

ROLLING

AUSTRALIA
No. 180

September/October 2008



MEMBER MAGAZINE for: Volvo Club of Victoria, Volvo Car Club of South Australia (incorporating Western Australia), Volvo 1800/120 Club of Australia and Volvo Club of Queensland



Cover Photo Contest: MORE PICS NEEDED!!!

Note: Must be vertical ("portrait") format for front cover. Horizontal ("landscape") format is OK for back cover. Open to members of ALL affiliated Volvo Clubs (Pg. 1)

DETAILS: If you want to enter the contest, please email 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.

On the cover: Volvos at the Oakey Air Museum, Toowoomba Rally. Photo taken by Lance Phillips.

Sunday 23 November, MORNING STAR ESTATE
MEL REF 105 A7

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Sunday 23 November 2008

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Printable registration form available at:
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Chosen Charity
Region Vic offers self-help support to those affected by inherited retinal eye diseases. We provide information packs about these conditions and actively fund raise for research. Supported conditions include: Retinitis Pigmentosa, Macular Degeneration, Usher's Syndrome and Stargardt's Disease.

Cavalcade to the Vines
Join us for a cruise through the Mornington Peninsula. Start point: VACC House, 484 St Kilda Road, Melbourne. Arrive from 8am. Departing 8pm. Car parking available on-site. BBQ available for purchase.

Event details
Entry fees: \$25 - General display, \$30 - Concours judging. Pre-enter by 3 October to be included in the event programme. Entries accepted at both venues on the day. \$10/\$20 spectators - per person & family fees. Location details: Morning Star Estate, 1 Sunnyside Road, Mt Eliza. Mel ref 105 A7. Enquiries by phone to 03 9650 5088 (BH) or email to zeroeight@carsoftheworld.com.au.

Auto Art Exhibition
Entries are sought from the art community for the inaugural "Auto Art Exhibition". Location: Morning Star Estate Ballroom. Entry from \$5 a piece. Email enquiries to: art@carsoftheworld.com.au

Martin's Classic Car Auctions
Catering to entry level classic cars. Auction date: Sunday 23 November at 3.30pm. Venue: Morning Star Estate. Viewing on Saturday 22 November from 10am to 5pm. Entries now open for cars valued between \$2,000 and \$15,000. Contact Graeme Martin on 0515 2711 or 0428 742 089. Email auction enquiries to: martin@carsoftheworld.com.au

VACC Presents
CARS OF THE WORLD™
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FIGHTING BLINDNESS



WWW.VOLVOVIC.ORG.AU

VOLVO CLUB OF VICTORIA INC.
P.O. Box 3011, Moorabbin East, VIC 3189

OFFICERS

PRESIDENT

Heino Nowatzky
Ph. 0425-705-045
hnowatzky@ozemail.com.au

VICE PRESIDENT

Lance Phillips
Ph. 03-9707-2724 (AH)
lancephi@cyberspace.net.au

TREASURER

Adrian Beavis
Ph. 0402-203-437 (AH)

SECRETARY

John Johnson
Ph. 0414-385-962 (AH)
SaintJohn@c031.aone.net.au

MEMBERSHIP SECRETARY

Christina Nowatzky
tnowatzky@netspace.net.au
P.O. Box 3011, Moorabbin East, VIC 3189

WEB MASTER

Ben Winkler
Ph. 0417-391-322
bwinkler@netspace.net.au

GENERAL COMMITTEE MEMBERS

Dion Nowatzky

Mark Icton
Ph. 0434-897-144
miceton@iprimus.com.au

Thorben Hughes
0416-080-046
thorben.hughes@iinet.net.au

Alex Isaac
0403-801-742
v8vq@msn.com

PUBLIC OFFICER

John Johnson
Ph. 0414-385-962

SAFETY OFFICERS

John Johnson, Ph. 0414-385-962
Paul Frisk, Ph. 03-5968-5440 (AH)

LIFE MEMBERS

Lance Phillips, Peter Spencer,
Gordon Scrambler, John Johnson

HONORARY MEMBERS

Robert & Shirley Kaub

REGISTER CAPTAINS

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

1800-SERIES

John Johnson
Ph. 0414-385-962 (AH)
SaintJohn@c031.aone.net.au

PV444/544 & 120-SERIES

Philip Perkins
Ph. 03-9874-7543 (AH)
philip@wilkinsinternational.com.au

142/144/145/164

Heino Nowatzky
Ph. 0425-705-045
hnowatzky@ozemail.com.au

240/244/245/264/265

Mark Hoffmann
Ph. 03-9335-3946 (AH) 0402-071-186 (BH)
vol244@hotmail.com

242GT/262C/242/262

Lance Phillips
Ph. 03-9707-2724 (AH)
lancephi@cyberspace.net.au

700/900 & S90/V90 RWD

Rod Patton
Ph. 03-5952-5927 (AH)

360/440 & S40/V40/V50

Mark Richardson
Ph. 03-9775-5302 (AH) 0403-814-545
mark@vptuning.com.au

850/S70/V70/S60/S80/XC70/XC90

Peter Sokolowski
Ph. 0418-188-758
petersoko@optusnet.com.au

MOTORSPORTS

Ash Davies
Ph. 0412-709-695
ash.davies@dvs.net.au

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ROLLING AUSTRALIA

SEPTEMBER/OCTOBER 2008 ISSUE NO. 180

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

EDITOR

Greg Sievert
Ph. 03-9397-5976 (AH)
gsievert@tpg.com.au
17 Lakeside Place
Williamstown, VIC 3016

MARKETING & CORPORATE ADVERTISING

CONTACT THE EDITOR
for standard ad rates & other ideas

DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th October 2008

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

Volvo Club of Victoria Calendar of Events

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

September 2008

- Wed 3rd Night Meeting
Guest speaker information see www.volvovic.org.au
- Sat 6th Picnic at Muckleford
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. More info on the web at www.vgr.com.au. **CONTACT Heino ASAP IF YOU PLAN TO ATTEND AS WE WILL MEET AT 8AM at the BP Service Station on the Calder Freeway (just past Calder Raceway) so we can drive to the event and ENTER AS A GROUP.**

October 2008

- Wed 1st Night Meeting
Guest speaker information see www.volvovic.org.au
- Sun 5th Euroa Show-n-Shine
Time: 10am to 3.30pm; Seven Creeks Park, Cnr Old Hume Hwy & Kirkland Ave, Euroa. Entry is by gold coin donation. Interested parties who would like to be involved with the display should contact Rob Asquith on 0439 398 195 or email shownshine@mcmedia.com.au
More info: http://www.strathbogie.vic.gov.au/page/page.asp?page_id=134

November 2008

- Wed 5th Night Meeting
Guest speaker information see www.volvovic.org.au
- Sun 23rd VACC Cars of the World Display Day
Location: Morning Star Estate, Mt. Eliza, Mornington Peninsula. More info inside front cover.
Contact a committee member if you plan to attend as we should aim to meet up and drive in as a group.
See web site: www.carsoftheworld.com.au for printable registration form.
Retina Australia benefits from funds received.
- Sat 29th VOLDAT Tune-up Day
Start rocking up at 9AM. First come first served to have your car looked over by the team at Voldat (finishes at 1PM). Free for all paid-up members. Location: Voldat Automotive, 46 Roberna St., Moorabbin (map on Page 3).
- Sat 29th Shannons "Christmas with the Clubs"
Venue: Powerhouse - Albert Park - 7:00 PM
3-course dinner, drinks, entertainment, dancing, auction and special guests. **Cost \$65 pp. MUST BE PAID BY OCTOBER NIGHT MEETING.**
If you are interested in attending, you must contact Heino Nowatzky (0425-705-045) ASAP as we will be booking one table at the event and numbers are limited to 10 people.

December 2008

- Wed 3rd Night Meeting - BBQ at VOLDAT
Free BBQ for all club members, at Voldat Automotive, (46 Roberna St., Moorabbin) from 7PM. See map in Voldat ad on Page 3.
- Date TBA Club Christmas Lunch
Details to be advised in next edition. Probably 7th December.

Magazine printed by club member Rick Robey @ Fairkote:

Attention all Club Members:

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



VOLVO SERVICE & REPAIRS
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FAX: 9761 1593

Frisk's
Garage



NEW OWNER!
Michael Van Winsen

President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



NOW HEAR THIS:

Back Again

Well it has been nearly four months since my last report. As many of you are aware I have been doing the weekly commute to Canberra, flying in on a Monday morning and returning home on Friday afternoons. This has been my life for three long months. But I'm back. We have finished our work in Canberra. All done on time and thanks to the wonderful team I work with, our sanity and good humour remains. It is never an easy task working away from home and I know I'm not on my lonesome with the rest of our readership throughout Australia. It's almost like leading two lives and the 'Telco's' must be getting rich on all the phone calls home. My life was not without Volvo's though. One of my team members, Rick, picked up a nice 1986 240 in Canberra for his son. I initially went to look at the car after my spies, work colleagues in Canberra, had alerted me to its sale. Rick decided to come with me and on sighting the car had the same emotions that I thought were normally reserved for hard-core Volvo nuts only. We promised that either Rick or myself would buy the car and arranged to pick it up. Rick was buying the car for his son Sam who is still on his L's. Anyway, Rick had the 240 and was spending a lot of time in the hotel car park (thankfully under cover) washing,

cleaning and repairing the beast for his son. Sam was less than impressed (X Box is more fun). I decided to drive our 1974 145 up to Canberra with Chris so that I had something to bring all our accumulated goodies back home. In typical Volvo fashion it was a totally uneventful trip. It now looks like I have a buyer in the Gold Coast that wants the 145 (phone call out of the blue without the car ever being for sale) and he will be flying down to Melbourne in September and driving it back to Queensland. The 145 saw varied use in Canberra as the carriage of choice for team members on personal tasks and weekend duty. Other than the lack of power steering (how did we ever manage?) it was well regarded. The trip back to Melbourne was planned and plotted. We had a kayak and four bikes (keep fit schemes) and a whole lot of stuff accumulated by a team of 12 over the three months. Rick flew Sam up to Canberra the night before and seeing the 240 did not bring the same passion that Rick had envisaged. Anyway on the Friday the strange convoy of 240 and 145 headed out of Canberra, heavily loaded, on the trip back to Melbourne. Highlights? Well with the kayak and a bike on the roof, the less than aerodynamic (aerodynamic 240 might just be an oxymoron) did use a little bit more fuel requiring a slight diversion into Chiltern.

The 240 was smooth as silk and didn't miss a beat and when we stopped early in the trip for a coffee I was surprised by Sam questioning me all about the 240. He was on the phone to his mate and had fallen in love with his first car. Sam and Rick will become club members. Oh with everything else happening I nearly forgot about the AGM. The majority of the committee have been re-elected with the only changes being; daughter Tina takes up Membership Secretary after Wayne Bowers stepped down and Thorben Hughes, son Dion Nowatzky and Alex Isaac take up positions as a general committee members. My thanks to Wayne Bowers, Stuart Boydell and Caz Telfer-Williams for all their support throughout the year. Oh and I nearly forgot, Peter Soko has prised the Moderns Register Captain position away from me. Thanks Peter I know you will do a great job. A full list is elsewhere in this magazine. Also a big thank you to Lyle and Rob from Bilia for conducting their annual parts sale at the AGM and to Caz for organising the Pizzas. I must admit he did raise a laugh explaining driving to the night meeting with his car windows fogging up due to the well over 30 steaming hot pizzas on the back seat.

*Until next time,
Heino Nowatzky*



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PHONE (03) 9553-1091



THE EDITOR'S DESK

Greg Sievert

03-9397-5976 (AH)

gsievert@tpg.com.au



Time Flies...

Another year has flown by, and after the club's AGM most of the officers and register captains are the same (anyone surprised? See page 1 for the updated list of officers.) I seem to have landed the "life sentence" of editor again (I'm still happy to do it for now, but will I be able to keep it up for the next decade? I don't know!) I had grand plans to re-format the magazine last year, but it didn't happen. Maybe I'll get around to it this year? If anyone has any suggestions to make for better reading and/or format, let me know. We've switched over to a new full-colour cover. If funds allow and it works out, we'll continue with this format indefinitely. If we get more advertising onboard, then we could potentially add more colour, but it becomes a little more complex as the colour content needs to be prepared and sent to the printer a couple weeks in advance of the remainder of the magazine. This isn't a problem with the cover (assuming I can get you all to send me some more nice colour shots in VERTICAL FORMAT and high resolution) but putting colour in other areas of the magazine is difficult because the layout and paging isn't decided until well into the process of editing. It would be great to have a full-colour mag like the Volvo Club of America, but it's not on the cards unless we find a rich sponsor or printing costs come down significantly. While I'm at it, a big THANK YOU to Rick at Fairkote Printing for the excellent service he has provided the club over the past several years, and for the massive improvement in print quality in recent editions due to his new equipment. I'm sure you've all noticed how much clearer and brighter the images are now.

By the time you read this, the Beijing Olympics will be all over. We haven't seen much of it on TV, but it looks like the ceremony and venues are pretty awesome. Having been to Shanghai on business, I wonder if the buildings are built to last, or whether they have been hurriedly constructed and designed more for looks than longevity? I recall being to supplier headquarters buildings in Shanghai,

and on the surface they looked impressive. However, when you looked close, the carpentry, fixtures and attention to detail were severely lacking. Probably more like movie sets than quality construction. The Chinese seem to be adept at copying, but there's more to it than that. Some Chinese cars have been shown to have appalling crash protection, but the newer models they're developing are coming up to par. It probably won't be long before we start seeing some Chinese-built cars on the roads in Australia. I hope for the sake of the importers they make sure the crash specs are up to scratch. You can bet ANCAP will probably be jumping at the bit to test the first Chinese car in Oz and give it a lot of publicity! (Unrelated - did you see the Ford Falcon received a 5-star ANCAP rating and scored higher in the points score than the new Volvo V70? Volvo's influence seems to have given them a boost.)

I think I mentioned we're looking into converting a car to an EV (electric vehicle) sometime in the future. No decisions made as yet, but we've been having a look at a lot of stuff on the internet. There's already a couple Volvos converted to EVs. One's an 850 sedan that was supposedly converted in Texas by the owner when it was new. The other two I could find are a 440 and a 460. If you want to browse pictures of many people's home-built EV projects, check out this web site: <http://www.evalbum.com/> where you can search by make/model etc. The biggest drawback to doing an EV now is the batteries. Most people still use lead-acid batteries because they're the most readily-available. Unfortunately they're heavy (VERY HEAVY) and don't last more than a couple years in typical EV use. Still, you'd probably pay less to replace the batteries every several years than you would pay in petrol bills, so it could be economical to drive an EV. The newer battery technologies such as those used in the Blade EV (Hyundai Getz converted by a company in Castlemaine, VIC - web site www.bev.com.au) promise better range and weigh less, but the cost is very high. Most new battery

technologies revolve around lithium - with the "safest" chemistry currently being lithium-iron-phosphate. These are less likely to self-destruct than the lithium batteries used in consumer electronics. Battery companies are always working to improve battery technology, and the market is pretty exciting looking to the next couple years when many new hybrid and electric cars are set to hit the road.

For pure EVs, range is also a problem for some people - most home-built EV conversions only have a range of 50-100 km in urban driving. This probably would suit most commuters who live and work in the inner suburbs, but it probably means you wouldn't be able to commute from Geelong to Melbourne with your EV. If you could find a power point to enable re-charging your battery during the day

Below: Max Dunn's 850EV in California; note batteries & controller where engine used to be; No tailpipe! Instead there's a plug socket below the left tail light for charging the batteries.





Greg Fordyce's 440EV (Scotland)

while at work, you'd be able to commute farther (not to mention your work would be providing free electricity for you!) Some companies may frown on this, but the typical re-charge energy usage would be less than \$1 of electricity. Cheaper than the company providing you with free tea or coffee, and you might even be able to score a dedicated parking bay!

Anyway, the search goes on for a suitable donor car for the project. We haven't ruled anything out (a new Holden VE Ute would be great, but it might be a bit too large of a cash outlay for such an experimental project, not to mention it is HEAVY). The ideal car would be one with a manual transmission and a tired engine, but with a good body and interior. Either RWD or FWD is feasible, but RWD might be a little easier to engineer. To date we've considered using the 145S (pros: cheap, already registered/owned, not too heavy and has suitable load capacity for batteries; cons: a bit rough around the edges, antiquated driving experience & appearance, lacks

modern safety features); V70 (pros: not too pricey to purchase, modern safety/appearance; cons: adds another car to the fleet, not many with manual transmission, relatively heavy); C70 (pros: looks good, modern safety features; cons: still pretty expensive, but coming down in price, quite heavy); 240 wagon (pros: large capacity for batteries, cheap to buy, relatively safe; cons: hard to find a nice one with manual trans but could convert auto to manual, could use our 240 sedan instead of buying ANOTHER car!) As you can see, there are lots of decisions to be made based on the wants/needs for the project and the practicality of using various different donor cars with different aspects such as weight, front/rear drive, load carrying



Hottest EV on the market - the Tesla Roadster.

More info at www.teslamotors.com

capabilities, etc. I may still be "talking" about this project 2 years from now with no tangible results! If anyone thinks they might have a good donor car locally, let me know. It must be registered and sold with RWC, as the



Helder Silva's 460EV (Portugal)

last thing I want to do is try and re-register a car I've converted to electric!

Regarding electricity to charge the EV, we're still waiting for our solar grid-connect system to be installed at home. The delay was due to the government's budget decision to implement a means test for the solar rebate. This meant I had to wait until after July 1 to re-apply since I was not eligible for the rebate in the 2006-2007 tax year. Fortunately, due to some salary-sacrifice super contributions in 2007-2008, I came in under the means test limit, so we will get the rebate. The cost of installing a system would be prohibitive without the government incentives - it's a shame they imposed the means test as those with higher incomes are more likely to consider spending the money for a system that arguably will take quite some time to pay back for itself in the energy saved. Maybe by the next magazine we will have the system up and running, and I'll be proudly boasting how much the electric company is paying us back to feed power into the grid...if the sun keeps shining!

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Treasurer's Report \$\$

Adrian Beavis 0402-203-437 (AH)

As at August 10th the account balance was \$3605.64

The following is a summary of the club's major expenses and income for the period from July 3rd until to August 10th.

Income:

Membership subscriptions: \$940.00

Door donations at the July meeting: \$56.65

Magazine contributions: \$403.60

Advertising & Sponsorship: \$340.00

Bank Interest: \$11.36

Total income: \$1751.61

Expenses:

Bank fees: \$12.65

Printing of Rolling: \$1144.00

Postage & Delivery of Rolling: \$334.82

Reimbursed expenses for nibbles at August meeting: \$24.90

Total expenses: \$1516.37

Net income: \$235.24

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 August 4th, the club was around \$540 ahead of where it was in August 2007. Income received at the August meeting is not included in the figures

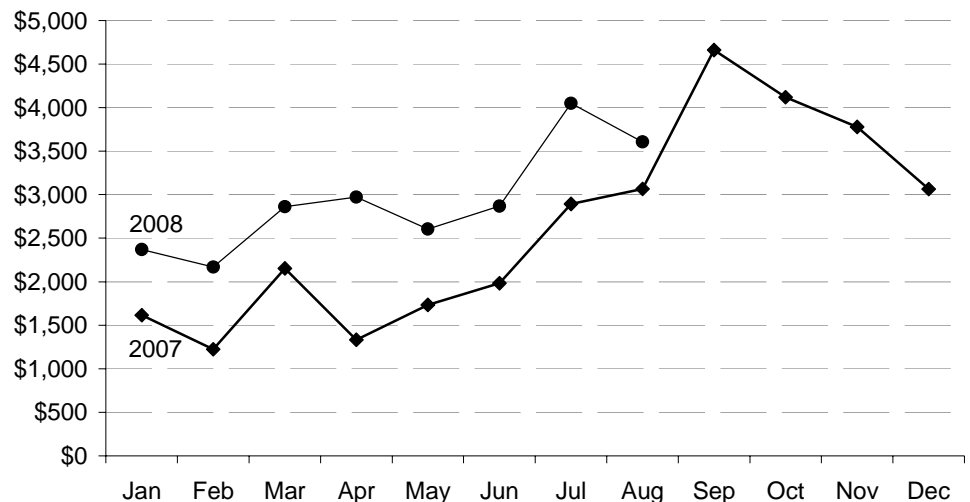
shown in the graph. This money was not banked when the statement was issued.

August is the month for the Annual General Meeting, at which time I was due to present the auditor's report. It was not ready then, but I will be providing it to the next meeting and so will present a summary of it in the next Rolling. I was re-elected (unopposed) to the Treasury again. Thanks for those who voted, and thanks also to

Wayne, our retiring Membership Secretary for all the help he has provided over the last couple of years of so. His systematic and thorough documentation was always easy to follow and up-to-date. Enjoy your retirement Wayne. Happy rolling to my fellow members, and may the winter rains bead nicely on your paint work.

Adrian Beavis

Balance held as per statement for each month, issued by the CBA



Membership Report

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



Hello Members,

This is my last Membership Report as I have decided to step down as Membership Secretary due to other commitments which prevent me from regularly attending the night meetings. Thank you Tina Nowatzky for putting your hand up to take over the job. I'll still be maintaining the club database for the purposes of printing magazine labels and sending out renewals with the magazines, but if you have any questions about your membership, please contact Tina via email at tnowatzky@netspace.net.au.

New Member List:

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

George Opoczynski (122S, 144S, 242GT)

Clem & Ida Robinson (850, P180OE)

Buzz Lyons (244, 245)

Grant Stafford & Michele Tardini

(V70XC)

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 form or bring it to the meeting even if you use BANK DEPOSIT. Without the form, we have no way to confirm where the money comes from. Remember, it's not wise to post cash for obvious reasons!

Membership Status
Number of members: 164
Number of expired members: 19
Number of current financial members: 145

If you have any queries about your membership please

contact Tina via email
tnowatzky@netspace.net.au.

Regards,
Wayne



Club Member Caz Telfer-Williams enjoys a photo opportunity with a Volvo S80 on his recent trip to China. How about a story for the next mag Caz?



The SA Pages

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

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

PRESIDENT

DAVID BENNETT

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

VICE PRESIDENT

CRAIG RASMUSSEN

Ph. 0428-529-372

TREASURER

COLIN IRELAND

Ph. 08-8248-5081

SECRETARY

HELEN JUDD

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

MINUTE SECRETARY

GRAHAM CADD

Ph. 08-8387-5065

CLUB CAPTAIN

KEN BAYLY

Ph. 08-8293-2784

PUBLIC OFFICER:

LANCE DEBRENNELL-CADD

EVENTS COMMITTEE:

Tricia Judd-Ireland 08-8248-5081

Joan & John Peace 08-8294-3183

Ralph Wildenauer 08-8298-4941

Alexander Davis 0414-423-505

CORRESPONDENCE

ALL CORRESPONDENCE TO:

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

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

A Saturday Arvo Matinee

'Bijou Kinema' - A real treat greeted members in suburban Seacliff Park as we were immersed in cinematic nostalgia recreated in a special room built on the back of their house by retired projectionist Murray Matthew and his wife Pat. Surrounded by hundreds of items of equipment and memorabilia relating to photography, film and sound recording and projection, the group were settled to their seats by the sound of a bell and subsequent dimming of the lights. Organ music arose from the front of the theatre as the screen curtains drew back and our afternoon's entertainment began with a selection of cinema advertising slides from local businesses dating back to the 50's.

The program continued seamlessly into a series of news reels from original 35mm film prints. These included an SA Tourism spot from about 1950, a presentation on the opening of Tullamarine Airport in Melbourne, two promotions for the release of new cars - a locally made one for DKW cars from about 1930's and Holden cars from the early 70's, where five new cars were slung underneath five helicopters and flown in formation off the coast of Victoria. Somehow a Michael Jackson music clip slipped in too, but the highlight, for me at least, was a series of news reels documenting the 1951 REDEX around Australia Reliability Trials.

After a short intermission, the bell rang again and we settled in for the final instalment of the REDEX Trial and then to the main feature being a documentary on

the birth of cinema and many characters both in front and behind the cameras. A warm cuppa and a chat in Murray and Pat's front room rounded out the afternoon.
Craig Rasmussen

Historic Registration Vehicle Inspections

On Sunday 29 June 2008 the SA Club held a Club BBQ with a Show and Shine to complete the annual inspections of Club vehicles, which are on conditional registration.



Whilst the objective was to inspect all conditionally registered vehicles all members were welcome to attend.

There was a large attendance of club vehicles and a special thanks go to our Club Captain Ken for inspecting all conditional vehicles. I am sure Ken would also like that thank the many club members who assisted him in bringing his numerous vehicles to the clubrooms for inspection.

It was great to see a large number of club vehicles together in one place and a great afternoon was had by all members enjoying a BBQ and talking Volvos. And we can't forget the assistance of RAA. (more photos next page)

Mid Year Lunch - Hackney Hotel

On Sunday 13 July members of the Volvo Car Club of SA spent a lazy afternoon wining and dining at the Hackney Hotel. It was a great to catch up with friends and relax.





After the lunch some members made the stroll through the Botanical Gardens to walk off lunch.

The Roads and Drivers of Europe - Rex Sneyd

After spending three weeks living with families in country Germany we became used to their roads and customs. All are bitumen, even the lanes, in fact I can only remember driving on one gravel road and that was to a farm. Very few fences anywhere as the livestock is kept inside summer and winter, so the road hazard is wild deer and we were unfortunate to hit one in Austria. They sell tourist signs there "Austria No Kangaroos" as many Europeans confuse Austria and Australia, you only need to say "down under" and they understand.

Roads in Germany are well signposted although some are narrow, the main roads are excellent and the Autobahn is something else. Some of the autobahns are quite old, being constructed by Hitler in the 1930's and are wearing, from constant use. Wheel tracks are appearing in the three lanes and in wet weather the tracks fill with water, so at speed aquaplaning is the danger. No speed limits on autobahns, except 90kph for all trucks they are in the right lane and can only move one lane to overtake and must immediately return to the slow lane. Trucks are not allowed to travel on Sundays, except with a special permit, so you see hundreds of trucks at truck stops parked until next day.

The left lane is for fast cars which have right of way, so if a faster car is catching you or he flashes his lights you must move to the middle lane. We travelled in several cars at over 200kph and were constantly being passed, even by a Volvo. One trip from Austria to Munich airport we averaged 187kph in a new Mercedes Benz 270 turbo diesel, Edith was hanging on in the back seat trying not to look at the speedo.

In Austria the autobahns are excellent, but once off them very difficult with little signposting and no main road structure. So you travel to one town then find the road to the next, even the locals get lost. Satellite navigation a must.

Many of the small towns in these countries were not designed for cars and indeed some have banned them altogether. They set up a car park on the outskirts and you must walk in. Some of the streets are 6 foot wide (under 2 meters) or less and it's impossible to drive. A typical example is Durnstin down on the Danube River { and it's not blue either}

From Austria we travelled over the Dolomite mountains into Northern Italy and this is where you see some terrific engineering feats.

Some of the bridges are hundreds of meters high and travel for kilometres with curves in them, fantastic. Also roads with cement roofs to keep it open during winter, these are also kilometres long.

I still marvel at Hannibal crossing these mountains (bit further south) in winter with an army and elephants and no made roads, an unbelievable feat.

We travelled south through Italy to Venice, Florence and then to Rome, excellent roads with many road works in progress. This is where we noticed a change in driver's attitudes; they didn't seem to worry about rules. When crossing a street by foot or by car you looked into the opposing drivers eyes ,if you saw a flicker of hesitation you crossed quickly, looking firmly ahead, hoping he hadn't done the same. This rule seemed to spread to Spain also. We also learned some new rude road gestures', which we are still perfecting.

Leaving Rome we followed the coast around to Monty Carlo then to Nice, France staying several days. In this drive we counted 181 road tunnels some of them kilometres long, a major engineering feat, many connected with bridges over the valleys. How do you tell which country you're in when in a tunnel? the French ones are painted white half way up each side.

Both France and Spain seem to have excellent road systems and we found travel easy. The engineering terrific with some magnificent Bridges.

The Spanish drivers seem to be related to the Italian, road rules don't seem important. We were travelling in a bus to Madrid, Spain arriving about 5.30 pm peak hour traffic, the driver decided to take a short cut up some back streets, unfortunately about 500 other drivers had the same idea and followed us. When parking is a premium and you can't find a park what do you do in Spain, stop in the middle of the road, get out lock your car and bugger the rest.

That's what happened, we couldn't go round, turn or back up, so the driver called the Police, they arrived but couldn't move the car. The 40 passengers we politely told to get a taxi to our various hotels. Easier said than done, peak hour, two people with full luggage, about 25 waiting for taxi's and can't speak Spanish. Eventually found a taxi, showed him the address, He took off, ducking and weaving in and out of traffic, he was using some of the new gestures, so we



Rex's award-winning 1800E at the Toowoomba rally. Imagine if you could drive this around the world Rex!

VOLVO CAR CLUB OF SA 2008 EVENTS

SEPTEMBER 12TH

Club Meeting

7.30pm – Glandore Community Centre

28TH



Bay to Birdwood

Vintage Run

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

OCTOBER 12TH

Strathalbyn Swap Meet

Strathalbyn Harness Racing Club, Milne Rd
Strathalbyn. Gates open 8am

For further info please contact Helen Judd.

19TH



Pine Point Crabbing Weekend

8.30am – Depart Globe Derby, Port
Wakefield Road

Bring shoes to wear in the water, rakes,
buckets and eskies

Catch your own lunch or if not in luck BBQ
lunch supplied

BYO chairs & drinks

NOVEMBER

8TH

Christmas Pageant

14TH

Club Meeting

7.30pm – Glandore Community Centre

23RD

Christmas Lunch

Details closer to the event



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

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

Ken
John & Joan
Tricia
Ralph
Alexander

(08) 8293 2784
(08) 8294 3183
(08) 8248 5081
(08) 8299 4941
0414 423 505

felt confident. After about 30 minutes we seemed to be heading away from CBD so showed him the address again he nodded and kept going. Further on we became concerned and finally convinced him to stop, showed him the address again, "oh sorry wrong way" we think in Spanish.

Back we go retracing our steps and finally arriving at our Hotel at 9.30 pm and only about 10 blocks

away from where our bus was blocked.

The cab driver only charged the fare it should have been and we had a night tour of the city. I can now see why Barcelona is the motor scooter capitol of the world. They are parked in swarms (like bees) even on the footpath, don't know how they recognise their own bike. And boy do they manoeuvre and travel fast in the traffic, but saw no accidents.

From here we travelled to England, USA and Canada and have few thoughts on these countries as well. We travelled some 15,000 km by road and after this adventure we think Aussie drivers and roads are not too bad after all.

Rex & Edith Sneyd, Inverell



VOLVO 1800/120 CLUB AUSTRALIA INC.

P.O. Box 6522

Tweed Heads South, NSW 2486

Ph. 07 5524 7158

Email: amazon@nsw.chariot.net.au

1800/120 Club web site:

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

eGroups site:

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

123GT web page:

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

Downloadable Membership form:

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

PRESIDENT

Robert Bakker 07 3283 8067 (AH)

robert@rblawyers.com.au

VICE PRESIDENT

Graham Jones 07 3397 0808

grahamjones356a@hotmail.com

TREASURER/MEMBERSHIP

Vicki Minassian 07 5524 7158

amazon@nsw.chariot.net.au

SECRETARY

George Minassian 07 5524 7158

amazon@nsw.chariot.net.au

NSW OUTINGS CONTACT

Guy Smith 02 4739 8127

guysmith2@bigpond.com

QLD EVENTS CONTACT

Robert Bakker 07 3283 8067 (AH)

robert@rblawyers.com.au

TECHNICAL ADVISORS

NSW Technical Advisor - Gerry Lister

Ph/Fax: 02 94033049 Mob: 0412 221 211

QLD Technical Advisor - Peer Skaarup

Ph: 07 3245 7966

VIC Technical Advisor - John Johnson

Ph: 03 9532 2151 Mob: 0414 470 048

SA Technical Advisor - David Bennet

Ph: 08 8346 1104 Mob: 0418 894 380

WA Technical Advisor - Wayne Coles

Ph/Fax: 08 9350 9220

CORRESPONDENCE

ALL CORRESPONDENCE TO:

Volvo 1800/120 Club Australia Inc.

P.O. Box 6522, Tweed Heads South,
NSW 2486

NOTE: All Magazine Submissions to the

Editor, Greg Sievert.

See Page 1 for details.

The 1800/120 Pages

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

2008 EVENTS

SEPTEMBER 7 picnic and boot swap
meet Brisbane south side

NOVEMBER 2 AGM

President's Report

120 SMORGASBORD

An incredulous George Minassian, in a recent call to SWMBO, details of which were reluctantly passed on by the dear lady, had me arranging to inspect a collection of 120s that had to be disposed of on the part of a certain gentleman.

After a few phone calls, I had arranged for Peer Skaarup of GLT Motors, Jason Hale of Suncoast Volvo, Richard Zammit and myself to travel to Noosaville on the Sunshine Coast and meet up with "Warren", the cars' caretaker.

Not knowing what to expect, we met up (but not until after Peer and Richard got lost) at the site on a beautiful Saturday morning. What presented was a mouth-watering array of 4 door 120s in various states of repair.



There was a red four door '66, in excellent condition. Little work would have been needed to bring her back to her glory.

Another car, a green 4 door '66, had seen better days, with no engine or gearbox, but still plenty of usable parts.

Another was a blue 4 door, again a '66, complete, but a borderline parts/resto job.

To me, the most interesting car was a '65 121, grey, and not too far away from being a project, and certainly not much worse than my 122 when I bought it last year.

Our host was hospitable, but knew little of our marque. After some discussions (and fear of retribution from SWMBO) offers were made. At time of writing, we are awaiting the outcome.

How often these days does an original 120 come up for sale, let alone 4!! See the photos, to see for yourself what we saw that day.

But, I am not surprised, given that I often lie awake dreaming of some project Volvo or other, but then that is another story.....

PS: We have secured the cars and they be getting delivered hopefully next weekend.

Remember the Volvo 264? Made from only 1975 to 1982, few were purchased in Australia, the main seller being the 244 during that period.

Those that were sold gained an undeserved reputation for the PRV V6, which had issues, but only in my experience, through lack of proper care and attention.

So it was in a test of matrimonial commitment (all available covered accommodation now being occupied at the Bakker household) that SWMBO



Robert's latest acquisition

and I found ourselves cruising up to Toowoomba (again) to look at a metallic brown 1975 264 GL with, wait for it..... 71000 km on the clock!!

Part of a deceased estate, its elderly owner had obviously cared for it during her life. The log book was fully stamped, no big deal given that it was only 7 stamps!

Inspection revealed a remarkably original 264 GL. A drive had me hooked on luxury motoring 70's Volvo style. SWMBO said as soon as she saw the logbook, she knew it would be coming home! (some serious bribery was now called for.....)

But how good are these cars? A quick check, some fuel and air in the tyres, and I comfortably drove her all the way home, without missing a beat.

Watch out for it at Canberra '09, it promises to be something special.....

CLUB EVENTS

By the time you read this, another event will have come and gone, leaving only our AGM in November for the year. SE Qld members, if you have any input for events, I am all ears. Don't let fuel prices put you off, or your car may end up like those in the pictures!

Until next time, Volvo for life!

Robert Bakker, President

MINT 264 GL

volvo downunder spares

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Front Seat Repairs for 120 and 1800 Models

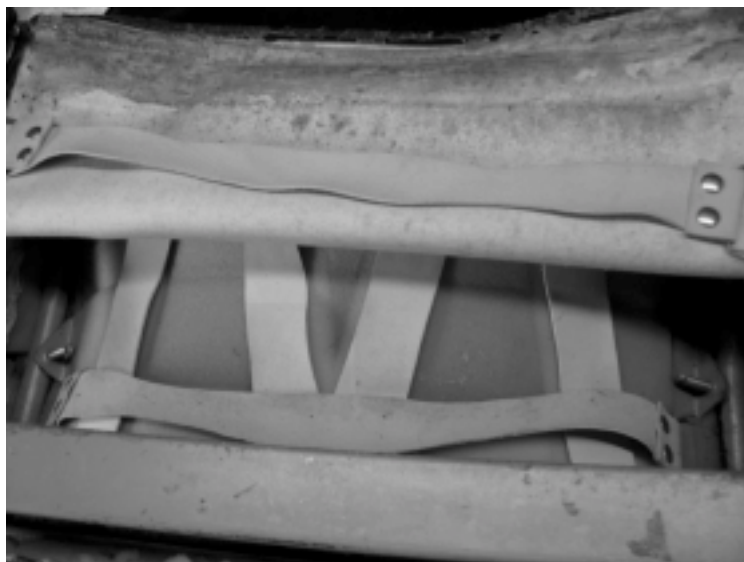
How bad is the back lumbar support in your front seats? A lot of people are familiar with replacing the 'Pirelli' webbing, that has become brittle and saggy from age, holding you up in the front seats, but did you know that there is the same stuff in the back of the front seats? Well, I have just replaced mine in both my 123GT and 1800S. The difference is just amazing. Now at least you can adjust the lumbar support tension to your back, and it works.

The only hard part is releasing the bottom part of the back cover and you're in. You do not have to go all the way up, as you can easily reach to thread the new webbing around the retainers at the top of the seat. I used rivets and washers to terminate the webbing onto the retainers. Photos are of my 1800S repair. The GT was the same/similar. Hope this helps and keeps you busy this weekend!

Horn Repairs

The horns get a real hammering behind the grill from rain and weather. A lot of them might even rust away internally. But if you are lucky enough they can be repaired. The main culprit is a set of contacts that make and break to sound the horn. These corrode and stop making contact. You can confirm this before you even start by connecting a multi-meter in the ohms (resistance) range, which will read an open circuit. If it reads a resistance then your problem is elsewhere. If it is the contacts, then you will have to be brave and unscrew the horn open. Clean the contacts and move the contacts to clean properly like I did, then you will have to reset the adjusting screw in the back until it makes contact. I am happy to help.

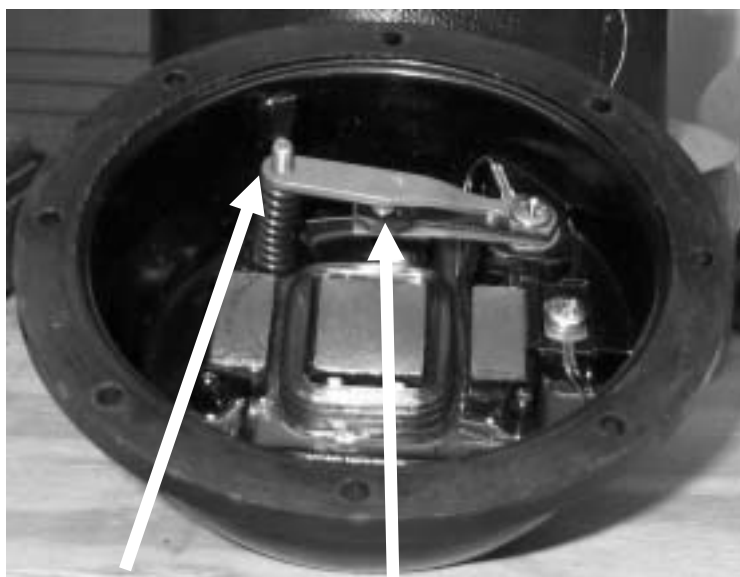
George Minassian



Before the Repair: You can see how bad the webbing is.



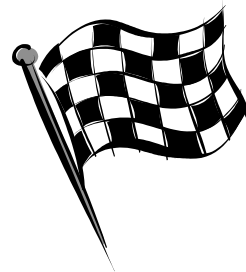
After the Repair: Nice and tight- a huge difference.



Adjustment
Screw

Contacts

MOTORSPORTS REGISTER



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

Local Motorsports Information

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

Wakefield Park website:

www.wakefieldpark.com.au

Winton Motor Raceway website:

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

Calder Park motorsport:

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

SDMA website:

www.sdmahillclimb.com

AROCA Victoria website:

www.alfaclubvic.org.au

Holden Sporting Car Club of Vic

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

OPEN PRACTISE AT CALDER:

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

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

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

Ash Davies

email: ash.davies@dvs.net.au

ph: 0412 709 695

Noel Bruin

ph: 0423 663 036

Cameron Tuesley

cam36023@yahoo.com.au

ph: 0425 791 817

Volvo 140 Race Series - more info from George

I am suggesting we pick the following club sprint/training days at Sandown raceway as training days for our cars. The reason being members need to gain some experience on how to drive, it needs to be in a safe non threatening track environment. Sandown has good run off areas and does not have any particularly fast corners so great for training before we start our Race series proper.

We only have a few days available this year - I have picked the only two before Christmas that allow for enough time for members to check their cars and prepare them.

Dates 16th August (date already passed!) a BMW club day and 26th October a Maserati club day - that's it this side of Christmas, so we should try for those days or not bother.

PREPARATION:

- Cars need to have at least CH Rego.
- A Fire extinguisher available from Repco or Supercheap (about \$30 EA)
- A BONNET STRAP OR HOOD pins avail from Repco etc about \$20 pair or just a bit of rope tying hood to bumper
- A safety check by Volvo club tech officer of brakes, steering, tyres, seat belts
- A basic safety helmet starting about \$80 ea avail from motorcycle shops or Revolution race wear (check with me for correct Standard before purchase)
- A club membership from HTCAV so a basic CAMS license can be arranged

- An entry form to these two events contact me
- And that's it

turn up and have a ball.

George Opoczynski (0411-899-255)

Goodwood Speed Week - England, by Rex Sneyd

After deciding on a World trip leaving Inverell on 1st May and arriving in England early July imagine my surprise and elation when it just happened to coincide with the annual "Goodwood Speed Week Festival".

I have always read magazine reports, but did not think of actually going. After checking the internet found all tickets must be pre purchased, none sold at the gate. So after paying a laughable \$380 for 2 grandstand tickets for Saturday only, we arranged to collect them in Germany.

We were particularly pleased after meeting Hans Wurth the historic motor racer and current German Vintage rally champion who is friends with Edith's German relations. He was also attending with Rowan Atkinson (Mr. Bean) also a vintage Jaguar driver.

"Goodwood" is a 12000 acre Estate, set in the rolling country side of West Sussex near the town of Chichester in southern England, and is owned by the Earl of March. Horse racing started on the Estate in 1802 by the Duke of Richmond and has developed into a major attraction, with the Queen racing her horses. (Continued on Page 15)

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VOLVO CLUB OF QUEENSLAND
PO Box 216
LABRADOR, QLD 4215
Ph. 07 55 292 512
Email: hghunt@onthenet.com.au

Web Site:
www.volvoclubqld.org.au

PRESIDENT
Grahame Hunt
07 55 292 512
0414 273 663
hghunt@onthenet.com.au

SECRETARY/TREASURER
Helen Hunt
07 55 292 512
0414 273 663

hghunt@onthenet.com.au

ROLLING SUBMISSIONS OFFICER
Brad Wightman
magazine@volvoclubqld.org.au

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

Report - Volvo National Rally Toowoomba, QLD

By Anthony Hyde, Canberra

The Queensland National Volvo Rally was excellent, one with a difference due to the effort, planning and attention to detail put in by Helen & Grahame Hunt and VCQ members. Most people travelled a long, long way to the garden city of Toowoomba in their classic cars to be part of the celebrations. Two couples even flew in from New Zealand. Wife Meg insisted I take the T-5R instead of the 240T, soft suspension was a good idea, so to add some excitement I drove the Putty Road from Windsor to Singleton, and continued up the New England. On the way back we took the inland route back to Canberra.

The event was an incredible gathering of Volvo legends, a who's who of enthusiasts, to name drop a few: Gerry Lister, Hunt clan, Lance & Pam Phillips, Linton Smith, Ken Bayly, Craig / Phil Rasmussen, Kev / Brad Elliot, George Minassian, Greg Sievert and many more whom I had met over many years. From NZ was a name I had read about a few times, Dave Tuck (whom bought Stuart Innes's 142R).

of money on their cars. The 240 / 740's are no longer 'the go up there', instead we saw a very impressive turnout of 850 / S70's nearly all modified and impressive looking. Quite a few drove



Hotted-up 850 in Toowoomba up from the Gold Coast for the day. They tell me it's so much easier to obtain performance parts and wheels for the later models. Most cars were the front wheel drive Turbo 'R' variety and sported a number of enhancements. According to Mark Richardson (VP Tuning in Vic) whom flew up to see the show and deliver performance bits to customers, the majority of his sales are in QLD, followed by VIC, with only a few to NSW.

The 1800's and 120's were there in numbers and the sheer quality of these models was a real eye-opener for me, a real tribute to the owners. During the country drive I spent time behind the red 122S of Syd & Dani Neale - the sportiness with regard to its handling, acceleration and good looks had me asking all sorts of questions with the owner.

We had a great time in Toowoomba with the VCQ members, and being a garden city, part of the deal with Meg was to visit a few rose gardens. We fitted in three gardens, so the whole trip was sweet for all.

2008 Rally Colour inserts available

I have a supply of flat unstapled colour inserts from the last Rolling magazine of the rally.

But the catch is: I will not use club money to mail to members who are interested in obtaining one, except for long distance members eg Cairns. So to

VCQ COMING EVENTS:

Sunday 21 September
Tech Day at Carey's, 11 Roland Crt, Peak Crossing
BBQ lunch, bring meat and drinks

Weekend 25 & 26 October
Jeff Moon's place @ St George
The club will be leaving Ipswich area about 6 am and arriving about lunchtime at Jeff's Gillebri property. Accommodation will hopefully be at the property - need to bring own linen and food.

Leaving about 3 pm on the Sunday for the drive home - about a 6 hour drive. Check out Jeff's website www.moonrocks.com.au
Please let Helen know ASAP if you intend to come along

Sunday 23 November - Xmas Party
Do you know of a great Lunch or Dinner location that would be great for our Xmas party?
If yes, contact Helen

End of May 09 - Mt Cootha Sprint
The Historic Racing Car Club of QLD will be running this event as part of the Q150 celebrations



Anthony Hyde's yellow 850 T5R

Accommodation was excellent, on the Friday night they held a barbecue at the motel (with very tasty real beef), Saturday was a country road tour that included the Oakey aviation museum and a historic pub lunch, with dinner & quiz night at a restaurant. Sunday the big display day where an impressive 62 cars shone brightly in the cool but sunny day, followed by a memorable presentation dinner at the Motel's impressive Vista restaurant.

Younger Queensland generation - The 850 / S70's are all the rage amongst the younger cashed up Volvo enthusiasts. Cashed up meaning they spend plenty

get one, members will have to attend an event or make arrangements to collect from our place on the Gold Coast.

Helen

Fort Lytton National Park Report

Only a small band of members attended this great event, the Hunt's (244), the Austin's (740T), the Carey's (242GT) and the Beams (850R) attended. We all had a great time connecting with Brisbane's and the Fort's history. Just after we arrived it was time for a tour of the facilities (included in the admission price) with special thanks to Lee Deighton, one of the guides. His knowledge and way he presented the tour really got you involved and he had a great way of getting his story across. It was very interesting and entertaining. I bet there are a lot of people from Brisbane (Queenslanders) who do not know (1) that the Fort exists and (2) its role in Brisbane's and Queensland's history and (3) that it is a great place to spend the day.

All generations will enjoy themselves and actually next year on the Queens Birthday weekend we will be putting on our coming events the History Alive event when guns will be fired and re-enactments take place.

Just type in Fort Lytton in your internet browser and find out what it offers.

The dedication of the volunteers who do the tours etc is fantastic and I would highly recommend you take your family for an enjoyable day out.

After the tour we split up and headed home.

Is this the New S40?

According to The Torque Report, this is what the 2009 S40 could look like:

There are also rumours that Volvo may discontinue to S60 from 2009 and, if that happens, the S40 will move to fill the void.



Members at Fort Lytton

Goodwood Speed Week

(Continued from Page 13)

After World War 2 a motor racing circuit was added then nine years ago a 1.1 mile Hillclimb, Forrest Rally circuit, off-road racing and Go Karts. Annual Events now staged are:

- Goodwood Horse Races
- Goodwood Speed Week Festival (July yearly)
- Goodwood Revival Historic car races (September yearly)
- Goodwood Air Show (Have own Airfield)

It also has its own Hotel, Function Centre and caters for Corporate Events and still operated as a farm with Dairy, Beef and Sheep. A very impressive operation.

We arrived in our Vauxhall Astra, early Saturday morning at our nominated entry Gate, and were surprised, no large queues of traffic and every thing flowing smoothly. Presenting our ticket was immediately directed to our allocated parking spot. When purchasing your ticket you nominate if parking is required. They had some 10 Gates and parking areas around the Estate, also a fleet of new John Deere tractors and trailers complete with hay bales to carry spectators to the area required. They operated continuously all day.

Speed Week's main event is a Hillclimb with 350 invited entries from around the world ranging from 1886 Benz Tricar to the latest Formula 1 cars, also the same with motor bikes. Many other events were

Running simultaneously, Forrest Rally stage, Off Road Racing, Go kart racing, 4WD driving over obstacle course. The Public could even try this in one of 20 new Porsche Cayennes if you joined the queue. There's a Sand Modelling competition with 250 tons of sand, a Rock Concert and a Concourse in the front lawns of the Castle. It was won by a magnificent Black 1937 Alfa Romeo 8c 2900 b coupe, Rolf

Harris being one of the judges.

Besides this there were 250 Trade Stands ranging from new Rollers to second hand magazines. Some we enjoyed were new releases from Jaguar, Alfa Romeo, and Mercedes Benz, Aston Martin Racing, Cosworth Engineering, and Exotic Car selection for sale.

They operate their own radio station and when purchasing a programme you receive an ear mounted radio and you can move around and keep up to date with results and the next event. Having Grandstand seats at the start line was terrific, they are reserved all day, and no one else can occupy them. One of the highlights, you can inspect the competing cars and mingle with owners and drivers any time, some we saw...

- Stirling Moss - 1954 W196 Mercedes Benz
- Jack Brabham - 1959 Cooper Climax
- Derick Bell - 246 Dino Ferrari
- Allan McNish - 1936 Auto Union type c. Also his Le Mans-winning Audi Diesel 2006
- Richard Dodkins - March-Chevy 712 9.2 Litre Sports car
- Richard Petty - 1972 Dodge Charger Winner of 200 NASCAR Races
- Parnelle Jones - 1969 Trans AM Boss Mustang
- Lord Marsh - New Bugatti Veyron W16
- Martin Brundle - Ferrari 599 Coupe
- Dan Gurney, Jochen Mass, Rene Arnoux, Nigel Mansell, Jenson Button and Jackie Stewart. Randy Mamola, Casey Stoner, Wayne Gardner, Troy Corser and Warialda's Troy Bayliss.

Saturday was a beautiful sunny day and the times were fastest for the festival. Surprising FDT went to Richard Lyons in a new Nissan 350 Z GT500 Coupe 49.51 faster than Formula 1 Cars

"Goodwood" was one of our highlights and we were impressed with the Events, Organisation, Food, Seating, Toilets and Parking. Speaking of which had many fantastic cars, unless you had an Aston Martin or better you don't get a look in. I would recommend this event to anyone travelling to England. I notice this year Lewis Hamilton and Ferrari are the main attractions, should be terrific.

Rex & Edith Sneyd, Inverell



VIC Events Coverage etc.

Volvo Wanted for Wedding - Victoria

Good evening,

We are getting married in April 09 and would dearly love to hire Volvo Amazons/P1800 for our big day (my partner is Swedish and it would be a bit of fun!). Do you know of anyone who may be willing to hire and drive their Volvo for a day in April?

You can call me on 0402 038 602 should you require more info.

Thanks,
Caitlin

(It would be great of some members would be willing to help out Caitlin. Please phone at the number above if you are willing to assist!)

Volvo Club of Victoria AGM

The club's AGM was held in August, and as usual we had a good turn-out of members to enjoy the free pizza (thanks to Caz Telfer-Williams for organising it this year!) Thank you also to Rob and Lyle from Bilva Volvo, who provided some great deals on Volvo spare parts and collectable items such as scale model cars (they take up a lot less space than a "real" car!)

After the regular meeting completed, we went through the usual procedure of the outgoing committee saying a few (or many!) words about the past year, and we went on to elect the new committee. Fortunately most of the committee were willing to stand again, as there were few new takers putting their hands up for a committee position. Thank you to outgoing membership secretary Wayne Bowers, and outgoing general committee members Caz Telfer-Williams, Tina Nowatzky and Stuart Boydell. In their place, Tina Nowatzky was elected as the new membership secretary, and the vacant general committee positions filled by Dion Nowatzky, Alex Isaac and Thorben Hughes. Other than those changes, and Peter Sokolowski taking over the "moderns" register captaincy from Heino, the remainder of the committee is as per last year. The moral of the story is - if you don't like it as-is, put your hand up to do something or don't complain! :) A big thank-you to the new "recycled" committee for

your previous and future contributions to the club. Our membership is at good levels with a high rate of membership renewal and a steady influx of new members joining each year.

If you have any suggestions for the new committee, or would like to help organise an event or guest speaker, please contact a committee member. We look forward to seeing you and your cars at events in the remainder of 2008 and into 2009. Safe motoring!

African Adventure

East African Safari Classic Rally
November 5th - December 3rd 2007
by Ian Swan

Just like all enduro bike riders must attempt the Dakar, the East African Safari is the event that has a reputation to make all true rally addicts want to try at least once in their life. My wife Val, and I, are a couple of those addicts.

Being the proprietor of VolvSaab Automotive Parts I am a Volvo enthusiast as well.

Our adventure probably started 18 months ago when we met other addicts on a South American rally, the Carrera Sudamericana. With friendships made we all got the courage to have a go at the East African Safari in 2007 as it is always easier to undertake such enormous challenges with friends offering Dutch courage!

The East African Safari Classic Rally (EASR) is an event created to keep the memory of the original Coronation Rally, and then the famous East African Safari Rally alive after it was dropped from the World Rally Championship calendar. The original rally had been running for 50 years and when it was pushed off the WRC calendar because it was too tough in 2002, African rally legend Mike Kirkland got together with enthusiastic local car club members and recreated the event as it had been. Open to normally aspirated 2WD vehicles built before 1975 (like us all, he loves the sound of Weber carburetors!) it was an instant success with nearly 60 entrants from around the world. The event had grown, being held again in 2005 with an increase in entries and more Internationals including a couple of ex world champions and many "wanna-bes". The event is run over 9 days and covering 4500kms, and is set

to become a regular bi-annual event. Kenya Airlines see it as a perfect medium for promoting its product around the world and sponsored the 2003 & 2007 events and have already committed to 2009.

Our chosen chariot was my trusty 1974/5 Volvo 242DL fitted with its reliable OHC motor and M46 O/drive gearbox plus Volvo/Dana TruTrack LSD rear axle. This cars compliance plate is January 1975 and is in pristine condition. We use rally specific seats, MCA (Proflex) remote canister suspension and extensive roll over protection and sump guard but the basic mechanicals are all Volvo. We did fit the car with a number of our companies VSC- Vehicle Specific Components during the event for product evaluation and hopefully endorsement. These included engine mounts, brake rotors, tie rod inners and ball joints. We can report all products came through with flying colours and as the story evolves you will see they even outshone some genuine parts!!

With eight months preparation on our Volvo and our Mercedes Sprinter service barge we stuffed them into a big red box and sent them on the high seas in early September to Mombasa in East Africa. The size of the Mercedes worried me a bit as it only had a few 100mm clearance all-round and any rough sea could mean a very different shape on arrival in Mombasa. Val and I left a couple of weeks before the event to do some Game Reserve holidaying in South Africa with other friends made during Carrera Sudamericana. Now that's another story to tell.

We all had a trouble free and relaxing time meeting all our old friends and checking out our competitors and their cars in the week prior. Our service crew, consisting of mates Doug Beaton and Peter Hoare, flew in a couple of days prior to the event to do last minute checks. Doug has been on many events with Val & I over the years and his commitment is to blame for our continued involvement in the sport. Peter is the leading fabricator for a top Australian V8 Supercar Team and has been a great asset to our involvement a number of times before and we hope for a long time into the future.

The event started at the Whitesands Beach Resort and Spa (getting the

picture?) on the coast in Mombasa and although it was in the high 30's and 98% humidity it was a great way to prepare for a rally. Lots of nerves but we were generally just apprehensive. The Saturday before the start included a Police escorted parade through Mombasa and "official" start under the Tusks in the crowded city centre. We were all pleased to get back to the Whitesands for a few 'Tusker' beers and a good nights sleep before the real rally started.

Day 1 was to be a very tough day of initiation for our team. We had the

opportunity to drive a section of the first stage during the preceding week for familiarization but as there had been a great deal of local foot and vehicle traffic we had not tested at speed. When the flag dropped on the Sunday morning on the first 74Km stage we were into it. We caught and passed two cars resulting in a broken windscreen and then a loud banging started under the car. We stopped but I was unable to locate any problem. We drove on tentatively to complete the stage. Our time was a respectable in the top 15 which included the stop, so I new we

were on the right pace to perform to our expectations. The banging had not gone away and when we met our service crew on the following transport it was up with the bonnet to discover that both the two genuine Volvo engine mounts we had started the event with had broken! A quick replacement again with genuine had us on our way.

The next stage was another 53 Km rough stage and we were to brake another mount but more disastrous was the next failure. A broken panhard rod allowing the axle to move violently side to side, which in turn damaged both



Champagne finish



Joginder & Ian

AFRICAN ADVENTURE



The Winning Swans

rear shock absorbers enough to make them ineffective! An out of control pogo stick is a great way to describe the problem. That effectively put us to the back of the field. Our trusty service crew got us on our way and we tried to regroup that night at the overnight Safari Park Hotel in Nairobi. Day 1 down and our problems had only just begun!

We changed the engine mounts to our VSC units and further strengthened the panhard rod that night before enjoying a meal at the 'Carnivore' restaurant. Every animal you could imagine was being BBQ and served straight off the stake at the table. Amazing. After leaving Niarobi at 5am to avoid the traffic jam we were stuck in traffic! The event has one problem that they need to address and that is the transport sections. They are nominated with a time allowed which normally had average speeds well in access of the speed limit and you were penalized one point for every minute late. The situation in Niarobi was scary and dangerous (although not as dangerous as it would be today!). We were expected to fight through this traffic jam for 45Kms to get to the start of the stage. I won't tell you what we had to do to get there on time as I am

embarrassed and ashamed but we made it with minutes to spare.

The stage was 70 km long and we only managed 28kms before the poor gearbox broke in half! All the movement in the engine bay in the front and then the back axle jumping around on Day 1 had put too much strain on the gearbox housing. It snapped totally in half between the box and overdrive unit! This was to introduce a totally new element of our rally. After rolling to a stop we had hardly opened our doors when Masai villagers started appearing out of the trees. Over the next few hours, while waiting for our trusty overworked service crew, we were to befriend a dozen of these fascinating people. We always carry some caps from previous

adventures with us as gifts and on this occasion we had a bag of old rally caps in the boot. There are now a large number of Masai wandering around looking like Australian rally enthusiasts! (the red ones were the most popular).

We were towed about 160Kms out of the stage coming across an English competitor who had managed to destroy his Mk1 Escort after rolling 3 times when speed overtook skill. The Service crew had at this stage done nearly as much of the course as we had.

A new gearbox that night and we were now effectively at the back of the field. Never mind we were having fun! We had been loosing a bit of water over the last two days but couldn't find a leak so that night at the Naivasha Sopa Lodge we changed to our spare

More value from Blackburn. The following are available from Classic Volvo Service in Blackburn Victoria. Pick up is advised for heavy items:

Differential: Complete with axles. Ratio 4.56, suit "early" pre-1965 122 or 1800. Exc cond with new seals. **\$400.**

Koni shock absorbers: Suit 240, 245, 265. Koni part 80C-2316. Serviced by reputable company. Bargain at **\$190 pair.**

Rear seat cushion: For 2-door 122/123GT post-1965. Red. Exc. cond. **\$20.**

Gearbox M4: Genuine 1959 544 4-speed box for B-16 motor. Good cond. Super rare in Australia. **\$200.**

Differential: Minus axles & shafts. Exc cond with new seals. Road tested before removal from car and dead quiet. Ratio 4.1, suit "late" post-1965 122 or 1800. **\$400.**

Door skin panels: Suit 2-door 122/123GT. New, exc quality. One LH, one RH. Below cost at **\$500 each.**

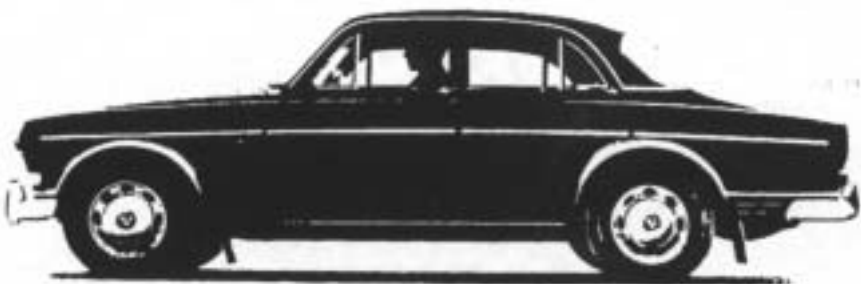
Car radio: Period HMV 10 transistor, 1963 era, push button tune, AM long range. Beautiful audio. Just checked and serviced. 12-volt. Becoming hard to find. **\$100.**

Car radio: Blaupunkt "Hannover" all valve, broadcast band and 4 short-wave bands, Push button with ivory coloured knobs. Dual voltage 6 / 12 volts. From Porsche 356 - ideal for finishing touch in other quality early classic dashboards. **\$500.**

Nylon speedo drive gears: New in stock. For ratio 4.56, suit early overdrive 1800S, 123GT, etc. Part number 380168. **\$35 each.**

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radiator. Unfortunately the Auto Elec. had wired the polarities on the mounted fan around the wrong way and it was effectively "p..g" in the wind! This we discovered the next morning.

On the first stage Day 3 we had to stop for an overheating engine and try and rewire the fan. At this stage I was totally demoralized and ready to call it quits. Funny thing rallying is not just a test of the machinery, but also man! You see the rally stages were not just rough but the transports were from hell. I mentioned the timing on transports but I neglected to tell you about the roads.

The roads in Kenya are a disgrace! There is a political problem involved that I will not elaborate on (read the news lately?), suffice to say that the money raised from foreign investment doesn't always get put to its intended use. I can't effectively describe how bad some of it is but image the Hume Highway with many 4 km diversions into quarries. Now put fifty 30 year old Semi's on that road with all the other travelers and your getting the picture. Effectively we lost the rest of Day 3.

Day 4 was good for us and we were in the top 12 times on all 3 stages. My confidence was improving and I was starting to enjoy myself at last. The roads were a little better and the car hadn't let us down. After a total of 250 kms of stages for the day we finished at the famous Amboseli Game Park that night.

Day 5 was a rest day and the servicing was going to be easy. At this point we were treated to a Hot Air Balloon ride from the base of Mt Kilimanjaro! What an experience!

Day 6 was another good day and we had been seeded up the field for 'safety reasons' and my ego was being

looked after! Again we had good times and the car felt OK at last. We were still coming nowhere in the overall scheme of things but we were still in the event. That night we were to stay at another game lodge known as the 'Salt Lick Lodge' at Taita Hills. An amazing place built nearly 30 years ago on stilts with a watering hole and an underground 'hide' for game viewing. The herd of approximately 30 Elephants came right up to the watering hole and then underneath the Lodge to drink. You could almost touch them in the wild. Truly amazing.

No Car problems so just routine servicing and a wash that night.

Day 7 saw us cross the border into Tanzania and the transport roads became like highways. Luck had truly left us this day as we got 30km into an 80km stage the differential decided it had had enough. We are yet to diagnose the fault or cause but it seized and in doing so it took teeth out of the gearbox. Another 4 hours on the side of the road, this time entertained by wandering Baboons and the odd local inhabitant. We waited for the trusty Mercedes Sprinter with the even trustier Doug and Peter to arrive. We then went about rebuilding the car on the side of the bush track. A complete rear axle assembly and the exhaust removed for serious rewelding and strengthen. We had two days to go and we must finish! When all these roadside repairs were completed we went to drive off to realize the gearbox had stripped some teeth. Removal of the tailshaft and another lengthy tow! Some 160 km later and in the dark we made it to the overnight stop at the Ngurdoto Mountain Lodge in Arusha, Tanzania. Now that was scary!

Day 8 was a loop back to the Ngurdoto Mountain Lodge so we decided that if we wanted to finish we would take the day off and try and make one gearbox out of our two broken ones. Doug was up at 7.30am and had the box out by 8.00 and then performed some magic in the car park! A working gearbox and a thorough going over for the car as nothing was going to stop us finishing the East African Safari Rally! One of our friends spent the day fixing his genuine Shelby 350 Mustang dirt rally car! This was, I believe one of the toughest days of the event and I am glad we missed it with many bogged for hours in what is called drift sand. We call it Bull Dust!

Day 9 was the day I was going to drive like a 'Nanna' and get to the finish. We still passed 3 cars on the 150km of stages- I think they were broken down or even in greater limping mode than we were! We finished!

The Engine mounts were changed on day 3 for VSC units and we ran VSC ball joints, tie rods and brake rotors for the whole event. On examination at the finish they were all in perfect order. We used VSC oil filters and changed the oil and filter on the rest day and the filter had done its job very effectively. We had put them to the ultimate test and can now endorse them with total confidence.

What an experience! We had again made lots of friends from around the world, been challenged in mind and body, seen absolutely amazing things, and had an unbelievably good time. Famous rally legends like Joginder Singh, Bjorn Waldegard and Stig Blomquist are now on our Christmas card list!

I made a mistake and underestimated the toughness of the

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event and didn't prepare the car well enough. The event was a bit like doing the Australian Safari in a classic car and so you need to build a car specifically for this event. It will consume all the Datsun 240Z, Mk1 Escorts and 1970's Porsche 911's left in the world if it continues to be run this way!

It was my lack of preparation that caused all our early dramas but I have to say the Diff failure was just one of those things and we would have suffered from that no matter how much preparation. That Diff was all new and crack tested so no one could foresee such a failure. Oh well, just another rally story.

www.eastafricansafairally.com will give you all the details but now its time to get ready for the next greatest adventure - The Red Centre to the Gold Coast Trial. This event will be all the things the East African Safari needs to be with great roads, great scenery and the best finishing location in the world! www.hra.org.au and follow the prompts!

Ian Swan

(The following story and photos are from the Volvo Club of BC - thanks Gregg! It would have been an awesome sight to see - maybe we can do this at one of our Melbourne Volvo dealers??)

VOLVO CLUB OF BRITISH COLUMBIA

Classic Volvo Show at the
Volvo of Coquitlam
May 3, 2008
Gregg Morris

The location for our Spring Car Show is making the rounds of the Pattison Auto Group, Volvo Dealerships. Last year were invited to the newly opened Volvo of Surrey and this year we enjoyed the hospitality of the Volvo of Coquitlam. Mike Thompson, (Parts and Service manager at the Volvo of North Vancouver dealership) has sort of adopted our club, and he decides which dealership will host our event and oversees the organization.

In April, Dave McAree and I met with Mike at Volvo of Coquitlam and he introduced us to Jonathan Zavarella, Parts and Service Manager and Joseph Doau, General Manager of the Coquitlam Dealership. They were enthusiastic about hosting our Classic Volvo Show and organized a parts and

service sale to go along with the event. Mike also wanted to support a charity with the event and offered a local school the opportunity to have a by-donation car wash in the service area.

This year we added an interesting attraction. Somewhere, I saw picture of a Volvo showroom taken in 1963 or 1964. The picture was taken from an elevated perspective and showed all the Volvo models available that year. It looked great and I thought it would be neat to replicate it in the Volvo of Coquitlam Showroom. (Of course, now I cannot remember where I saw the picture. I looked through past newsletters and old brochures but no luck. If anyone recognizes the description and knows where the picture came from please let me know) Anyway, I suggested the idea to Joseph Daou at our meeting, and to my surprise he agreed to empty his showroom of new Volvos so we could turn back the clock to 1964. Seemed simple enough, you just drive the new cars out and drive 5 showroom-condition 1964 Volvos back in.

You have no doubt noticed the flaw in my plan. Where the heck do you find 5 showroom condition 1964 Volvos of any kind, let alone one of each model. The answer is you can't, at least not in Vancouver. What we needed was a PV 544, a P210 Duett (that is a 544 wagon), a 122S sedan, a 122S station wagon, and of course a Sainly 1800S. We couldn't find examples of the exact year, but we could do was find an excellent example of each of the models, albeit of another year. Then all we had to do was make them look like 1963 or 64 models. That meant choosing cars of the right colour and finding correct wheels, tires and hubcaps. As it turned out that wasn't particularly easy but it was kind of fun.

In 1963 and 64 Volvos all wore solid wheels, painted body colour, and the hubcaps were bright chrome with a large red painted centre and chrome "V". Finding these hubcaps in good condition is no mean feat. They dent easily and are of double walled construction making them prone to rust. Also most of them are 45 years old. Even if you find a structurally decent hubcap the red paint will have worn off or faded or both.

Here is how we did it. I have a nice black 62 544 and all that was required was to change to the correct red centred hubcaps. I have one very

good set so that was easy. I could not find a Duett so we opted to include a second 544. Olof Malmberg provided his red 1960 model, and he had 4 of the correct hubcaps but they were rough. More on that later. Ed Lay has a nice red 67 123GT and red was a colour available in 1964, but Ed's car has the silver slotted rims and stainless steel hubcaps correct to his year. My only solution was to find a set of old solid rims, paint them red, mount a set of tires and of course find more hubcaps. Finding a suitable 122 wagon was easier. My daughter Kim drives a very nice 67 wagon in a light grey blue colour that is very close to a colour available in 1964, but again it had the wrong wheels. I felt a bit guilty about my solution to that problem, but not for long. Herb and Marg Hamlyn have a really nice 63 544 in nearly the same colour as Kim's wagon and the 544 is not running at the moment. I showed up at his doorstep with a tire iron and floor jack. Before he had time to consider what was happening the 544 was sitting forlornly on Herb's jack stands and I had made off with his wheels and perfect hubcaps.

The 1800 presented a slightly different problem. I knew the perfect car. A pristine, white, 1966 1800S owned by John Cave. John has a cardinal rule. The 1800 shall not be driven in the rain or snow. Now, our event was to be held May 3rd, on the north side of the lower mainland, right up against mountains. In fact it would have been in the middle of a rainforest if we hadn't cut down all the trees. The dreaded forecast was a 40% chance of rain, which here means it will rain at least 40% of the time. So, how do I convince John to break his own rule? The solution was brilliant. I called Jennifer and convinced her that it was a good idea and she worked on John. By the time I talked to him, promising his car a prime space in the nice dry showroom, he relented. Good thing too. Of course his car had the silver slotted wheels, but I had an easy solution to that. A few years ago Kim's old white 122 was hired for a movie set in the time of JFK's assassination so to make the car look like a 1963 and I had prepared a set of solid white wheels.

Now with the cars chosen and the wheels sorted, all I needed 20 hubcaps and I only had 8 good ones. Fortunately I did find 12 more hubcaps but most of them needed to have dents

removed, chrome polished and worst of all, repainting of the red centre. Spray painting would produce the best finish, but masking the chrome V in the centre would have taken forever. Ultimately I chose to hand paint each cap using some NOS Volvo red paint and a couple of sizes of artist brushes, swiped from Roses art supplies. It was fussy work but turned out OK and we were ready for the day.

The five cars that were to be in the showroom had to show up at the dealership a little after 8 in the morning to install the hubcaps, or wheels and hubcaps depending on the car. There

were lots of willing helpers and soon we were ready for the showroom. Jonathan directed all the cars as they backed into their spots and wisely inserted a sheet of cardboard under each. Apparently new cars don't mark their spot like ours do. The end result was worth the effort. It really did look like a 1964 showroom, and a classy one at that.

While all this was going on. People were showing up for the event, despite the pouring rain. It was a good thing that the event was largely focused indoors. There was lots of conversation and commotion. Mike provided Tim

Horton's coffee and donuts and later he and Jonathan barbequed lunch for everyone. John Cave and Bert Sherlock gave out dash plaques and raffle tickets and Dave McAree distributed the People's Choice ballots. There was a steady stream of people at the club desk joining the club or renewing memberships or buying Club clothes. Our newly available ball caps were a big hit and we will have to order a bunch more. People were able to help themselves to the Volvo pins and key fobs provided by Volvo of Coquitlam.

Around 2 pm we collected all the People's Choice ballots. Bert whispered



Gregg's daughter's gorgeous 122 wagon



Turning back time in Canada

at the crowd to get their attention. Scott Ormiston's boys helped to draw tickets for the raffle prizes and they were both choked that they didn't win either the 122S or the 1800S models. Janet Schwieger of Northern Woven Brooms donated a bunch of hand made whisk brooms that were also raffled off. I hope I welcomed everyone to the event and thanked them for coming, although I can't remember if I did or not. As a public speaker I make a good ditch digger. It was great that the Schwiegers came all the way from the Kootenays. They made good use of the trip by finding and buying a bright red 1990 740 Turbo wagon with only 57,000 kms. Thanks also to Dennis Cowell for driving down from Kamloops, and Steve Hutchens who braved the rain and the border to join us from Bellingham.

I definitely did remember top heartily thank Mike Thompson, Joseph Daou and Jonathon Zavarella for their enthusiastic support of this event. It was greatly appreciated. Mike has confirmed that we will be at the Volvo of North Vancouver Dealership next year and we may look at moving the timing later in May or even June in hopes of better weather. Joseph said he was very happy with the look of his retro showroom. Chris Ainscough took a lot of photographs and hopefully

Joseph will be able to use these in his advertising for the dealership.

Everyone who had their car on display by 9:30 am was eligible for the early bird prize. Joseph donated a weekend's use of a new C70 hardtop/convertible as the prize and Dave McAree was the winner. Hopefully Dave brings the car back. Next up was the Peoples Choice Awards. Volvo of Coquitlam provided the award plaques and perennial winner, Olof Malmberg won Peoples Choice with his red 1960 PV544 and Kimberly Morris' 1967 122 wagon was Runner-up.

By this time the raffles and awards were over it was after 3 and most people were thinking about going home. Of course now the sun was shining. It was time to reluctantly take our cars out of the showroom

and back to the service bay to switch wheels on John and Ed's cars. Dave and Ed worked the floor jack, I used the impact wrench, Rob Schwieger put the wheels on and John Cave changed the hubcaps. It was just a picture of Nascar efficiency, or so we thought. Ed and John left, but Ed was back in about 5 minutes, complaining of a clunk in the rear. The numb-nuts impact wrencher had been distracted and only secured one wheel nut on the right rear wheel. Fortunately no damage. These tractors are tough.

Doesn't the new VW Scirocco look a lot like the Volvo C30? Ed.



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VOLVO *Imagineering*

Thanks Dion Nowatzky for these images.
If you have any similar imaginative ideas,
sketches, etc., please email to the Editor for a
future edition of Rolling.



S40 Race TC



C30 T5-R TT 34m



142 RS



V50 T5 Express Ambulance



S60 XC R AWD T5



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C70 T5 RS Coupe



U30 T5



780 HOT TT 35



S70 CT R

Classifieds: Cars & Parts

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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.

Volvos wanted as wedding cars: We are getting married in April 09 (in Victoria) and would dearly love to hire Volvo Amazons/ P1800 for our big day (my partner is Swedish and it would be a bit of fun!). Do you know of anyone who may be willing to hire and drive their Volvo for a day in April? You can call me (Caitlin) on 0402 038 602 should you require more info. Thanks for your help!

1996 850 R wagon (OOV 772) Rare sports performance. Auto, Black, leather



interior. 17" alloys. Roof bars. Full service history. Always garaged. 168,725 km. Price \$12,500. Contact James - 0407 959 767

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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

1964 Volvo 122 unregistered Chassis No. 144399 in fair condition needing restoration; and 1966(?) Volvo 122 unregistered Chassis No. 226685 in good condition needing restoration. Has O/D gearbox. Both vehicles are located at Blackheath (Blue Mountains, west of Sydney NSW). Owner

David Ferry can be contacted on (02) 47878468 is open to a reasonable offer.

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1966 122S Auto (S-10867) White with Tan interior, no rust. 2 new tyres. Factory 3sp Auto and fully rebuilt motor. Well



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vents, badge is yellow with yellow & blue



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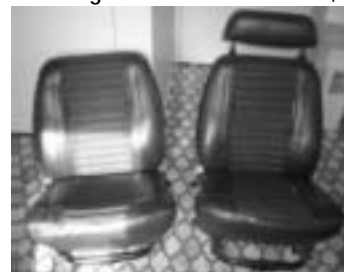
PRICE REDUCED! 1980 242GT [BJ 5839]

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 \$5600. For more details phone Clint on 03 6229 3490 or 0409 432 670.

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

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

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



served 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 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 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

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)

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 (NSW)

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

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

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.

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

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

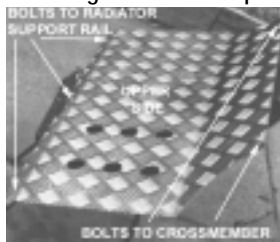


Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in charcoal metallic pearl. \$210.00

DVS Volvo 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 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

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ashleigh davis

0412 709 695

ash.davies@dvs.net.au

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 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 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 the May 2008 edition of Rolling.)



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:

850 big core intercooler

IPD reverse intercooler kit



IPD 850/S70/V70 heavy duty swaybar links
MSD coil kit 850/S70/V70

Display globes for big front single radio / cd type.

Magnetic sump plugs 240/850 etc.

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

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

Contact: mark@vptuning.com.au

Mark Richardson -Phone 0403 814 545

VP Tuning

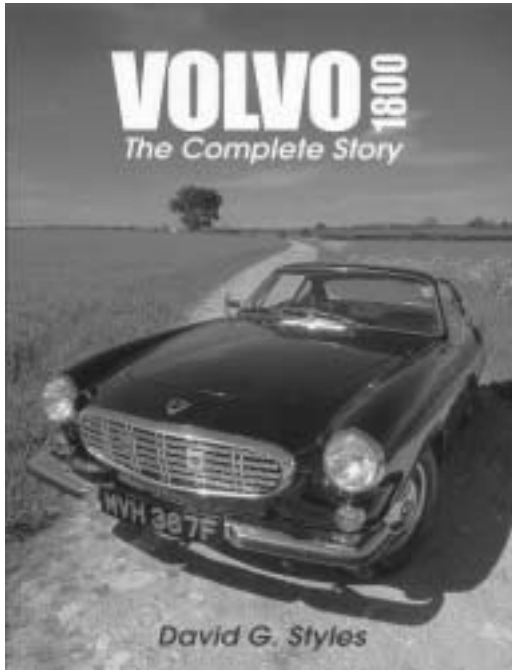
Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

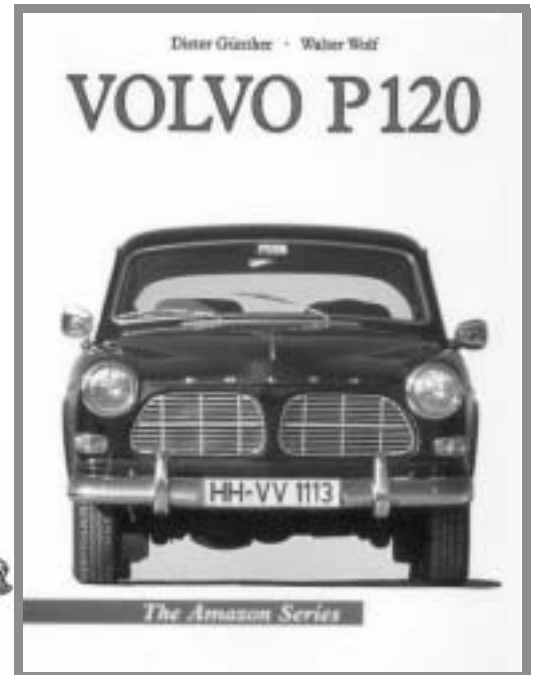
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Most of you know of the great success we had in offering our members unique publications on both the 1800 and 120 series cars. First it was Swedish Iron by Bill Webb which sadly we have no more copies of, and as far as we can tell it is out of print. 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:
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VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



<p>() <u>New Application</u> (1 year membership from date of payment.)</p> <p>() <u>Renewal</u> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>																																																						
<p><u>Your Details:</u></p> <p>First Name: (Mr/Mrs/.....)..... Surname:</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Postal Address:</p> <p>.....State: Post Code:</p>																																																							
<p><u>Contact Details:</u></p> <p>Phone: (.....) Mobile: (.....)</p> <p>Email:</p>																																																							
<p><u>Car(s) Details:</u> (You must list vehicles with CH plates. Engine number can be found on Registration Certificate)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Model</th> <th style="width: 10%;">Year</th> <th style="width: 15%;">Colour</th> <th style="width: 15%;">Reg. No.</th> <th style="width: 15%;">Engine No.</th> <th style="width: 20%;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>		Model	Year	Colour	Reg. No.	Engine No.	Body Style
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<p align="center">I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p> <p>Signature Date.....</p>																																																							
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<p align="center">Please send this form with payment to Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189 Thanks for joining or renewing membership with the Volvo Car Club of Victoria.</p>																																																							



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On the Back Cover: George Minassian's pristine 123GT. Great car in the perfect colour for a 123GT. Thanks for the photo George. Members please keep sending photos for a chance to see your car in full colour on the cover!

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