than perceptions of desirability

that work hardest against these older cars.

To change the subject, whilst still keeping the focus on old 240s, here is a tech-tip that might save a reader a lot of heartache at some stage. I recently had a frustrating and perplexing starting problem with my fuel-injected 1976 244DL whereby the car would start and run properly when the motor was cold, but as soon as it warmed up the car would be near on impossible to re-start, and only cranking the motor continuously for a lengthy period would eventually allow it to fire-up, after which it would once again run fine. Intuition would suggest that this is a fuel pressure-related problem, but the difficulty lies in tracing it to a particular component, and a trial-and-error approach to diagnosis in replacing major parts of the fuel system can be both frustrating and very costly.

When cold, the cold-start injector would spray fuel into the manifold allowing the motor to start easily, but a rest-pressure test confirmed that there was insufficient fuel-pressure on hand to re-start the car with a warm motor without the assistance of the cold-start injector. Fuel pumps on these cars, particularly those on the very early 244s like mine without the pre-pump in the tank, perform a lot of work, and the early fuel-injection system on these cars

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run at comparatively high pressures. A lazy pump can be a common cause of such problems and therefore a logical first step would be to fit a new one.

New fuel pumps are a costly commodity, and not helped by the fact that it is no longer possible to purchase the correct pump type for a pre-1978 240, and a later type pump must be retro-fitted to these cars. Fortunately, I had a handful of spare second-hand early type pumps on hand, and although there was no guarantee that these were any better than what I currently had fitted to the car, when three successive pump changes failed to resolve my starting problem I was willing to bet this wasn't the cause!

The next step in diagnosis can involve less desirable and even costlier possibilities such as replacing or overhauling the fuel distributor, but at this point it was suggested to me by mechanic Peter Smith at Volv-Rek to remove the regulator from the fuel distributor and inspect the o-ring seal contained in it - a simple task of unscrewing the regulator without having to remove the main unit and



upset the system as a whole. This revealed the source of my problem: The tiny o-ring had swelled and ultimately split, allowing fuel to bypass it and preventing the system from maintaining the necessary rest-pressure required for hot starting. A check of the car's maintenance history revealed that the o-ring had in fact been replaced some twenty years ago with one of non fuel-rated rubber, and it had taken so many years and kilometres of exposure to finally fail! A quick refit of a correct new o-ring at a cost of less than \$10.00 was all it took to resolve the problem.

This was not the first time in fact, that I have had a problem with the same car related to rubber unsuited to fuel applications. Not long ago, the car stopped dead when fuel ate through the

main hose from the fuel pump at the rear causing the hose to leak profusely, a fault that was easily preventable but fortunately also easily diagnosed and repaired. It did cross my mind though, of the unpleasant scenarios that could have unfolded had the faulty hose been in the engine bay in proximity to a hot exhaust manifold rather than

underneath the car. In any case the moral of both stories is twofold: Always use proper fuel-rated rubber hoses and seals for fuel applications, and there is no substitute for a little know-how that can save untold money and frustration!

As always, I'd love to hear from other owners on any matters pertaining to 240 Series cars. If you have tech-tips, personal experiences, or anything else to share related to the past or present, please don't hesitate to drop me a line at [vol240@freeuk.com](mailto:vol240@freeuk.com) and I would be more than happy to include your offerings in the contents of this segment.

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

*Mark Hoffmann, June 2008*

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

JULY 6 picnic and boot swap meet  
Brisbane north side

SEPTEMBER 7 picnic and boot swap  
meet Brisbane south side

NOVEMBER 2 AGM

## President's Report

This month, I would firstly like to congratulate and thank all members who brought their classic Volvo to Toowoomba for the display at Queens Park on Sunday 18 May 2008, as part of the 2008 National Rally. The numbers meant that I proudly, as your President, accepted the trophy for the club with the most number of cars on display.



Fernando's P1800 deserved its prime undercover car park at the hotel

And what a display of beautiful classics it was! We had Fernando Lecuna's superb '62 Jensen-built P1800, a 122 convertible (!) and even cars like Neilinton Summersmith's 123 GT (yeah, whose car is that...?!...) Four 1800Es graced the show, and all were absolutely superb. Some owners even put more than one car on display - a top effort.



Neil's 123GT

Many thanks to Grahame and Helen Hunt and the Rally Committee for great results and a great time.

## THE WINDSCREEN CURSE

For those of you who wondered what happened to my 1800 on the way up to the aero museum, we copped a big rock in the middle of the windscreen. We had a quick look at the display, but decided to head back into town to try and get the 'screen repaired before it got any worse. SWMBO called Windscreen O'Brien who were magnificent. The owner of the business was a closet Volvo fanatic and was tickled to fix my car.

We weren't the only ones to have windscreen woes. Walter Gowans got a rock in his 1800 windscreen on the way up, then on the way home, Lance Phillips got one in the screen of his 850T5.

Was there some curse around???

## THE TUMMY BUG

Some woeful bug that had hit the family earlier in the week decided to wreak havoc on my guts after the first night there. Needless to say, this dampened my spirit a little, but not enough to stop me admiring all the cars, and enjoying their owners.

## THE FREEZING COLD



A bit chilly for top-down motoring!

Who will forget the chill in the air that came over so suddenly after our first day there? Brrr! It was nothing for the Swedish beauties, who are designed to laugh off -20, but it added some entertainment to all for the weekend.

## MY 122

I was pleased and proud to display my 122 at the rally.

For those keen followers of my reports (thanks Neil), it came down to the wire to have the car ready in time. A last minute problem with the gearbox put my schedule right out of whack.

Just to recap on what was done on the car:

- Body was stripped, rust removed and repainted in original pearl white;
- New B21/B20 engine with Weber 45s, and many other mods installed;
- New brake pistons in front, new seals in master cylinder and rear brakes checked;
- Clutch overhauled, balanced and uprated;
- New clutch hydraulics;
- Tailshaft reconditioned;
- Dif emptied and refilled;
- New bushings rear trailing arms;
- Front suspension re-bushed;
- Numerous electrical components uprated/repaired;



My 122

- Interior refurbished;
- Gearbox work;
- New exhaust fitted;
- Many new minor parts fitted (eg new window scrapers, new fuel filler seal);
- About 1000 trips to SuperCheap.



Some of the 1800s on display in Toowoomba

Both the 1800 and 122 performed without fault on the trip to Toowoomba. The 122's grunt was truly impressive; especially climbing up that range. Since then, some experimenting with the carb jetting has got the car driving beautifully. The 1800 was a dream to drive, and SWMBO thoroughly enjoyed herself.

#### NEXT EVENT

Members in SE Qld, please note the dates above for our events. There will also be a flyer sent to you about a month before an event. Please note that we have an event on the first weekend (usually a Sunday) of every odd numbered month. Make sure your car is clean and shiny!!

Now that my busy schedule with the 122 is over, it will leave me time to seek out and visit cars that have not turned a wheel for some time, and to convince their owners to get the spanners out!

Until next time,

*Robert Bakker, president  
Volvo for life!*



Robert & Tina's 1800E

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# The SA Pages

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

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(INCORPORATING WESTERN AUSTRALIA)  
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P.O. Box 218, Torrensville Plaza, SA 5031

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

## 20th April 2008 Clare Valley

A very sunny day, 5 Volvos, 1 Mercedes and other vehicles from the Volvo Car Club of SA left Adelaide. Clare Valley was our destination some 2-hour drive north of Adelaide, a world-renowned centre for fine wines.

After meeting a Globe Derby Park (our local trotting track) we headed for Tarlee where we stopped for tea and coffee and some delicious Birthday Cake resplendent with candles to celebrate our Club Captains 60th Birthday.

The Valley's many vines were in their autumn colour and the country although still in drought was very picturesque.

Our stop for lunch was in the quaint heritage town of Mintaro where we perused the antique shops, sampled some of the fine wines on offer at Reilly's and while some enjoyed lunch in the Black Stump Hotel dining room others picnicked in the autumn sunshine on the hotel lawns.

After a stroll around the village and an inspection of Swan's café we continued on to Martindale Hall, one of Australia's finest historical homes. Built in 1879 this grand mansion achieved notoriety in 1975 when it featured in the successful Australian film "Picnic at Hanging Rock" directed by Peter Weir. Set on 45 acres this heritage museum of 21 rooms, 5 bathrooms and extensive cellars also offers accommodation for up to 18 guests.

After a tour of this fantastic house we returned to Mintaro to inspect the slate quarries. These famous quarries produce the best slate in the world, especially for billiard tables and the like. It is amazing that they can mine such huge slabs of slate and they are so smooth!

Auburn was the perfect spot on the way home for afternoon tea, and more



## HAPPY 60th BIRTHDAY KEN!

browsing of antique shops, churches and lovely old cottages.

A great day was had by all.

*Christine Davis*

## Monster Truck!

On Sunday 8th June members of the Volvo Car Club of SA attended the Kadina Show & Shine (see additional story on following pages). Annalise (aged 7) needed a photo with a Monster Truck "to show off with the boys at school". What a great photo.





# VOLVO CAR CLUB OF SA 2008 EVENTS

**JULY  
11<sup>TH</sup>**

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

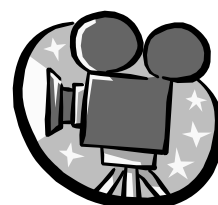
**13<sup>TH</sup>**



**Mid Year Lunch**  
**12.15pm - Hackney Hotel**  
Hackney Road Adelaide  
A La Carte Menu  
Before meeting for lunch take time to stroll through the Rundle Street Market or down North Terrace  
**Afternoon Tea – Botanic Gardens**  
Enjoy afternoon tea at the kiosk by the lake

**AUGUST  
16<sup>TH</sup>  
Saturday**

**Murray Matthew's Movie Museum**  
Collector of Cinema Equipment & Movie Memorabilia  
33 High Street, Seacliff Park  
Meet at the Museum at 1.00pm for a 1.30pm start – *Mystery Movie*  
Entry Fee  
Adults \$5.00 – Children \$2.00  
BYO afternoon tea



**SEPTEMBER  
12<sup>TH</sup>**

**Club Meeting**  
**7.30pm** – Glandore Community Centre

**28<sup>TH</sup>**



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

**OCTOBER  
12<sup>TH</sup>**

**Strathalbyn Swap Meet**  
Strathalbyn Harness Racing Club, Milne Rd Strathalbyn. Gates open 8am  
For further info please contact Helen Judd.

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



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

**NOVEMBER  
8<sup>TH</sup>**

**Christmas Pageant**

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

**Club Meeting**  
**7.30pm** – Glandore Community Centre

**23<sup>RD</sup>**

**Christmas Lunch**  
Details closer to the event



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

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

Ken  
John & Joan  
Tricia

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

Ralph  
Alexander

(08) 8299 4941  
0414 423 505

8th June 2008

## Kadina Show and Shine

Members started arriving at our holiday home at Pine Point 165 km from Adelaide on Wednesday and

entered our position marked Volvo. No one seemed too anxious to venture out of the cars. When the rain stopped we gave the cars a quick lick over and walked to the swap meet section, but we spent most of the time in the shed

Biggles got a bit bored whilst we were at the Show and Shine and had a fun time with the lounge, So I guess despite the weather, a fun time was had by all who attended.

*Helen Judd.*



Thursday. The weather was cold windy and damp. Barry and David wanted to go fishing but the wind had other ideas. Glenys, Tricia, Annalise and myself braved the elements and walked the beach with the dogs, "Biggles and Porscha". who got on great together.

The men either watched telly or tinkled with their cars. On Saturday David and Colin cleaned and polished their cars, whilst Barry watched the football on the telly.

Ken, Ronda and Nan stayed at Ardrossan in the motel, but drove to Pine Point for afternoon tea, (Banana bread direct from the oven) complements of Glenys.

That evening we met at Ardrossan for the evening meal and a chat. Up early on Sunday morning, we left Pine Point and met Ken, Ronda and Nan waiting on the side of the road at Ardrossan at 8 a.m. No time to stop, we were on our way to Kadina through the drizzling rain. We arrived at Kadina Show Grounds about 9 a.m. and

with the tea/coffee and heaters.

All the cars looked great, five Volvo's represented our Club, there were about 130 vehicles positioned around the show ground.

One vehicle really stood out a Ford; the fella drove this vehicle to the display on a trailer, unloaded it, and placed mirrors under the car to display the sparkling chrome. (I don't think the car had ever been driven on the road.) He said he had been offered a million dollars for the vehicle. He took home 7 trophies for this immaculate Ford, but I bet he doesn't get as much fun from his car as our Club members do.

Show over, some members went touring and then arrived back at Pine Point for tea before venturing home. It was a long day for some, Alex falling asleep on the lounge. Porscha and

Below: SA members Ken Bayly, Craig Rasmussen, John and Joan Peace attended the Toowoomba Rally - the S70s were looking good!



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# Treasurer's Report \$\$

Adrian Beavis 0402-203-437 (AH)

As at June 8th the account balance was \$3466.96

The following is a summary of the club's major expenses and income for the period from April 9th until to June 8th. This is for the period between the date of the last report in Rolling and the day this report was prepared.

Income:

Membership subscriptions: \$1080.00

Door donations at the May and June meeting: \$105.65

Magazine contributions: \$504.07

Total income: \$1689.72

Expenses:

Bank fees: \$25.75

Printing of Rolling: \$720.01

Reimbursed expenses for nibbles at May and June meetings: \$54.95

Total expenses: \$800.71

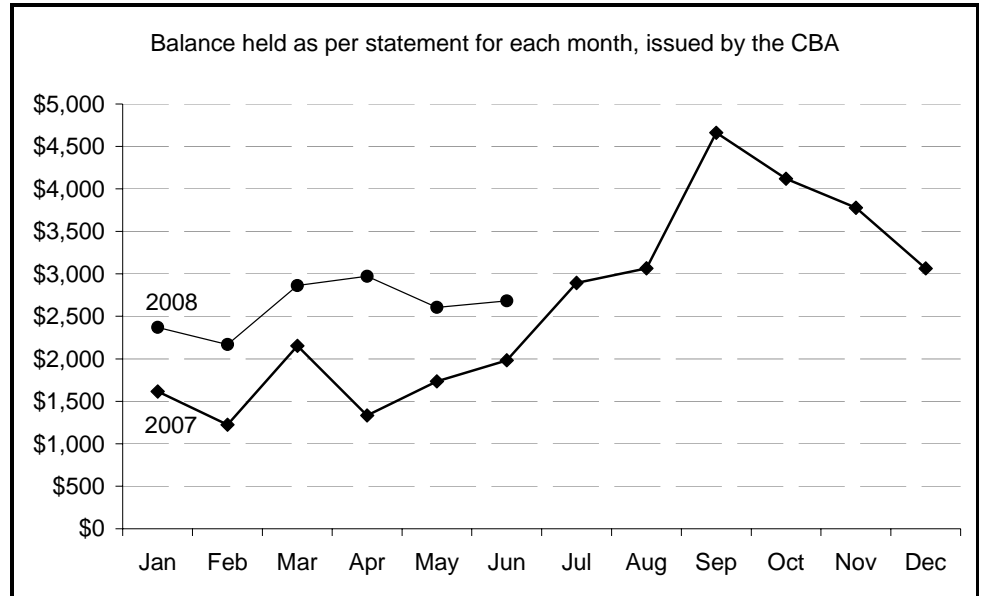
Net income: \$889.01

Attached is a graph showing the balance at the bank for each month in 2008 compared with the balance for each month in 2007. It shows that as at June 4th, the

club was around \$700 ahead of where it was in June 2007. Income processed slightly after the June meeting - the \$889.01 net income shown above - is not included in the figures shown in the graph. This money was banked on a date after the bank statement was issued.

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

*Adrian Beavis*



## Membership Report

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



Hello Members,

Thank you to all the members who have updated their membership information on their renewal forms - keep it up! Please remember to post your renewal for or bring to the meeting even if you use BANK DEPOSIT. Remember, it's not wise to post cash for obvious reasons!

>>>> OOPS! <<<<

You may have noticed some errors on your recent membership renewal form. Due to a glitch in the database printing subroutine, some renewal forms had an incorrect street name/number, and the bank deposit info name/member number on the form may have been incorrect. If you have any questions or concerns, please contact me.

New Member List:

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

David Hunt V70

Eric Chapman 242GT

Jan & Hanneke Voorzaat 940 GL

Luke Perry 240

Membership Status

Number of members: 164

Number of expired members: 10

Number of current financial members: 154

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*

**CAN YOU BELIEVE IT? READ ON!**

Dealer told to compensate for big feet  
DPA, May 6, 2008

A Volvo dealer has been told to compensate a man with big feet because there was not enough space around his car's accelerator pedal, a court spokesman said.

A German judge has ordered a Volvo dealer to compensate a man with big feet because there was not enough space around his new car's accelerator pedal, a court spokesman said on Monday.

The man, a travelling salesman, sought and won a five per cent reduction in the price of his Volvo C70 coupe by arguing that

his leather shoes, European size 47 for a foot 29.4 centimetres long, did not fit beneath the dashboard.

Under a court-supervised settlement, the buyer obtained a Euro 1,700 (\$A2,787) refund to pay for a snug pair of sneakers that just fitted into the space, as well as his time changing back into street shoes each time he got out of the car to meet clients.

A judge in the court at Wiesloch in Baden-Wuerttemberg state said size 47 was not abnormally large and the Swedish-made car should have catered for big feet





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## VCO COMING EVENTS:

Sunday 13 July - Fort Lytton  
National Park, South Street, Lytton  
from 10 am onwards

Entry fees (including GST)

Adult \$4.50

Child \$2.50

Concession \$2.50

Family \$14.00

Tea, coffee and souvenirs are available  
at the visitor information centre run by  
volunteer guides at Fort Lytton.

Sunday, 10th August, 2008 -

Display @ Sirromet Winery at the  
CONCOURS MGCCQ and Club  
Chapters

This was a popular event last year.

Entry cost approximately \$10 per  
vehicle.

## 2008 Volvo National Rally Thank You

The rally committee would like to  
take this opportunity to thank the  
following people and places for their  
assistance:

- You, the rally participant, because  
without you this rally would not have  
gone ahead.
- Tamara and Andres from Grammar  
View Motel

# The VCO Pages

The Pages dedicated to the Volvo Club of Queensland

- Lance Phillips for his invaluable  
support
- Volvo Car Australia through Pacific  
Auto Group
- Southern Cross Volvo Toowoomba
- Volvo Trucks
- The Judges - Jim Schilling, Mike  
Lightfoot, Ken Bayly and Kevin Elliott
- Peer Skaarup from GLT Car Centre
- Volvo Club of New South Wales
- Volvo Club of Victoria
- 1800/120 Club of Australia
- Oakey Army Air Museum
- Toowoomba City Council
- The Grand Old Hotel at Crow's Nest
- Toowoomba Information Centre
- Crow's Nest Information Centre
- Instant Access
- Ken Carn from Sunshine Volvo
- David Ritchie from Allsignz

## AN OVERVIEW OF 2008 NATIONAL RALLY FROM THE HUNTS

Whew!! Two years of planning  
have finally come to fruition with a big  
sigh of relief from Grahame and myself.

Two weeks before the rally saw  
our place rapidly filling up with boxes  
with the office an obstacle course as we  
started to run out of room. There was  
slight relief the weekend before when  
the rally committee arrived to pack the  
rally bags - it didn't seem to help the  
box situation but it was a little bit more  
organised with the trailer taking a few  
of the boxes. The final bits and pieces  
arriving in the early part of rally week  
added to the confusion. Wednesday  
was the day for ticking off the Things to  
take to the rally list and the packing of  
the trailer, Grahame's station wagon  
and Helen's boot. My goodness, we  
realised that we have to leave some  
space for the clothes!

We decided to forward the house  
phone to Grahame's mobile - a good  
move - as it started to ring hot on the  
Thursday trip to Toowoomba. The local  
newspaper wanted to take some  
photos of cars later that day. Of course  
says Helen - that visit to the Chronicle  
the month before was paying dividends.  
Anyhow, we arrived at the Motel and  
after saying hello to Tamara and  
Andres, dumped the wagon and took  
off in my 740. A visit to Southern Cross

Volvo to get the People's Choice award  
and water saw us asking if we can  
borrow a car for the photo shoot  
(Grahame really liked the C30T5).  
Together with a visit to the local  
supermarket for soft drinks and a stop  
at Jim Schilling's workshop to say hello  
and see what we can do about getting  
some cars together for the photo shoot.  
A thank you to Jeff Moon for supplying  
his 1800 for the photo and a thank you  
to Sandra and Walter Gowans (1800)  
who had only just arrived at the motel  
to be persuaded to take part in the  
photo shoot as well. Together with the  
C30, our 244 and my 740 the photo  
shoot was organised. The Chronicle also  
did a great follow up story in Monday's  
paper with photos. [Both articles have  
been scanned for the mag. Ed.]

Thursday saw a small contingent  
start to arrive. As each car arrived the  
welcome committee got bigger and  
bigger. A decision was made that we  
should get together for dinner. This saw  
the Hunts, Gowans, Phillips and Pattons  
joined by Phil and Brenda Rasmussen  
piling into the Volvos - the girls getting  
into my red 740 and the boys piling into  
Grahame's 760 car on our way to a  
local Chinese restaurant for a lovely  
curtain raiser to the weekend. The  
Lecunas and Arnolds opted for a quiet  
night in the motel.

Friday saw the majority of rally  
participants begin to arrive, checking  
into the Grammar View and the Apple  
Gum Motel next door and doing check-  
in for the Rally, with the welcome  
committee in the car park expanding  
all the time. The welcome BBQ started  
about 6 pm. The food was great -  
loved that Bread and Butter pudding -  
and Rally Packs were given to the Rally  
Participants. It was a relaxing evening  
and nice not to travel as most people  
had been travelling all day and the last  
thing they wanted to do was to get into  
a car. It was great to see rally  
participants mixing in well.

Saturday was the Drive - it was  
fabulous to see the procession of Volvos  
leave the motel on the way to Oakey  
Air Museum for morning tea. Next stop  
was Beutel Lookout (funny thing  
happened about fuel gauges and  
contents in a number of cars) and then  
onto Crow's Nest for lunch with many





The Hunt's 765 at Oakey Air Museum

participants visiting The Grand Old Crow hotel for a meal. More photo opportunities with rows of Volvos parked around the streets. Participants then made their way back to the motel via Highfields which has a variety of craft shops, etc. for people to check out. You really do appreciate that Toowoomba is on the edge of the escarpment on the drive back.

Saturday evening was the Trivia night at Angelo's House Restaurant. The place looked small on the outside but the room we were given was very comfortable. Thanks to Karen and Terry for their work on the Trivia questions - now you all know that Barbie drives a V70 wagon. We were pleased that we didn't need the tie breaker questions with the winners being Robert and Tina Bakker. There were lucky door prizes and an array of Volvo bits and pieces handed out. The weather outside had taken a turn for the worst with the wind picking up and a bit of rain falling.

As the display was the next day I was starting to feel a bit apprehensive but had my fingers crossed. Well the wind didn't die down at all and Sunday morning saw everyone outside with frozen hands as they did the final tidy up of their cars for the Display. We made the decision not to put up the tent as we didn't think we could tie it down sufficiently to stop it from blowing away. The Volvo flags did look great though.

Thanks to Stephan and Joy Paterson for the use of their truck for hanging the flags and banners and for manning the club's table. And to John Dempster, a new member, who assisted with putting in the class signs on Saturday and Sunday and going out to the entrance to direct participants into the park. What we didn't realise that the RSPCA's Million Paws walk was to happen at the park and that the footpaths would be full of dogs of every variety, shape and size and their proud owners, but it added a bit of flavour to the morning. The wind however did not

abate, but at least it didn't rain and for that I am thankful. I was very pleased with the numbers of spectators wandering amongst the display vehicles.

A big thank you to the Rally participants for their efforts in the trying

weather conditions for their presentation of the forty plus Volvos in the rally section of the display. Rally participants were joined by 23 Sunday only display vehicles. Southern Cross Volvo gave us an XC90, an XC70, a C30T5 and a C70 coupe for display, which created a lot of interest. I did see a few photo opportunities with the C30 and the two 1800ES's - a nice comparison shot, and Brad Elliott's 122 convertible with the C70.

A huge thank you to Jim Schilling, the local Volvo mechanic and Mike Lightfoot, a member of the Historic Racing Car Club of Qld and local mechanic for judging the rally cars and to Ken Bayly from SA and Kevin Elliott from NSW for judging the Sunday only section of the display.

We adjourned back to the motel and our disaster of a room where the committee was given the task of tallying the judging sheets and Grahame prepared the program for the Presentation. The poor laminator was still working at five to seven as the last of the certificates were completed.

The Presentation was held in the Vista Restaurant at the Motel where again the food was excellent and the night's activities began. A special thank you to Mike Lightfoot, who did a special judging at the display of our grandson Jacob's trike with its Volvo stickers - he was very excited to receive his certificate.

A very huge thank you to our rally committee of Vic and Eunice Austin, Terry and Gaye Carey together with members Stephan and Joy Paterson, Brad Wightman and John Dempster, their efforts were invaluable. They lightened the load and made a huge contribution to the success of the rally.

We have been very heartened by the emails and phone calls thanking us for a great weekend - it makes all the effort worthwhile and a

thank you to the committee for my necklace. The Rally would not have been possible without the participant's support and the support of our sponsors. It was great to see the camaraderie between participants and the friendships formed that will continue at the next rally which I think is the main reason for the rally.

*See you at the next rally!*  
Helen

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## "Bloody Red Volvos" - rally article by Anthony Hyde

The setting - Grammar View restaurant, Toowoomba 2008

The event - Presentation night, Volvo National Rally - hosted by QLD Volvo club

Section of evening - Introductory remarks by rally judge, Mike Lightfoot

Mike was asked to come and make a special award and opens strongly with the remark "Bloody red Volvos". Naturally this had people wondering where he was coming from. Did the judging of numerous red Volvos cause him some grief?

Mike, who is a member of the Historic Racing Car Club of QLD, continues and his story goes something like this; at Bathurst recently he was racing his group Nc V8 Mustang (green/orange) and was being chased down by a guy in a red Volvo 164 that sounded like a hive of angry buzzing bees. His V8 pulled away down the straight, but the howling red Volvo always caught him up.

Mike said the Volvo driver commented along the lines "I'm not going to try that hard, I'm just here to have some fun". Clearly the red 164 racer buzzed him.

A few of us smiled, quickly realising it must be Vince Harmer from Canberra in his new race car.

As the awards section drew to a close, a lovely red car did win the outright award, this time it was a 122S.



Vince's 164 (Photo - Julie Williams)

## 2008 Volvo National Rally - Winners and Grinners

The **120 Series** class was hotly contested with a total number of nine entries with four from the 1800/120 Club, three from VCQ and two from NSW and with the eventual winners being:

1 <sup>st</sup>	TERRY CAREY	1969 122S	VCQ
2 <sup>nd</sup>	LINTON SMITH	1967 123GT	1800/120
3 <sup>rd</sup>	GEORGE MINASSIAN	1968 123GT	1800/120

Terry also took out the **Outright Prize** as well.

The **1800 Series** was the largest class with eleven entries – seven from 1800/120, two from Victoria, one from NSW and one from VCQ. Richard Barbazon travelled the furthest from Tasmania. Results were:

1st	FERNANDO LECUNA	1962 P1800 JENSEN	1800/120
2nd	REX SNEYD	1971 P1800E	1800/120
3rd	GREG SIEVERT	1973 1800ES	Victoria

The **140/160 Series** only had one entry from VCQ who took out the class:

1st	STEPHEN PATERSON	1970 164	VCQ
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**200 Series** had seven entries with VCQ and Victoria having three entries each with one from the 1800/120 club. Winners were:

1st	GRAHAME HUNT	1982 244GL	VCQ
2nd	ROBERT HOWARD	1978 244	VCQ
3rd	DAVID RAYNOR	1980 242GT	Victoria

The **700/900 Series** was an all VCQ with five entries:

1st	ROBERT HOWARD	1987 740T	
2nd	HELEN HUNT	1987 740GL	
3rd	BRAD WIGHTMAN	1991 940GL	



There were only three entries in the **850 Series**, with results being:

1st	JOHN BEAMES	1997 850R	VCQ
2nd	LANCE PHILLIPS	1994 850 T5	Victoria
3rd	ANTHONY HYDE	1995 850 T5R	NSW

The **Moderns** had four entries with two from SA and one each from Victoria and NSW.

1st	JUNE BEECHAM	2000 V70T	Victoria
2nd	TERRY & KAREN HUNT	1997 S70	NSW

**Encouragement Award** was awarded to REX SNEYD in his 1971 1800E.

**People's Choice** which was sponsored by Southern Cross Volvo, Toowoomba was awarded to Jeff Moon in his cream 123GT.

The 1800/120 Club of Australia had the largest contingent of entrants.

The special Trike Class was awarded to Jacob Hunt (Aged 2½)

The **Sunday only Display** was made up of 23 entries with the best being:

120 Series	Rick Forno -122S (1800/120 Club)
1800 Series	Gavin Black -1800ES (1800/120 Club)
140/160 Series	Alleyn Turner – 164 (VCQ)
200 Series	Seven entries <ol style="list-style-type: none"><li>1. Alleyn Turner from VCQ the best in his white 240 wagon</li><li>2. Stephen Murphy (Light green 240)</li><li>3. Benjamin Pforr (Silver 240 wagon)</li></ol>
700/900 Series	Two entries with Mike Eggleton from VCQ the best with his 740T
850 Series	Six entries <ol style="list-style-type: none"><li>1. Jim Schilling the best in his green 850T5</li><li>2. Andrew Triggs (Yellow 850T5R)</li><li>3. Helmet Absenger (Red 850R)</li></ol>
Moderns	Four entries <ol style="list-style-type: none"><li>1. Matt Triggs the best in his Blue S70T5</li><li>2. Mark Boundy (Burgundy V70R)</li><li>3. Matt Johnson (Silver S40T4)</li></ol>
C202 Laplander	Andrew Kerridge

Also attending the rally but not with vehicles were our New Zealand visitors, Dave & Pam Tuck from Hamilton and Reg and Karyle Ridley from Cambridge (they only live 15 kilometers apart), Ken Bayly from SA, Kevin Elliott from NSW and Tony Forno and his family from VCQ. Bob and Loretta Taylor were also due to attend but unfortunately had to withdraw just before the rally.







## 2008 Volvo National Rally - Toowoomba - 16-19 May Celebrating the Volvo Club of Queensland's 10th Anniversary

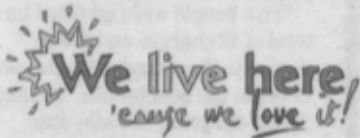








# Garden City selected as venue for national rally Volvo enthusiasts set to give Toowoomba a rev



By JIM CAMPBELL  
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THOSE "bloody Volvo drivers" are taking over Toowoomba this weekend with their National Volvo Rally.

The Volvo Club of Queensland has decided to host its bi-annual rally in the Garden City this year.

Club secretary Helen Hunt boldly announced the club's arrival in Toowoomba yesterday.

"We're bloody Volvo drivers and we're proud of it," she said with a laugh.

Enthusiasts are travelling from as far as New Zealand for the three-day rally that will bring together nearly 80 of the iconic cars.

Volvo Club of Queensland president Grahame Hunt said the club chose Toowoomba for the rally because it was "just such a nice place".

He said Volvo lovers will be driving from Victoria, South Australia and even Tasmania.

"I think people are passionate about Volvos because they are just such a good car to drive and they are built to last," Mr Hunt said.

The rally begins with a meet-and-greet barbecue tonight followed by a leisurely country drive at 9.30 tomorrow morning.

Everyone is welcome for the main event which will be a display of about 40 classic Volvos in Queens Park on Sunday from 10am to 3pm on the corner of Lindsay and Margaret streets.

Cars will be judged according to class and there will be an overall winner as well as a people's choice winner sponsored by Southern Cross Volvo.



Helen Hunt admires some classic Volvos — (from front) P1800, 1800E, C30, 244GL, 740GL.

PICTURE: BEV LACEY

“We’re bloody Volvo drivers and we’re proud of it.”

— Helen Hunt

**Today:** Nothing but Good News Friday on this page.

**Tomorrow:** We discover Residential Tourist, when LACEY BURLEY has another great adventure in our backyard.



# Helen's love of Volvos has her in good company

## National rally hits city

"First, accommodation for 70 people had to be found," Ms Hunt said.

"Then we needed a venue for our display of classic Volvos on Sunday. The Council was very helpful with Queens Park."

Ms Hunt also had to organise trophies and judges for competition events, and secured two local experts — Jim Schilling and Mike Lightfoot; not to mention meals, activities and entertainment.

"One of the hardest things to organise was our sightseeing drive on Saturday," Ms Hunt said.

"There are so many options in the Toowoomba area."

Would she do it all again?

"Yes," she said

"It's been really good to just enjoy the company of other 'bloody Volvo drivers'."

It's been really good to just enjoy the company of other 'bloody Volvo drivers'.

— Helen Hunt

By MARION RAATS  
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HELEN HUNT just loves Volvos.

She also knows how to shift up a gear when it comes to organising a big event.

Gold Coast-based Ms Hunt happily gave up much of her free time over the past two years to organise the National Volvo Club rally, held in Toowoomba on the weekend.

"This was the first time Queensland hosted it," Ms Hunt said.

"We chose Toowoomba because it was central for members coming from as far as Victoria and South Australia and also because Toowoomba has such a lot to offer visitors."



Fernando and Doris Lecuna with their 1962 Volvo P1800 built by Jensen in England.



Grahame and Helen Hunt with their 1982 imported 244GL which has done 514,000km on its original engine, transmission and diff.



Neil and Jenny Summerson with their 1967 123GT at Queens Park yesterday.



Helmuth Absenger with his 1996 850R at the Volvo meet at Queens Park.



Graham Jones and Janet Thomson with their 1964 122S at the Volvo Car Club meet at Queens Park.

Photo	Year	Model	Colour	Name
1	1964	122S	Grey	Graham Jones
2	1965	122S	Red	Rick Forno
3	1966	122S	White	Phil Rasmussen
4	1966	122S	White	Robert & Tina Bakker
5	1967	122S Conv.	Black	Brad Elliott
6	1967	122S	Red	Syd Neale
7	1969	122S	Red	Terry Carey
8	1967	123GT	White	Linton Smith
9	1967	123GT	White	Jeff Moon
10	1968	123GT	Green	George Minassian
11	1970	164	White	Stephan Paterson
12	1973	164E	White	Alleyn Turner





Photo	Year	Model	Colour	Name
1	1962	P1800	White	Fernando Lecuna
2	1964	P1800	Red	Russell Arnold
3	1964	1800S	Red	Colin McBride
4	1964	1800S	White	Gerry Lister
5	1967	1800S	White	Jeff Moon
6	1967	1800S	Gold	George Ramon
7	1970	1800E	Red	Richard Brabazon
8	1971	1800E	Yellow	Robert & Tina Bakker
9	1971	1800E	Blue	Walter Gowans
10	?	1800E	Blue	?
11	1971	1800E	White	Rex Sneyd
12	1973	1800ES	Yellow	Greg Sievert
13	1973	1800ES	Green	Gavin Black



Photo	Year	Model	Colour	Name
0	1979	242GT	Silver	Kevin Allen
1	1980	242GT	Silver	David Raynor
2	1980	242GT	Maroon/Silver	John Vanzino
3	1978	244GL	Beige	Robert Howard
4	1978?	244GL	Yellow	John Dempster
5	1979	264 Diesel	Yellow	Rod Patton
6	1979	244GL Rally	White	David Claes
7	1980	244GL	Light blue	Paul Caro
8	1982	244GL	White	Grahame Hunt
9	1984	240GL	Light green	Stephen Murphy
10	1984	240GLE	Red	Thorben Hughes
11	1984	240GL Wagon	White	Alley Turner
12	1985	240GL Wagon	White	Wayne Jones
13	1986	240GL Wagon	Silver	Benjamin Pforr



Photo	Year	Model	Colour	Name
1	1995	850GLE	Red	Alan Baines
2	1996	850R	Red	Helmut Absenger
3	1997	850R	Blue	John Beames
4	1997	850R	Dark Silver	Stephen Gregory
5	1997	850R	Green	Kent Beecham
6	?	850R	Green	Jim Schilling
7	1996	850R Wagon	Blue	Peer Skaarup
8	1994	850T5	Green	Lance Phillips
9	1995	850T5R	Yellow	Anthony Hyde
10	1995	850T5R	Yellow	Andrew Triggs
11	1987	740GL	Red	Helen Hunt
12	1987	740T	Blue	Robert Howard
13	1989	740T	Blue	Vic Austin



Photo	Year	Model	Colour	Name
1	1989	740T	Blue	Mike Eggleton
2	1988	760 Wagon	Blue	Grahame Hunt
3	1991	940GL	Blue	Brad Wightman
4	1991	940GL	Gold	Ken Carn
5	2001	S40T4	Silver	Matt Johnson
6	1997	S70	White	Terry Hunt
7	1997	S70	Silver	Craig Rasmussen
8	1999	S70	White	John Peace
9	1998	S70T5	Blue	Matt Triggs
10	1998	V70R	Burgundy	Mark & Lisa Boundy
11	2000	V70T	White	June Beecham
12	?	XC70	White	Jeff Moon
13	1977	C202	Green	Andrew Kerridge





# Brickbats & Bouquets

with "Grumpy"

## BABY, YOU'VE COME A LONG WAY!

Just to keep you readers off balance I thought I'd throw a few bouquets around.

In the last 100 years there has been an increasing technical revolution. Certainly aircraft and space travel have come from nowhere to the commonplace, but the not so humble car has developed from nothing to the must-have of today.

One hundred years ago the car was the unreliable plaything of inventors and the wealthy. We chuckle when we look at the early motorists in their "dust-coats", leather gauntlets, helmets and goggles. The dress-up gear was not only to keep the dust off fancy clothing but there was also a lot of oil, smoke and petrol flying around. You had to be brave to drive an automobile in those days.

The sad thing is that war accelerates technology as well as killing off a lot of good people, not to mention horses!

World War I saw the first use of cars by the military. Paris was saved from the invading German army when the French rushed reinforcements to the front line in commandeered Paris taxis. For the first time the poor old footslogger arrived at the battlefield in style!

Then there was the use of cars by the British Army in 1916 to patrol the deserts in the Middle East because their horses needed too much water.

In the period between 1919 and 1939 cars improved steadily and through mass production got cheaper and became available to more and more people. Even Hitler got into the act with the "People's Car" known as the VOLKSWAGEN. But ordinary people never got their hands on one until after the war. Some owners, myself included, called it "Hitler's revenge" or



the V3, because of its horrible road holding.

At first there were no windscreens then increasing plate glass windscreens were fitted, but they had unfortunate fatal results in a crash. Then triplex laminated glass was invented, but this could only be produced as flat sheet.

The next move was to produce curved windscreens in toughened glass but if this was hit with a stone it shattered into many small crystals with frightening results for the driver. Now we have curved laminated windscreens bonded to the steel body for added strength.

The 1930's Great Depression killed off many excellent small car companies and allowed big corporations to pick up brand names and stick the badges on rather ordinary cars.

With the outbreak of war in 1939 the production of cars came to a halt and factories swung over to war equipment. In any case petrol rationing was introduced and was only available to people in essential jobs such as medical doctors and farmers.

After 1946 the car factories that had survived the bombing dusted off the drawings of their 1939 models and got slowly into production. But there were shortages of almost everything. Steel, rubber and skilled tradesmen. So it wasn't until 1948 that the first new models came on the market in Australia - the Holden FX and the little Morris Minor MM. The Holden was advertised as "Australia's Car" but the design was a project for a small Chevrolet hatched in Detroit but not put into production. It was perfect at the time because it was simple and economical.

Before 1939 most Australians bought American cars because they were big and strong and were suited to our big distances and rough roads. After 1945 there were no American dollars to import Ford, GM, or Chrysler cars so we were stuck with the low-slung underpowered English and European cars.

Petrol is very important to us and in the 1949 election it contributed to the defeat of the Labor government. They wanted to continue the war-time petrol



rationing, because of balance-of-trade deficits. The Liberal Opposition promised to scrap rationing immediately. Guess who won?

The 1950's saw the importation of



the first 122 Volvos. They caught on slowly probably because they were unknown and the local importers did not have very good service facilities. This led to the creation of the Volvo Club of Victoria which helped members to carry out basic servicing in their backyards.

In 2008 we have a lot to be thankful for. Cars have never been safer, more reliable, and more affordable.

It may be romantic but who would want a 1914 car for everyday use. To start, turn on the petrol, pull out the choke, adjust the throttle, retard the ignition, go to the front of the car and grasp the crank handle and pull up hard, being careful not to crank round and round with fingers locked on the handle as a back-fire could break your arm.

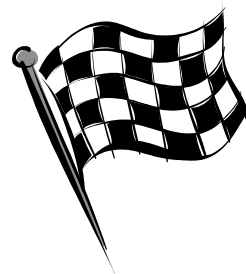
Even a 1960's Volvo seems very modern by comparison.

GRUMPY



# MOTORSPORTS REGISTER

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



## Local Motorsports Information

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

Wakefield Park website:

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

Winton Motor Raceway website:

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

Calder Park motorsport:

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

SDMA website:

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

AROCA Victoria website:

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

Holden Sporting Car Club of Vic

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

## OPEN PRACTISE AT CALDER:

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

ph: 0412 709 695

Noel Bruin

email: [volvocrazy@optusnet.com.au](mailto:volvocrazy@optusnet.com.au)

ph: 0423 663 036

Cameron Tuesley

[cam36023@yahoo.com.au](mailto:cam36023@yahoo.com.au)

ph: 0425 791 817

## Don't go out in the rain: MSCA SuperSprints - May 18th 2008

After having not done any track days for a little over 12 months, I finally made it out to a Supersprint day with the MSCA (Marque Sports Car Association).

While I'm certainly not new to track days at all, this event was certainly an awakening.

Got to the track at 7:00am. It was raining.

Registration and tech inspection etc was done by 9:00am, and began to check through the last few things before the observation session.

We were all warned in the drivers briefing that the track was really wet with lots of standing water and more rain forecast for the remainder of the day. Awesome.

We went for a walk to look at what else was there and what other cars were around.

Amongst them was a Ferrari F355, A Porsche 996, multiple Corvettes, lots of Clubmans, a few Alfas, an open wheeler with a Hayabusa engine, a couple of older Commodores as well as a heap of other cars with WAY more power than my little red 240.

Upon looking closer, I begin to realise that I'm the only car there running road tyres. Everything else is on Bridgestone Potenza RE55S, Avons, Yokohama Advans, and a couple of cars or competition wet tyres. Crap.

It's really at this point that I realise just how difficult my day would be.

- I haven't competed in over 12 months.
- I'm very much out of practise.
- My car is nothing like what it was when I last raced at Calder (Mazda RX7 brake conversion, coil-overs, castor camber and bump steer correction, much firmer front springs, etc) - of course the car is 'better' but I just didn't know where the limits of my setup were.
- My tyres are 4 year old Yokohama A539's which are down to the wear marks.

So much for a gentle re-introduction.  
Observation session:

Behind a pace car at about 50-60% pace, in the middle of a 20-car pack.

\*\*\*\* me, it's slippery. Crossed up and sideways into turn one, without throttle or brake. Crap.

Coming onto the main straight crossing the drag strip. VHT and rubber after rain is probably the most slippery surface known to man.

Strategy: Throw the car a tad before crossing onto the VHT and aim it down the straight, no steering input again until the car is somewhere near the centreline of the drag strip, off the drag racing lanes. Keep it on the centreline until the end of the strip and cross fingers.

Repeat and start working out where you'll get the most drive. Tell myself I really should have fitted new tyres before the event rather than "I'll do the first one and get them after that"

Session One:

Uber wet, but slowly drying out.

The cars I'm bunched up with (approx 10 on the track in the one session) are INSANELY FAST. I can out-brake them, carry more mid-corner speed than them and pretty much fend

them off through back part of the course but they catch and gain 15 car lengths on me down the straight.

My fastest time: 1:22.6569. Fastest car in my group: 1:12.8388. F\*\*\*!

I'm used to not having the power of the cars I'm up against but I've never ever been this uncompetitive.

Session Two:

Delayed due to heavy rain.

Still very wet but drying out.

Again, I'm the slowest in my group.

There's just no way I can gain as much time as I need to make up.

My fastest time: 1:21.8944. Fastest car in my group: 1:12.9530.

Session Three:

Similar to session two.

Except this time I'm much more frustrated. A couple of brake lock ups and a couple of messy laps as well as being stuck in the middle of a really hungry pack for a little while.

My fastest time: 1:21.9131. Fastest car in my group: 1:13.1218.

Results:

- Last in the 'Non-marque Sports Cars 2000 - 2499cc' class. (4 cars)
- 67th out of 78 overall.

To put it in perspective, I'll usually run top 10 in events with the Falcon/Fairlane Club of Victoria and top 10 in the Charger Club of Victoria and the last track event I did was with the Nissan Sports Owners Club and I placed around 20th of just over 50 cars, against some GTR Skylines, Turboed Bluebirds, GTiR Pulsars, etc.

*A nice 'welcome back' indeed.*

I finished the day with a dirty car, satisfaction that some of new suspension components we're working on work really well, realisation that I'll never be competitive on old road tyres against cars on decent rubber and that I simply need a lot more power and wondering when the next Charger Club track day is.

*Ash Davies*



# BECOME A CHAMPION FOR UNDER \$5,000

He's back from New Zealand with a brilliant idea! George Opoczynski, otherwise known as George Opposite-Lockski, George Alphabet or even George Opportunity (come on guys, it's really easy – *Opper-Chin-Skee* – say it three times and you've got it) has a concept that's just right for these straitened times and perfect for the family notion of historic motor sport. It's a one-make section of our new Speed Championship where you can buy, equip and compete in your competition for between \$3,000 - \$5,000! Amazing but true.

## How the idea came about...

George was looking for somewhere to store his race car and found that the President of the Volvo Car Club has a factory brim full of 140 series Volvos - the last of the good Volvos before they went all safety marketing and sloppy. Their market value is between \$300 and \$1,000 each and they aren't half bad as a historic touring car – really. The up-to-200 HP engines and transmissions are unburstable, the brakes are great, the mid corner speed is outstanding and it's really only the 1100 kg that slows them down.

Hmmm, thought George, what about a Volvo 140 series as part of the HTCAV Speed Championships, under a few simple controls to keep costs down and competition close? Already he's had expressions of interest from six or so people – the rules have been drawn up - become a member of the Volvo and HTCAV clubs and away you go, with a good chance of winning the HTCAV Speed Championships for a minimal

investment, with your CH plates available through the Volvo Car Club. Then if you want to upgrade you can cage the car and go racing in the Under 2-litre Group Nc class (wow, that will fatten the available points!)

## The proposed rules at a glance:

Car: Pre 1973 Volvo 142,144 or even 145 (wagon). Purchase cost between \$300-\$1000.

Engine: Volvo B20 2 litre 4cyl injected running completely as standard, or carburettored B20 engine: Carby cars must be standard unported Volvo B20 head, 10:1 comp ratio, 40, 42 or 44mm intake valves, 35mm exhaust valves and standard springs. Maximum overbore 1.5 mm. Choice of three cams Standard C grind or control Cam 1 for Stromberg carbs, standard or Control Cam 2 for SUs. Standard headers for injected cars, extractors are free for carbied cars and all cars run control 2.5" side pipes and a i ZYfg"-, I @D

**Transmission:** Standard 4-speed or ( gIYXc#ZU kgIFYC? zÜnk \YYg can be lightened. Any Volvo diff of the period.

Brakes, running gear, suspension: Standard Volvo callipers, pads free. 6" rims, standard suspension or control springs and shocker kit from Toperformance. Group N tyre list, say, Yokohama A032R or A048R 205/60 x15, 195/60 x 14.

**Kit:** Standard seat with belt, or race seat with harness. Fire extinguisher, working lights, proper bonnet restraints. Floor coverings may be taken out.

Pretty cute idea huh? Volvos of that

era come with a roof that carries its own roll cage of sorts (talk to the blokes who crush cars and they won't have a bar of them, so to speak) so it means that they're a pretty sturdy thing for precious gcbgUbXXU [ \Hfglc [ YihYfÜfgh feeling of motor sport in. They're fun to drive, super cheap to buy, run and race and great for the sense of humour when people bang on about bowling hats – TEFE\*.

Seems like the HTCAV can win some new members, the Speed 7\Üa dJcbg\jd\ÜgUfYÜXña ÜYÜYXž the Volvo Car Club guys get a strap-on championship to shoot for and best of people can be introduced to the sport to get the most for the least.

## How fast will they go?

Even in this form they should be good for close to 1.40 at Sandown and 2.10 at the Island, and in improved form with a cage, more neds and bits and bobs? Around another 8 faster at Sandown and 10 seconds faster at the Island, I'd reckon.

; Ycf[ Yfm ÜHfÜbXh fbYfZ Economics graduate, ex BMW marketing guru, builder and now construction project manager) was once Ü\chFYbU hF, ÜYbXk \c'dfc[ fyggYX to Volvos. You may rember the red 122S driven by him, Crackers and even once by your humble editor and which is now owned by Bill Benic (a capable 2.04 car at the Island). When George moved to NZ he bought the ACT punter Vince Harmer's Volvo 142S which in Vince's hands did a 1.58. He will campaign this until his new lightweight super 122S is Übjg\YX'Cj Yf'hYdcbX\YgVYb fUWb[ it in Australian Nc format against the NZ sports sedan style historic tourers and doing very nicely thank you. You can expect to see George is this pictured car out soon.

## What do you do now?

If you fancy being up and running with still time to win this year's HTCAV Speed Championship, get the parking money out of the ashtray, practice saying *Opper-Chin-Skee* three times, call George on 0411899255 and he'll arrange everything. It's as simple as that.

\*Tell 'Em, F\*\*\* 'Em



HISTORIC TOURING TORQUE

June 2008

Page 5

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George is a member of the Volvo Club of Victoria

# Member at Large - Iceland

greeting from quite a long way away

yeah, it's been a pretty long time and quite a lot has happened in the intervening months. since june last year (around the last time i wrote for rolling) i've seen all of iceland, been back to australia and seen sweden, finland and åland early this year. perhaps i should look back on a few of the things that have been going on in the past 12 odd months.

around the end of july i moved into the centre of reykjavík with my then girlfriend and another friend where i lived until january of this year at the same time i picked up a mint green vw golf series 3 for not much at all (the car was pretty rusty and with 150,000km on the clock was high mileage.) there was always the same early 960 parked outside my window and it was still there when i checked. from my bedroom window i also had a view over the bay and the esja mountain range to the north. most of my time there was spent doing not much during the week and going out on the weekends. the nightlife here is frenetic to say the least. every friday and saturday night the entire population under the age of about 30 gathers at the closest person to the centre of town's home and drinks themselves stupid. then at about midnight everyone converges on the downtown area and heads to the bars and clubs to keep going until they physically can't stand anymore. everything is open until about 6am on these 2 nights and each week i saw fights, people passed out and people

who were simply too drunk to stand let alone stammer out a sentence coherently.

in september i started work with disabled people at a home in a town called hafnarfjörður which is the most southerly town in the general reykjavík area. the commute between home and work is about 20km which, at 120isk a litre for petrol (about \$2) is a fair distance. i work near the top of a hill and from the main living room have an amazing view over reykjavík to the north as well as the esja mountain range and snæfellsnes.

one peculiarity about this country is new year's eve. because of the short days (about 3 hrs of sunlight a day) over winter and the bitter weather, fireworks have become completely deregulated between the 31st of december and the 6th of january, meaning you can shoot up as many fireworks as you can buy at any time of day and night. one of the most spectacular sights i have ever seen, and it is going to be very hard to top is the period around midnight on nye as the whole country becomes a sea of fireworks, basically starting around 6pm and continuing well into the following day. me and my housemates went to a place called perlan which is a great vantage point over reykjavík and i can honestly say in any 5 minute period around nye i would have seen more fireworks than all the people i've ever known have seen in their entire lives put together. there was just a horizon of colour and it sounded like what i would guess to be a war zone. in fact, through

the constant explosions i had no idea when 12:00am actually occurred.

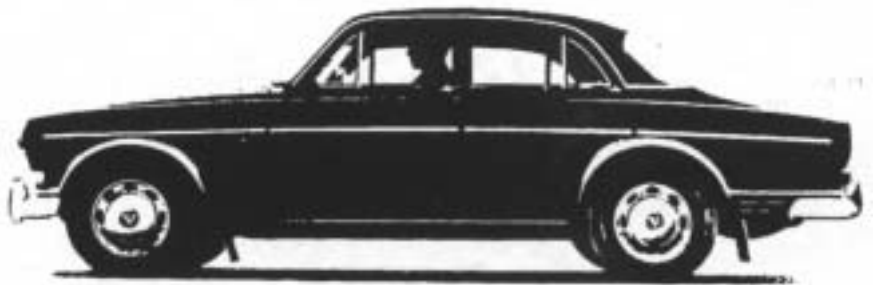
through december and into january the weather constantly deteriorated into one of the harshest winters in the last 20 years. there was pretty much no days where it wasn't snowing. i learned very quickly how to drive on snow and ice and am now quite used to it. i also learned the value of front wheel drive in this country. no it's not superior driveability that people have been trying to tell me. no, it's driving past the brand new merc stuck in his own driveway since all the weight is over the wheels not being driven. in fact there was only the one time i was stuck in snow through the entire winter but i'll get to that. here's a picture of what i faced out on the roads:



the worst as i remember it came in early february when more than 50cm of snow was dropped overnight. i as at work and my car literally disappeared and i had to dig it out. it was also a sunday so the snow ploughs weren't in a rush to clear the roads which meant i also had fun driving home the entire way on ½ a metre of snow.

mid february i took a bit of a holiday and went to sweden for a week.

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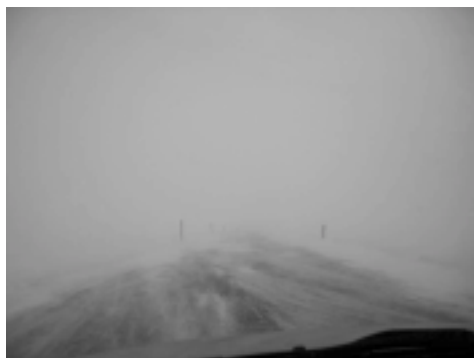
it was nice to see trees again and coming from a harsh winter into one of the warmest winters in history and constant sunshine was a sharp change. i spent several days in stockholm realising that more than ½ the cars on the road are in fact volvos. they seem to be more prevalent in sweden than ford and holden put together in australia. it was interesting to note that the favourites seem to be the 240 and 740, with countless examples of both roaming the streets ranging from battering rams to well cared for to fancy street cars. i visited a friend in karlskrona then did the obligatory pilgrimage to göteborg (don't ask me why but the 1st "g" is pronounced like a "y" in swedish and the "rg" take on a "k" sound. perhaps mr frisk will be able to clarify :) my host took me in his 240 estate to the volvo museum where we had a good look around and took a photo opportunity in a way oversized kid's seat. a day in malmö and in all honesty i was quite happy to get back to reykjavík.

the next month i found myself headed up to the westfjords to a town called ísafjörður for easter and an event called "aldrei fór ég suður" or "i never went south," an icelandic reference to moving to reykjavík, or selling out. my little golf barely survived the trip up, losing the windscreen and the exhaust. we were also told to take the wrong road to where we were staying and managed to get ourselves stuck in nearly a metre of snow. thankfully a 4x4 saw us and rescued us as it took 5 of us to turn the car not even ½ way round. on the 1st night up there and in the middle of a tunnel the fanbelt came off and got chewed up and it took myself and my friend auður almost the whole night to track down a new one. finally we did and were able to get to the concert and were stuck outside but auður happened to glance upwards and there above us in the clear sky was the aurora borealis on green and purple and very strongly. we found the other people we were with and wandered away to try to get some photos and hopefully this will turn out in the magazine:

the drive back while as rough as the drive up had an extra hazard: poor weather. while we



had sunshine the entire way up i was now faced with driving with both wind and snowfall and as i was well aware now but didn't know about before is the danger of blowing snow. every time a gust of wind blew across the road it would pull snow with it and blanket the road completely meaning i had to frequently guess where the road was. i managed to capture a gust of wind in front of the car and this is what i had to drive through:



i realised that my little golf had run its course and at the start of april picked up a 93 850GLE. it's the 2.0 20v and i was surprised how quick it is given i had driven several of the normal 2.5 20v cars back in australia and found them to be quite sluggish. this how the beast looked the day i picked it up:



the only thing i've done to it so far is change the sticker on the numberplate as the car was due for inspection in august 07 when i bought it (last number on the plate is month due and sticker between letters and numbers tells year) and it passed inspection and now has an 09 sticker on it :) i've put a few thousand kms on the car already and have several pictures of the car in picturesque locations e.g. the following which is looking east from the top of snæfellsjökull (the glacier on top of snæfell):



in may i took another holiday and went to finland for a week and explored several of the cities in the lower ½ of the country as well as spending 3 days on åland. i had one of those moments where i couldn't get the camera out fast enough to snap a car carrier in helsinki with not only a 1800e on the back but also a 780 and even a 264TE (yes, the extended version) on the back. rest assured i was fumbling as hard as i could.... finland also seems to be pretty big on volvos with them being the main car on the roads like in sweden.

as for what i'm doing at the moment, i'm waiting for the result of my application to the university of iceland to continue my studies with engineering and planning on my next few months. i'm thinking of getting a C303 or a C202 as while they're not too common they are available here and some of the roads seem like they were built for that sort of truck. i'm also under pressure from the parents regarding the fleet of cars back in australia and have come to the realisation that i'm probably not going to have the time for the 164 or the express in the near future, even when i finally return so there are ads for those cars elsewhere in the magazine. i think the 1800 and the 122 will be enough to keep me going in the meantime and i seem to have started a collection here too (i have the volvo but my old vw is still sitting outside as well...)

well, i guess this was a quick note just to let people know i haven't fallen off the face of the planet (although i think here i'm somewhere near an edge) and i'm curious to hear all the latest from around the traps as it has now been quite a long time. hoping everyone is well and hopefully it won't be such a long time between visits. in the mean time feel free to visit me here :)

-james

*Thanks for sharing James! For those of you who don't know, James Maddison is our ex-Volvo Club of Victoria Vice President, now residing in Iceland, keeping the Volvo flag flying in the frozen north.*



# Classifieds: Cars & Parts

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

FREE ADS for club members. \$5 fee applies to non-member ads (+\$5 for photo) - fees waived at discretion of the editor. 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 also appear at [www.volvovic.org.au](http://www.volvovic.org.au) in the MARKETPLACE section. Colour photos posted if available.

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.

142 - drives fine. Needs body & interior work. A great project car for an enthusiast.



Car is in the Geelong area, and can be delivered to Melbourne. \$600 ono. Phone Joe on 0430 362 699

1974 164 TE (IBP 248) Light blue metallic with blue interior. Auto, PS, A/C, owner's manual and original round spare petrol can included. Owned over 15 years. Selling due to age (of driver!) \$1500. RWC possible (call to discuss). Ring Charles on 03-9592-7400

122S Parts for Sale: A red interior for a 122S including two recliner front seats, one



with original headrest, back seat and rear side panels. Some stitching needed on seats and new panel required on top of rear seat (matching vinyl is available) easy fix and in good condition. \$400; Four original wheels for a 122 (may be off a 123GT) good condition with some original looking tyres. \$200; Complete front suspension and brakes - second hand \$120. Can be picked up in Melbourne (SE). Contact Andrew White on 0438 013 303

1973 1800ES [IGV-517] One owner delivered in England and driven around Europe before shipping home to Australia.



Approx 100,000 miles or 160,000k's: One of only 2 orange ones in Australia. It is a manual overdrive. It needs to go to good home to restore it to its original beauty. Price \$10,000 negotiable to right person. Phone Ivan on 03 9889 4269 [AH only]

1987 240GL Wagon (VTF-509) 7-seater, White with Tan interior, Auto, Power Steering, Roof racks. New tyres and battery. Has Air-Cond, but needs re-gas. Very good cond., reliable and runs well. Interior is excellent cond. Stereo with 4 speakers. Has done 330,000kms and has been regularly



serviced and up to date. I'm the 2nd owner. Has all service and repair papers. Registered

until mid August '08. I'm asking \$2,500 neg. Phone Lisa Howe (0419 841 689) (SA)

1974 164TE pretty much a rolling shell with all mechanicals attached. Almost all parts still around the house. Has the manual overdrive gearbox with all necessary components (I would know - I drove the car for 2 years) and K-mac swaybars, Koni shockers. Car handles as the 164 should have handled from the factory ie. smooth and no body roll through corners at all. Asking for offers close to \$1000. For information contact me at [lotsofmagnets@yahoo.com.au](mailto:lotsofmagnets@yahoo.com.au) or to see the car contact my dad (Derry) on 0408 332 753 (VIC)

1971 145 Express - another rolling shell with bodywork to be done before reassembly. Again, most parts are around and include a stiffer front swaybar and a GT grille that is in as-new condition. asking for offers around \$1000. For information contact me at [lotsofmagnets@yahoo.com.au](mailto:lotsofmagnets@yahoo.com.au) or to see the car contact my dad (Derry) on 0408 332 753 (VIC)

1979 242GT [VP-101] Regd until July. Plates don't go with the car. Manual overdrive with 236Km on clock. Drives well. Same owner since 1986. Selling as is no RWC. It



would make an ideal project car whilst being a daily driver for someone looking for a 242GT. Price \$1500: For more details email Carl at [prokop@iprimus.com.au](mailto:prokop@iprimus.com.au)

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1980 242GT [BJ 5839] A very straight car which needs some attention to the paintwork although was resprayed some years ago. The interior is in extremely good condition. It has had extensive mechanical



work done on suspension/new clutch kit/new wiring under bonnet as well motor upgrade. This makes it an excellent car to drive despite high k's on the speedo. Price \$6200. For more details phone Clint on 03 6229 3490 or 0409 432 670.

Rare 1980 262C Bertone Coupe. Less than 100 in Australia. Unfinished restoration project. Disassembled but complete with engine and interior removed and in storage.



Some rust in body, most has been removed but not yet repaired. New parts available as well as an 84 240 parts donor (visible in photo). Asking price \$1000. Contact Matt on 0402 314 947 (QLD)

1994 850 T5 Wagon. Green with black leather interior. 17-inch "R" alloys. Good condition. Reg to September. \$9000. Phone Paul on 0430 215 219

2002 XC70 (Cross Country). Low Km's and in fantastic condition. \$26,000 ono. This Volvo XC70 has it all and makes a great safe family vehicle for long trips or around town. We are selling this much loved family vehicle due to a novated lease opportunity. Only travelled 99,000 Km's with full service



history, the interior and exterior are in great condition. The car includes all the features you would ever need (eg retractable cargo barrier, auto and quick-shift manual transmission, electric memory drivers seat, leather interior), a towbar, tinted windows and all the expected Volvo safety features. Rego until September 2008. RWC organised upon sale. First to inspect will buy...Call Andrew on 0419 593 074 to arrange an inspection

1970 122S 2-door. Good original car. Excellent body, good interior. New clutch, 12 months rego. Well looked-after and much-loved car in great nick. Price \$6500 ono.



Contact Scott on 0413 317 347, or [scott@threedrunkmonkeys.com.au](mailto:scott@threedrunkmonkeys.com.au) (NSW)

1975 144 Grande Luxe [HEL 900] Fuel Injected motor and BW35 automatic. White with black leather in excellent condition. Same owner from delivery 23/375 until 2007 when it became part of deceased estate.



The car was always garaged and the late owner would take a taxi to work if raining. It has travelled only 55,000 kms. It has a full service history based on time rather than kms. It has a full stainless steel exhaust. Cars in this condition and mileage do not come along very often and is a credit to the late owner. Price is \$4500. Please contact David Cox on [02] 4821 6091.

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



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

1994 850 GLE Auto, Blue with black leather inside, sunroof, lambs-wool seat

covers, tow bar. Only 98,000 km (owned by elderly lady). One-owner car - fully serviced. Excellent condition - always garaged. Bought new car. 12 months rego. \$11,500 ONO. Ring Nyrie on 03-9569-9348

144S 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 0429 096 095

1980 262C - REDUCED TO \$4990! 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. \$4990 (was \$6,000). Gavin Fry [gavin fry@primus.com.au](mailto:gavin fry@primus.com.au), 02 4961 2643 [home] 02 4974 1414 [work] mobile 0413 153 926 See colour photos on [www.carsales.com.au](http://www.carsales.com.au)

1982 262C Coupe. Original Condition. Gold colour. 1 Lady Owner from New. Spare windscreen new in box. Rare Car. Best serious offer. Contact Yvonne on 07 5578 2607

242GT. 6/79. Repainted, re-trimmed, re-striped, fresh engine, new clutch, rally dash. Chassis 2428M1160604, 5-spoke 15" wheels. \$7500. David & Glenys Bennett (South Australia) 08 85 565 157 or 0418 894 380

NSW 'VOL120' Rego plate available. Please contact Peter Gaut at [gaut2574@southernphone.com.au](mailto:gaut2574@southernphone.com.au)

1982 244 for parts or restoration. Has served the family well since 1988 (never missed a beat and travelled all around Australia!) Now the car has been sitting for some time, and not running well. Has high km, but solid car to be used for parts or restoration. Yellow with brown interior. Located in Mirboo North. MAKE OFFER. Phone Robert on 03-5668-2371

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

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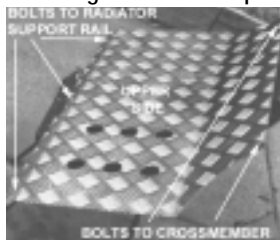
[ash.davies@dvs.net.au](mailto:ash.davies@dvs.net.au)

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

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.



Other required components also available. Please call or visit the DVS website [www.dvs.net.au](http://www.dvs.net.au) for more details.

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.

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.

IPD Sway Bars for ALL MODELS:



Mark is planning to make a bulk order on ipd sway bars to get a better price on the bars and shipping. Please let him know if you are interested (more info in the Motorsports Register page in this edition (May 08)



Mark Richardson -VP Tuning  
Phone 0403 814 545

New products in stock!

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

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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](mailto:mark@vptuning.com.au)

Mark Richardson -Phone 0403 814 545

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

# VP Tuning



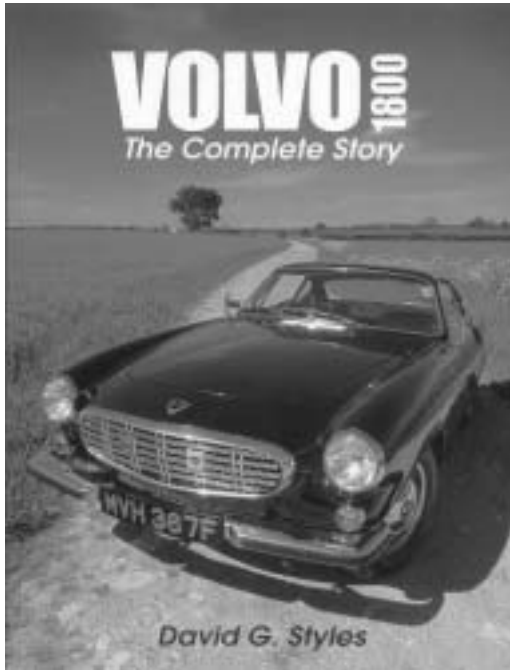
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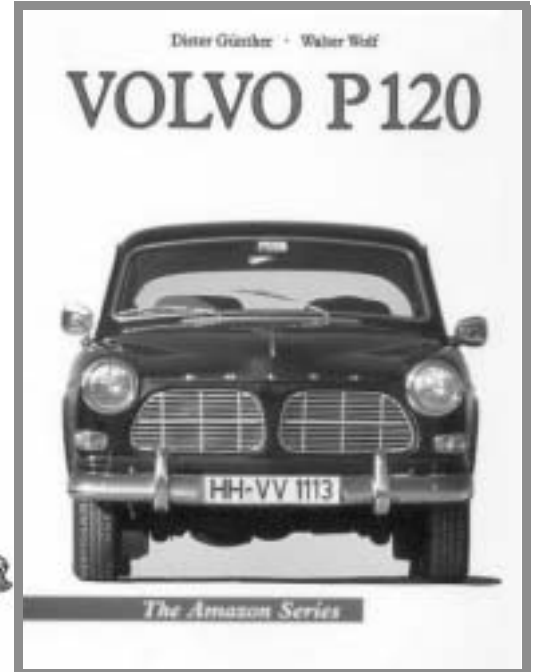
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# VOLVO BOOK OFFERS



## SPECIAL

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

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

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

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

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



# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal

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



<p>( ) <b><u>New Application</u></b> (1 year membership from date of payment.)</p> <p>( ) <b><u>Renewal</u></b> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>																																																						
<p><b><u>Your Details:</u></b></p> <p><b>First Name:</b> (Mr/Mrs/.....)..... <b>Surname:</b> .....</p> <p><b>Partner's Name:</b> (Mr/Mrs/.....).....</p> <p><b>Postal Address:</b> .....</p> <p>.....<b>State:</b> ..... <b>Post Code:</b> .....</p>																																																							
<p><b><u>Contact Details:</u></b></p> <p><b>Phone:</b> (.....) ..... <b>Mobile:</b> (.....) .....</p> <p><b>Email:</b> .....</p>																																																							
<p><b><u>Car(s) Details:</u></b> (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><b>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</b></p> <p><b>Signature</b> ..... <b>Date</b>.....</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 <a href="mailto:wbowers@tpg.com.au">wbowers@tpg.com.au</a></p>																																																							
<p>Please send this form with payment to <b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b> Thanks for joining or renewing membership with the Volvo Car Club of Victoria.</p>																																																							



## VOLVO DEALER LISTING AUSTRALIA

### ACT

#### Rolfe Motors

29 Botany Street

Phillip ACT 2606

Telephone: (02) 6282 4888

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

### NEW SOUTH WALES

#### Alto Newcastle

82 Lambton Road

Broadmeadow NSW 2292

Telephone: (02) 4927 6622

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

#### Alto Volvo

Unit 3, 65 Whiting Street

Artarmon NSW 2064

Telephone: (02) 9939 4072

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

#### Alto Volvo

393 Pacific Highway

Artarmon NSW 2064

Telephone: (02) 9412 7555

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

#### Annlyn Motors - Retailer of Excellence 2004

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Penrith NSW 2750

Telephone: (02) 4722 9900

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

#### Bellbowrie Motors

Cnr Pacific Hwy & Halls Road

Coffs Harbour NSW 2450

Telephone: (02) 6656 8700

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

#### Heyer Automotive Group

66 - 72 Windsor Parade

Dubbo NSW 2830

Telephone: (02) 6884 9755

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

#### Jason Wagga

42-50 Dobney Avenue

Wagga Wagga NSW 2650

Telephone: (02) 6925 3211

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

#### John Patrick Prestige Cars

169 Hastings River Drive

Port Macquarie NSW 2444

Telephone: (02) 6584 1800

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

#### Liverpool Prestige

Cnr Hume Highway & Mill Road

Liverpool NSW 2170

Telephone: (02) 9828 8123

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

#### Purnell Volvo

139 Princes Highway

Arncliffe NSW 2205

Telephone: (02) 9567 0000

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

#### Southern Classic Cars

188 -194 Corrimal St

Wollongong NSW 2500

Telephone: (02) 4254 2070

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

#### Trivett Volvo

60 - 64 Church Street

Parramatta NSW 2150

Telephone: (02) 9841 8888

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

#### Trivett Volvo

476-488 Crown St

Surry Hills NSW 2010

Telephone: (02) 9383 9300

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

### NORTHERN TERRITORY

#### Darwin City Moteur

34 Stuart Highway

Stuart Park NT 0820

Telephone: (08) 8946 4444

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

### QUEENSLAND

#### Austral Volvo

773 Ann Street

Fortitude Valley QLD 4006

Telephone: (07) 3248 9488

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

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129 Sugar Road

Maroochydore QLD 4558

Telephone: (07) 54795533

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

#### Southern Cross Volvo

Cnr James St & Anzac Ave

Toowoomba QLD 4350

Telephone: 07 4690 2333

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

#### Southside Volvo

1388 Logan Road

Mt Gravatt QLD 4122

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#### Sunshine Volvo

179 Nerang Road

Southport QLD 4215

Telephone: (07) 5509 7100

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

#### Tony Ireland Volvo Cars

54 Duckworth Street

Garbutt QLD 4814

Telephone: (07) 4726 7700

#### Trinity Volvo

94 McLeod Street

Cairns QLD 4870

Telephone: (07) 4050 5028

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

### SOUTH AUSTRALIA

#### Solitaire Volvo

32 Richmond Road

Keswick SA 5035

Telephone: (08) 8272 8155

[www.solitaire.com.au](http://www.solitaire.com.au)

### TASMANIA

#### Performance Automobiles

269 Davey Street

Hobart TAS 7004

Telephone: (03) 6236 3700

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

### WESTERN AUSTRALIA

#### Barbagallo Volvo

1286 Albany Highway

Cannington WA 6987

Telephone: 08 9231 9777

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

#### Premier Motors

393 Scarborough Beach Road

Osborne Park WA 6017

Telephone: 08 9443 1133

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

### VICTORIA

#### Bilia Hawthorn

139 Camberwell Road

Hawthorn VIC 3122

Telephone: (03) 9882 3600

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

#### Blacklocks

140 Melbourne Rd

Wodonga VIC 3691

Telephone: (02) 6024 5570

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

#### Melbourne City Volvo

Cnr Turner St & Ingles St

Port Melbourne VIC 3207

Telephone: (03) 9684 1070

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

#### Silverstone Volvo

591 Doncaster Road

Doncaster VIC 3108

Telephone: (03) 9840 8868

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

#### Rex Gorell Volvo

212 - 224 Latrobe Tce

Geelong VIC 3220

Telephone: (03) 5244 6222

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

On the Back Cover: Want to go back in time? The VOLVO CLUB OF BRITISH COLUMBIA did at their Classic Volvo Show. Volvo of Coquitlam was emptied of new Volvos and replaced by club members' pristine classics. Full story and pics in the next Rolling mag.

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