

# ROLLING

**AUSTRALIA**  
**No. 181**

***November/December 2008***



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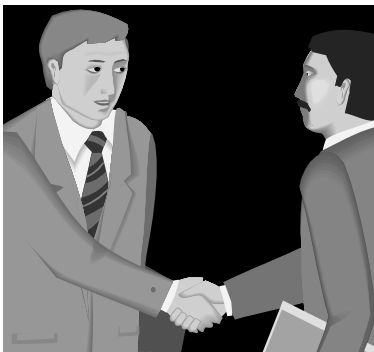
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## Happy Holiday's!

The committee of the Volvo Club of Victoria wishes you and your family a Happy and SAFE Holiday Season!

## ROLLING AUSTRALIA

NOVEMBER/DECEMBER 2008 ISSUE NO. 181

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

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### MARKETING & CORPORATE ADVERTISING

CONTACT THE EDITOR

for standard ad rates & other ideas

### DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th December 2008

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# Volvo Club of Victoria Calendar of Events

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

## November 2008

- Wed 5<sup>th</sup> Night Meeting**  
Greg Sievert will give a slide presentation of his recent trip to the USA and the Volvo Club of America National Meet
- Sun 23<sup>rd</sup> 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](http://www.carsoftheworld.com.au) for printable registration form.
- Sat 29<sup>th</sup> 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 29<sup>th</sup> 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 IN ADVANCE.  
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 3<sup>rd</sup> 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.
- Sat 13<sup>th</sup> Christmas Awards Presentation & Dinner**  
**Location:** Waverley RSL, 161 Coleman Parade, Glen Waverley, Melways Map 71 C2. (03) 8558 4700  
**Time:** 4:00PM (Awards presentation in the Sunset Room upstairs); 5:30PM pre-dinner drinks; 6PM dinner (Sunset Rm.)  
**Cost:** \$38 per person for 3-course dinner, with entree sharing platters, then a buffet-style mains selection of beef, turkey or fish, and vegetables, followed by dessert. Coffee, tea included. Soft drinks will be provided by the club; alcoholic beverages available for purchase at the bar.  
**RSVP by 3rd Dec: Please notify Adrian Beavis** 0402-203-437 (AH) if you plan to attend. We have a booking for 40 people and need to hit that number, so please support the club and come along for a nice close to the year. Plenty of door prizes! Everyone's welcome - we encourage new members to come along and meet your fellow club members!

## January 2009

- NOTE: NO NIGHT MEETING IN JANUARY**  
Happy New Year!
- Sun 18<sup>th</sup> RACV Great Australian Rally**  
Melbourne to Mornington. \$30 entry fee, with proceeds going to Peter MacCallum Cancer Centre. Entry form and full details available at <http://www.abccc.com.au/GAR09.pdf>
- Mon 26<sup>th</sup> RACV Federation Vehicle Display**  
King's Domain Park, Melbourne. Huge display of Vintage, Veteran & Classic cars. You must pre-register and all entries must be received no later than 30th November. Entry directors John and Margaret Davis (03) 5422-3570. Vehicles must be more than 25 years old to enter. See John Johnson or Greg Sievert for a copy of the entry form.

## February 2009

- Wed 4<sup>th</sup> Night Meeting**  
Ian Swan and family will join us and talk about their rally exploits. Should be an entertaining meeting! 8:00 PM at the Camberwell Tennis Club (details above)
- Sun 8<sup>th</sup> Picnic at Hanging Rock**  
Venue: Hanging Rock Reserve, Woodend. Huge multi-make car show. Great day if the weather is nice.

## March 2009

- Sun 1<sup>st</sup> Volvo Club of VIC Annual Display Day**  
This is the club's BIG EVENT of the year. New venue - National Steam Centre - 1200 Ferntree Gully Rd, Scoresby. Give your car a wash and bring it along for a great day of family fun. Held in conjunction with the RACV Classic Showcase (was formerly called the British & European Motoring Show), so there will be plenty of cars to see and events for the family (including a display of working steam engines, food vendors, music, children's entertainment, etc.) Visit [www.aomc.asn.au](http://www.aomc.asn.au) for online printable pre-registration form and save \$3 off the entry price.  
Display cars \$12.00 (pre-booked) or \$15.00 (on the day) includes driver and 1 passenger. Children under 16 are free. Spectators \$15.00; Display cars enter from 8:30AM.

- Wed 4<sup>th</sup> Night Meeting**  
Guest Speaker info see [www.volvovic.org.au](http://www.volvovic.org.au)

**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!

## 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:** Walter Gowans' 1800E at Muckleford

# President's Report

Heino Nowatzky

0425-705-045

hnowatzky@ozemail.com.au



## NOW HEAR THIS:

### It's Christmas Time

Well Greg (our long-suffering Editor) has caught me out again. Greg and Wayne have been over in the USA and Greg was racing around before they left trying to organise the magazine. His intention was to finish it while he was in the States. For some reason I thought I had sent in my President's report but obviously I hadn't. So now I'm holding up the magazine again.

We are well and truly into the silly season now and also with the weather on the improve; we are into the good car activity season (I don't know if that's the way to say it but I think you will understand what I am trying to say). Time to bring cherished classics out into warm sunlight and give them a clean and polish (conserving precious water by using rainwater or a carwash facility that re-cycles the dirty water of course). Next is the first drive in the clean machine. A favoured country road perhaps. It helps that the price of petrol is coming down at last. There are a number of activities in the events pages for all the clubs and many of these involve celebrating the end of yet another year. Now that I am older and supposedly much wiser I am allowed to offer advice. To say drink alcohol in moderation is a cop out. Put simply, don't drink and drive. Plan ahead and

don't get in the situation where you drive after having a few. Consider the consequences of being caught driving just over the limit. Then consider the consequences of being involved in a serious accident with drink involved. It is not nice and not how any of you would like to remember Christmas. Stay safe and again plan ahead. Many of our members are Volvo drivers by choice because they are involved or have been involved in police, rescue and ambulance services and see on a daily basis the affects of road trauma. At least a Volvo offers you some protection from those that are less responsible on our roads.

George has got many of us involved with the new 140 historic sprint series. We have five cars that are being prepared for next year. I am looking forward to the first event that we attend as a club. I am also looking forward to seeing some of the cars that we have managed to save from the crusher being used again. Keep them straight guys but we do have spare panels.

I have organised six weeks leave over Christmas and intend to finish many of our project cars with Dion. Progress report in the New Year. My parents are coming down to Melbourne from their paradise in Queensland (Wonga Beach near Port Douglas) to join us for the festivities. Now I have to

get Dad to teach me how to weld with my new MIG welder. I hope he still remembers how. I am hurt that Dad has told me that he does not intend to drive whilst in Melbourne. I cannot understand why. He must have lost all sense of adventure whilst in paradise. Maybe that or the lack of traffic up there. Just so you know, Dad does not drive a Volvo nor has he ever owned a Volvo. Mum would love an XC70 but Dad went a slightly less well-known route. No they don't own a Subaru Outback; they own a Mitsubishi Magna AWD sedan. Why Mitsubishi never made that car in a wagon may explain why Mitsubishi no longer manufacture in Australia. From all aspects Dad is very happy with the Magna AWD but it should have been a wagon. Hey the new Volvo XC60 looks just great.

To all a Merry Christmas and a Wonderful New Year.

*Until next time,  
Heino Nowatzky  
and Christine and Dion*

### Welcome New VIC Members:

Harold & Pamela Clarke (242GT)  
Joseph Eletva (142)  
Simon Sheargold (122S)  
Kevin & Christine Allen (122 & 242GT)  
Richard Carter (850 T5)  
Ian Turnbull (245)  
Noel Forsyth (1800E5)  
John Kirwan (244DL)



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# THE EDITOR'S DESK

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## Volvos in the USA

I hope everyone is enjoying the splash of colour on our magazine. Thank you to those who have recently submitted photos - keep them coming. I'll be using the suitable pictures on future covers so be watching for yours in 2009.

Elsewhere in this edition, you'll see some of my pictures from the recent Volvo Club of America national meet that was held at the BMW factory in South Carolina. Every year, there's a huge car show called Eurofest held there, and this year the feature was the Cars of Sweden. There were approximately 100 Volvos at the show - a great turn-out. We flew over a couple days before the show and met up with my parents at their house near Atlanta, Georgia. From there, we drove my dad's 1800ES to the show (he drove his 1800E, and Mom drove her V50 T5). There was people's choice



**Dad's 1800E and 1800ES in front of his garage/workshop in northeast Georgia**

judging for all the Volvo classes, and also a Judge's Choice in several categories. My dad was awarded 3rd place in his class for the 1800E, and also the Goldenrod award. His 1800E is really a nice car - starting with a rust-free Texas car that was originally mustard yellow, he had it re-sprayed in "sun yellow" to match the 1800ES. He's blacked out the trim similar to what I've done on my 1800ES, but he took the engine bay and interior detailing to the next level. The only complaint I had after driving it was the exhaust is too loud (even louder than my ES!)

As per the Australian national rallies, we had meet & greet cocktail events, lunches, awards dinner, etc. There were also some great raffle prizes handed out. We managed to win a genuine Volvo car-top luggage carrier which obviously would have been impossible to bring back in our luggage, so we turned it back in for somebody else to win. We also won a nice package of Volvo-branded clothing items, computer carry case, umbrella, and other Volvo-branded items. On Sunday there was an observation rally that took us on some of the back-roads around the BMW factory. It's an odd mixture of new luxury homes (probably BMW employees) and run-down neighbourhoods & the occasional trailer!

In addition to our pilgrimage to the Volvo meet, we spent about a week with my parents and other friends and relatives in Georgia. The trees were changing into some beautiful autumn shades of red and yellow, and we hiked in to see some nice waterfalls (something we don't have in Australia any more, right?) My mom is a master quilter, so I had asked her whether she could make me a small stuffed pillow replica of my 1800ES. Unfortunately with me being an anal retentive engineer, all the measurements had to be exact (using my dad's ES as the pattern), and it turned into more of a project than we could get completed in the



**Autumn leaves in Georgia**

short stay. As you can see from the photos, it's quite detailed and a lot larger than "small" (precisely it will be 1/



**Anna Ruby Falls**

5th scale!) Maybe some day I'll be able to bring it to a night meeting and/or display day for "show & tell".



**Mom (Nancy) the master quilter at work on my Volvo 1800ES pillow**





**Me with the "project", and a detailed shot of the rear panel**

The final stop on our trip was a visit to my brother in Houston, Texas. I had forgotten how many SUVs and pick-up trucks there are in Texas. As you can see from the photo in front of Gaido's restaurant, every vehicle in the parking area is a truck or SUV with the exception of one large Cadillac "land yacht". I'm sure they were really hurting when gas (petrol) got up to

\$4US per gallon (3.8 litres in a US gallon). By the time we left, we did see gas as low as \$1.99US per gallon at a few stations, so people may start buying SUVs again. Unfortunately they probably won't be able to get financing for the loan!

As you may know, Houston (and specifically the coastal town of Galveston nearby) was recently hit by

Hurricane Ike. We went to Galveston to eat at Gaido's, and we were surprised at the magnitude of damage caused by the storm, and how much debris was still piled up around the streets. Many people lost their homes and/or belongings in the storm, and it really hit home since we used to visit the area often when I lived in Houston. I can't imagine how bad it must have been in New Orleans after Hurricane Katrina hit last year.

We also had a 12-hour lay-over in San Francisco on the return trip where I snapped a photo of a couple Volvos driving down the famous Lombard Street switchbacks. It's impossible to show in photos how steep it is!

Back in Melbourne and the sun is shining and it looks like summer already (grass is brown and no rain!) The good news is our solar system has finally been installed on the roof and we're pumping electricity back into the grid during the day. Yes, the meter runs backwards. No, I don't know what will happen if the meter reading at the end of the quarter is lower than the beginning of the quarter (I don't think they'll pay us!) That may change in Victoria in 2009 when the "feed-in tariff" comes into effect, although the details have not yet been confirmed. Given the recent substantial interest rate drops, solar power may become a better investment than putting the money in the bank.

Before I close, a warning to anyone who might bring car parts back into the country in your



**Shot; taken in Galveston, Texas**

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**Volvo descending Lombard Street (above)**



**Shot of Lombard Street switchbacks taken from an opposite hill (right)**

luggage. I assumed that they would be covered under the \$900 allowance for personal goods brought into the country, but according to Customs, "car parts" are treated differently and may be subject to import duty and GST. They let me off because the parts I brought in were only around \$600 in value, but they said it's up to the Customs officer's discretion. Probably better to have stuff shipped over in lots of less than \$500 value, as they seem to let it in with no hassle via Australia Post!

Regards,

## **VCOA National Rally in conjunction with the Eurofest 2008 at BMW's Spartanburg, SC factory**





# Treasurer's Report \$\$

**Adrian Beavis 0402-203-437 (AH)**

As at October 8th the account balance was \$4393.52

The following is a summary of the club's expenses and income for the period from September 4th until to October 10th.

## Income:

Sponsorship and advertising: \$1500.00

Membership subscriptions: \$540.00

Door donations at the September meeting: \$63.15

Magazine contributions: \$311.25

Payments received for Shannon's Christmas dinner: \$455.00

**Total income: \$2869.40**

## Expenses:

Printing of Rolling: \$920.00

Postage and delivery of Rolling: \$381.64

Reimbursed expenses for nibbles at September meeting: \$29.25

Auditor's fee: \$275.00

Total expenses: \$1605.89

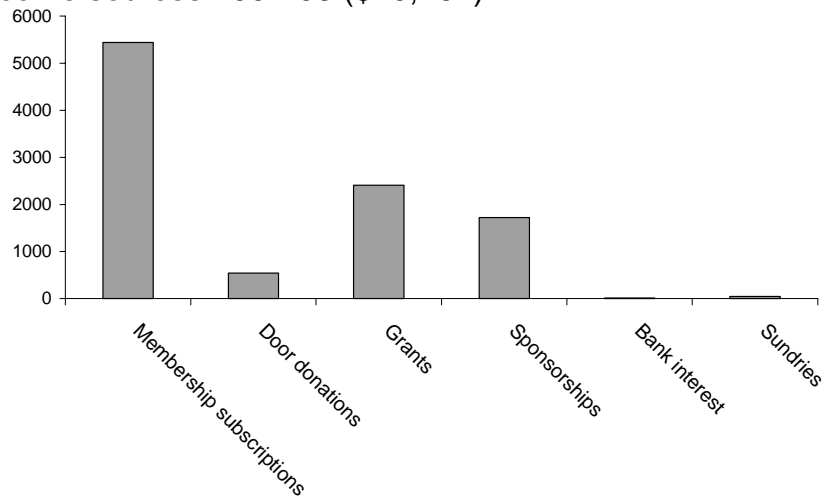
**Net income: \$1263.51**

Income from and expenditure associated with the October monthly meeting are not included here as I was unable to attend (too sneezy). These will be processed in the next week or so.

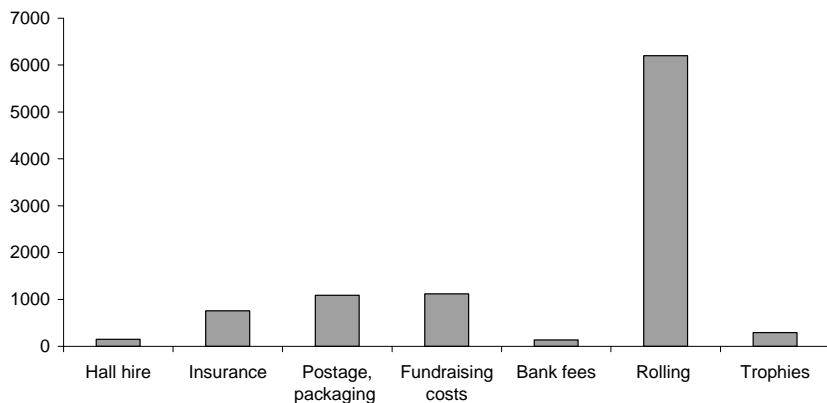
Attached is a graph showing the balance at the bank for each month in 2008 compared with the balance for each month in 2007. It illustrates that we are more or less holding our own; after a dip below the 2007 level in September. As of October the club was around \$275 ahead of where it was in 2007.

Since the last Treasurer's report, the Auditor's report has been prepared and submitted to the Victorian Department of Consumer Affairs. I have a copy of the Auditor's report, which I bring to each club monthly meeting. If you are unable to attend a meeting and wish to see the report, please contact me and I will post you a copy.

Income sources 2007-08 (\$10,167)



Expenditure 2007-08 (\$9,753)

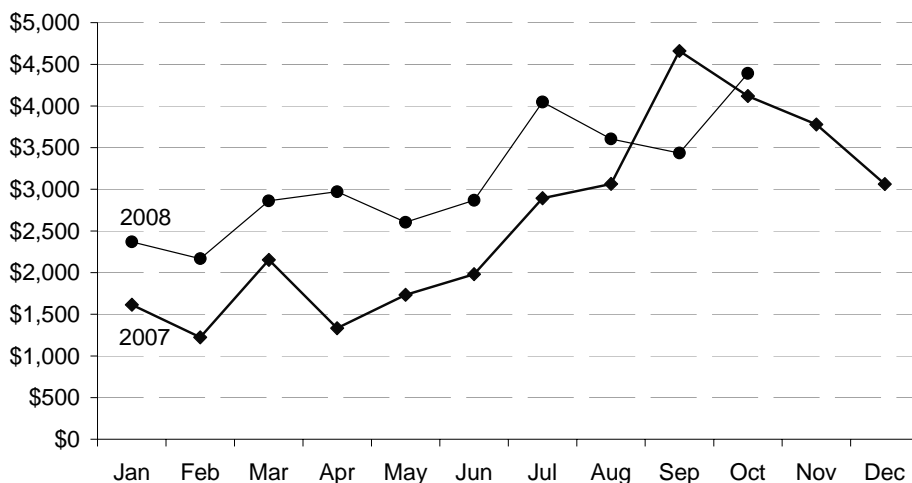


I realise that Auditor's reports are usually not riveting reading, so I only present the main features of it here. In the 2007-08 financial

year the club had income totalling \$10,167 and expenditures of \$9753 giving a surplus of \$414 for the year. This compares with a loss of \$1125 for the previous financial year. The auditor reported that "In my opinion, the financial report [as submitted by the club to the Auditor] presents fairly in accordance with its determined accounting policies the financial position of Volvo Club of Victoria Inc. as at 30 June 2008 and the results of its operations and its cash flows for the year then ended." Attached are two graphs showing where monies came from for the club, and how they were spent. Most income is from subscriptions to the club. Most expenditure is for the printing and distribution of Rolling. In the expenditure graph the category 'Fund raising costs' refers to the Christmas luncheon held at Waverley RSL. I am not sure what the 'Grants' column refers to in the Income graph. And, that's the finances for this month.

*Adrian Beavis*

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





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**Bay to Birdwood - 2008**

One of my earliest memories of events with the SA Volvo Club in September 1990 is gathering on Greenhill Rd in Adelaide's southern parklands to witness the biannual Bay to Birdwood run for vintage and veteran vehicles. Little did we know then that the Birdwood Classic for slightly newer cars would commence in 1997 and that many of us with eligible cars would be a part of the Classic event held on alternate years.

To this day the SA club members still gather to admire and cheer on the entrants of the original Bay to Birdwood Run. For the last few years our vantage point has been an elevated grassy footpath in front of the Hospital at Gumeracha which provides

a fantastic view of the 1500+ cars, trucks and bikes as they cruise past on a down hill run into the main street of Gumeracha.

This year one of our members - Alexander - had entered with a 1948 Bedford truck that has been in his family since new. Soon after Alex went past, a

superb 2 course lunch was served up by the Hospital Auxiliary for a small fee. A great day and as always, looking forward to next September when we get to show off our Classics once again  
*Craig Rasmussen*



**Cheering the cars**



**Did somebody say lunch was ready?**



**Alex's Bedford**

## Pine Point Crabbing

As per the usual tradition, the SA club gathered at "the Shack" for their annual crabbing day. Looks like wading around in crab-infested water is fun! Just watch out for the sharks... Beautiful SA weather



appears to have been on offer. One of these days maybe a few of the VIC members will come over and see what it's all about!  
*Ed.*

## Used or old ignition switches - problems & refurbishment 200 1979

(Tech tip from [www.brickboard.com](http://www.brickboard.com))

Most used or old ignition switches (the electrical body) have sufficient wear and/or internal crap to make them a flaky proposition (open circuits or intermittents) but if you can't get an aftermarket switch quickly & cheaply they can be quickly refurbished at no cost and no stress to give as new reliability. Carefully with a 2mm blade screwdriver bend back the 4 alloy retainers holding the metal body to the plastic body to separate these and lift out the cam - the internals are all fixed - some switches have a removable detent pin and spring though - it's not like spilling a bag of marbles. Use fingers to separate contacts to put fine grit aluminium oxide paper between contacts, then close contacts and pull paper out - and muck with it. Turn paper around to do other contact of each pair. If little resistance to pull



then bend spring-copper contacts with long nose pliers to increase mating force. Little resistance is due to poor quality control at factory - most of these contacts mate with



aggressive force. Wash all in degreaser to get rid of muck around outside of contacts and hold contacts open when washing. After blow dry check all contacts to ensure no brush hairs stuck in them. Put some fresh grease in the "detent" holes at the bottom of the metal body. Bend contact fingers out slightly to reseal the cam and rotate it so that its detent ball aligns with the "track" in the metal body. The metal and plastic switch bodies have an alignment slot. Holding the switch together by hand or tape



then stick a screwdriver in the top of the switch to check that it moves freely between positions O, I, II and force is need to get position III, which on release snaps back to II, and that the amount of turn angle between positions is similar to the turn of your ignition key. Check it out with an ohmmeter as per the switch table in wiring diagrams in Haynes or Bentley if you want more confidence. Only then use a hammer & drift to bend the 4 alloy retainers back. Voila - your reliable "brand new" switch in less than one hour.

*sutherland in Adelaide, Australia  
1979 244 GL @ 518,000 km  
converted to gas (LPG) in 1991*







# The 1800/120 Pages

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

## **VOLVO 1800/120 CLUB AUSTRALIA INC.**

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**Tweed Heads South, NSW 2486**

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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>

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**ALL CORRESPONDENCE TO:**

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

**NOTE:** All Magazine Submissions to the

Editor, Greg Sievert.

See Page 1 for details.

## **President's Report**

How long has it been since you took your classic 1800 or 120 for a good run? Like our human bodies, the old adage "use it or lose it" applies to our cars as well. It may be comforting to know she is tucked away in the shed or garage, safe from the ravages of the outside world, but unless your car has regular use, you are going to have problems.

Brakes will go off, as brake fluid is hygroscopic. Unless you have stainless steel all throughout, then rust will form on pistons, and the brakes will seize. Remember to change the fluid at least every two years. Most fluids will lose their colour in the master cylinder as a reminder to you to change it.

Engine oil will break down due to contaminants from the combustion process. Eventually, oil will drain off components due to the effect of gravity, eg in the bore walls, and the cam and followers. This will cause wear when you eventually restart, and the oil will not have the same lubricating tendencies either. Change the oil at least once a year, no matter how short a distance you have covered in the last year.

Other components will go off too, as they dry out and seize up due to the effects of oxidation and time, and lack of use. A good cure for all this is to come along to a regular club outing - exercise your car and your mind, to the Volvo life!

If you own a classic, it is a good idea to be familiar with at least basic car maintenance. This way, even if you can't do the work yourself, you will at least recognise when work is needed.

If you are like me, Xmas time every year, as well as being a welcome break, is an ideal opportunity to put her up for a thorough inspection, and to carry out those routine maintenance jobs, to keep your car fresh and reliable for the next twelve months (and so she doesn't end up like our "barn find" 120s from last issue.)

I am always willing to help any members in SE Qld who may need a hand here!

### **NEW ORDER**

Recently, SWMBO decided she wanted a C30 instead of the XC90. Due

to the ages of our children, she feels she now has a window where she can enjoy the sporty drive without being overly concerned with space matters. (And besides, the payments will be lower!!!)

We had the pleasure of ordering the car to her specs at our friendly Volvo dealer (Pacific at Maroochydore). She asks how it might have been in the days of the 1800 and 120. At a guess, I would say it was a matter of "you take what you get".

If there are any original buyers out there of new 1800s/120s, do tell, as I am sure it would make great reading.

### **5 INTO 4 DOES GO**

For those of you kept awake wondering how I was going to preserve the "new" 264, as all covered shed space had been taken, rest assured, as a solution has been found.

The "shed" has been for some time now the home of the 67 122, the "girlfriend" 1800, my '79 242GT and '80 262C. Upon acquisition, the 264 was living on the gravel beside the shed, with a tarp erected over it for shade, under a car cover.

Now living on a peninsula as we do in Redcliffe, the 264 became subject to some occasional wild weather, and much consternation by her owner. (Of course, SWMBO wonders why I even bothered.)

It occurred to me that if the floor area of a 12x7 shed is 84m2, and each Volvo takes up about 10m2, then you should be able to fit more than 4!

You guessed it!!! I now have three cars parked sideways in the space originally occupied by 2. Of course, the key became 2 car floor jacks purchased with birthday gift vouchers from Supercheap! Hmmm, the next move will have to be up.....

### **NEW VOLVOGOD**

I am pleased to announce a new Volvogod on our Sunshine Coast. Jason Hale recently settled on his takeover of "Volvo One-Stop". Together with his already established "Suncoast Volvo" workshop, Jason brings a wealth of knowledge to things Volvo.

### **2009**

The AGM will have been held by the time you read this. Thanks to those who supported the club in 2008.

Remember, I am always open to contact from members, or to help if needed. Please contribute to the club to keep it strong.

Until next time,

*Volvo For Life*

ROBERT BAKKER



# Valve Adjustment for B18/B20 Engines

by Phil Singher

editor@vclassics.com

The first step of any engine tuning is to ensure that valve adjustment is correct. For B18 and B20 motors, Volvo recommends checking this at 6,000-mile intervals. I make a habit of checking this twice as often (whenever I do an oil change), although adjustment is rarely needed once a new motor settles in. It's a good diagnostic tool -- if valve clearances tighten up, it's a pretty sure sign of valve seat erosion; a matter of some concern with today's unleaded fuels.

Incorrect valve adjustment is not only detrimental to performance and engine longevity, it can also fool one into thinking more serious problems exist. We recently compression-checked a motor that couldn't be made to idle smoothly with any amount of tuning and obtained readings that varied greatly from cylinder to cylinder; normally an indication that a rebuild was imminent. This turned out to be nothing more than poorly set valves, much to the owner's relief.

As an experiment on one of my motors, I tightened valve clearances just .002" under the "usual" setting and found that this had a profound effect on the way the carburetors needed to be jetted. Camshafts are engineered with particular clearances in mind -- these are factored into the design of the cam profile. When one varies from the recommended clearance settings, one is effectively altering the way a cam was designed to operate. I don't mean that as a "thou shall not;" just reinforcing my point that valve settings have a global effect on engine tuning.

The Haynes manual method for setting valves -- setting #1 when #8 is fully depressed, #2 with #7 down, etc. -- has worked pretty well for us until recently. Here's a method I find I like better, though, that works with any cam profile -- courtesy of David Hueppchen, who got it from Waddell Wilson years ago:

1. Bring the motor up to full operating temperature (this means, of course, that you want to adjust the valves to the "warm" spec found in your manual or supplied by an aftermarket cam's manufacturer).
2. Remove the spark plugs so the motor's easier to turn (I turn it with an adjustable wrench on the crankshaft pulley. Also -- needless to say, I hope -- make absolutely sure you know which plug wire goes back on where).
3. Turn the motor in the direction it normally runs -- clockwise, looking at it from the front of the car -- until an exhaust valve just starts to open. Look at the manifolds to see which are exhaust and which are intake valves. OK, I'll make it easy: counting from front to back, valves 1, 4, 5 and 8 are exhaust valves.
4. At this point, adjust the intake valve on that cylinder. In other words, when the rocker arm on exhaust valve #4 just starts to tip downwards, adjust intake valve #3.
5. Keep turning the motor through two complete rotations and adjust all the intake valves in a similar way.
6. Go around two more times, adjusting each exhaust valve just as the intake on the same cylinder begins to close. In other words, when the rocker arm on intake valve #3 just starts to come back up from being fully depressed, adjust exhaust valve #4.

Once the valve adjustment is correct -- and only then -- you're ready to set ignition timing and tune carburetors.

I like David's method a lot better than the way I've been doing it all these years -- and I'm sure you will, too.

*Thank you George Minassian for sending this one in. If anyone has a favourite tech tip, please feel free to pass it on to the editor of Rolling Australia for publication in an upcoming edition.*

# BIRTH NOTICES:

## CONGRATULATIONS: It's a *VOLVO*!?



### THE REAL DEAL:

Congratulations to Mark and Wendy Icton on the recent birth of their beautiful baby girl Laura. No, it's not a Volvo! (Or is it "Laura Seventyfourturbo Icton"?). Mark seemed to be a bit out of it at our September committee meeting - no wonder as Wendy was only days away from giving birth. At the November night meeting, I believe he took the opportunity to snooze through my holiday photo presentation!



**little Laura Icton**

### Dion does it again

Dion Nowatzky bought another V70 (this time a light-pressure turbo model) some time ago, but I've just now been able to get some photos. It's a dark grey metallic colour, and looks really sharp with the new wheels he just added. I'm sure he'll continue to improve and modify the car to his liking. His previous blue V70 is still for sale if anyone is interested.



**Dion's immaculate V70T**

### ANNOUNCING:

John Johnson of Voldat (our club secretary) recently picked up a great-looking yellow 850 T5-R. These things seem to be getting harder to find, especially in good condition like this one, so it will make a worthy



**John's 850 T5-R**

addition to John's "Volvo Museum" collection!

### ADOPTION:

The editor has just "adopted" another Volvo. This time it's a 1993 240 GLE wagon in light blue metallic with beige leather interior.

There's supposedly even an exploding "pillow" that pops out of the steering wheel when you have a crash...I think it's call a windbag? Moving forward in the automotive timeline I guess with all this new-fangled technology! When I told the seller I might be converting it to an electric car, he said "everyone has their issues!" Seriously, the

family was sad to see the car go as they had it since it was almost new, and used it on many family holidays. They even took a family photo in the car before I picked it up, and already had it framed alongside a picture of the car. I promise I'll take good care of it, whether it becomes a planet-friendly electric car or a turbocharged beast. See classified ads or contact me if you're interested in



**Greg's 240 GLE and the family who he adopted it from**

purchasing the B230FX engine and/or automatic transmission, as it will be surplus to requirements soon! *Ed.*

## ANNOUNCING:

Lance Phillips just acquired a very tidy white 244GL. Pam has just hung a sign out in front of their house: "Lance's Car City - Car Sales: All Volvos going cheap! Entrance in rear." The good news is all those Volvos in the back yard keep the grass from growing much so Lance has saved heaps on petrol for the mower!

*If you have a new acquisition in the Volvo family and want to share with other members, send details to the Editor (gsievert@tpg.com.au) for inclusion in the Birth Notices section.*



Lance's latest acquisition

# MOTORSPORTS REGISTER

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

## Local Motorsports Information

Check out these web sites for more info about track days and other events:  
Wakefield Park website:  
[www.wakefieldpark.com.au](http://www.wakefieldpark.com.au)  
Winton Motor Raceway website:  
<http://www.wintonraceway.com.au>  
Calder Park motorsport:  
<http://www.motorsport.com.au/>  
SDMA website:  
[www.sdmahillclimb.com](http://www.sdmahillclimb.com)  
AROCA Victoria website:  
[www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)  
Holden Sporting Car Club of Vic  
website: <http://www.holdenclub.com/>

## Upcoming Motorsports Events

23 November - Calder - Supersprints  
29 November - Winton - Twilight Sprints  
14 December - **Winton Fun Day**  
30 December - Avalon - World Series Sprintcars Round 12

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

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

### Noel Bruin (ACT)

volvocrazy@virginbroadband.com.au  
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### Cameron Tuesley

cam36023@yahoo.com.au  
ph: 0425 791 817

## OPEN PRACTISE AT CALDER:

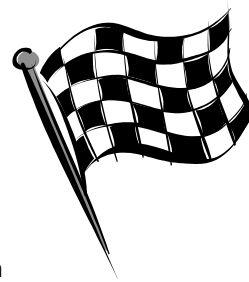
Calder Park run 'open practice sessions' on most Wednesdays on the circuit track. Drivers must have a helmet and current drivers license. Safety officers are onsite during the day. Cost is \$165 per vehicle.

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.

## 140-series Historic Touring Cars

Anyone interesting in relatively low-dollar racing in a 140-series car, contact George Opoczynski on 0411 899 255. George is a club member and also involved in the Historic Touring Car Association of Victoria ([www.htcav.com.au](http://www.htcav.com.au)) and is getting a group of 140 owners together to start a 140-series historic racing championship series. Further info available from George or see article on page 29 of the July/August 2008 edition of *Rolling Australia*. Four or five cars are already being prepared for the series - join the fun! If you need a 140 project car, contact Heino as he has heaps!



# BERRY MOTOR GROUP

T/as Volv-Rek  
**VOLVO SPECIALISTS**



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**VCQ COMING EVENTS:**

**23 November:** Xmas party

**18 January 2009:** AGM and picnic

**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

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**VALE: Robert Wyatt**

Robert, who joined the club in 1996, recently lost his short and hard battle with cancer in early September.

I met Robert through Hinterland Volvo, where I was doing part time work. He was the local Bosch rep and was very knowledgeable on Volvo parts and looked after local Volvo owners.

His 1973 144, that was under restoration, and his immaculate 1996 Black 850R were his pride and joys.

Family and work commitments kept him from attending our events and he was looking forward to displaying the 850R at the National Rally. Unfortunately his illness prevented his participation.

He will be greatly missed by those who knew him.

*Grahame Hunt*

*President and friend*

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# The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

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## Report on MG Cavalcade of Classic cars @ Sirromet Winery 10 August

The Careys (122S), the Austins (740T) and Mike Eggleton (740T) with the Hunts missing due to their commitment to the Historic Racing Car Club, were the only representatives from VCQ. The cars were displayed in different area from last year which was further away from the winery itself but the display as a whole was a great event.



Check out the others section @ <http://www.osella.com.au/wayne/mgcc/> to see some very artistic photos of the Carey's 122 (sample screen shot above).

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## Report on Tech Day at the Carey's

The Hunts (244), The Austins (740T), Mike Eggleton (740T) and John Beames (850R) joined the Carey's 122, 242GT and daughter's XC70 on an extremely hot day at Peak Crossing for a Tech Day. The girls sought shade with Eunice just out of hospital after a knee replacement, whilst Gaye was doing babysitting duties and the boys were seen under various bonnets discussing many a Volvo issue.

The trip to the Moon's property at St George was discussed together with a discussion on a venue for the Xmas party in November. Due to the funding support from Volvo Australia it has been decided to get some stickers of the club logo and name produced.

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## Web Browsing

Grahame has found a great site for 850 owners wishing to do their own maintenance:

<http://volvospeed.com/maintenance.shtml>

It has been interesting of late to see a couple of Volvo limousines appear on Ebay. A 240 version which was featured in the Volvo Downunder book and a 740 limo.

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## Early series vehicles

There has been an influx of people wanting to find good homes for either 140 or 240 series vehicles of late, some with rego, some without, some "immaculate", some not. Or calls from people whose grandparents who have owned the vehicles from new and who can no longer drive are wanting to sell the cars. If you are interested in a donor vehicle etc, give Grahame a call so that he can pass on the details for you to check out.

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## Why Men Don't Write Advice Column

Dear Walter: I hope you can help me here. The other day, I set off for work leaving my husband in the house watching the TV as usual. I hadn't gone more than a mile down the road when my engine conked out and the car shuddered to a halt. I walked back home to get my husband's help. When I got home I couldn't believe my eyes. He was in our bedroom with the neighbour lady. I am 32, my husband is 34, and we have been married for twelve years.

When I confronted him, he broke down and admitted that they had been having an affair for the past six months. I told him to stop or I would leave him. He was let go from his job six months ago and he says he has been feeling increasingly depressed and worthless. I love him very much, but ever since I gave him the ultimatum he has become increasingly distant. He won't go to counselling and I'm afraid I can't get through to him anymore.

Can you please help?

Sincerely,  
*Sheila*

Reply- Dear Sheila: A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the carburettor float chamber.

I hope this helps.  
*Thanks to Kevin Greenaway for this one!*



# Brickbats & Bouquets

with "Grumpy"

## JUST FUELING AROUND!

Are you having nightmares about the rising cost of petrol? Yes I know the price of oil has dropped recently and petrol has gone down about ten cents a litre. It would be great if it went below a dollar a litre - but that is unlikely with the folks in China and India all lusting for their very own car.

Demand is increasing year by year just as the existing oil wells are running dry. So what to do? Buy a hybrid? But the current ones on the market are about twice the price of a similar sized small petrol-only car. Follow the urging of the motoring scribes and buy diesel - only problem is that the cars cost and extra \$5,000 to \$14,000 more than petrol, and although you use less oil the damned diesel is twenty to thirty cents more per litre. Strange since diesel is far cheaper in Europe, which is why it is more popular over there. Somehow there must be some deal between the tax guys in Canberra and the big oil companies since diesel requires less refining and should therefore be cheaper.

A sarcastic article on the internet recently suggested that big car companies should be researching on how to design cars that would **run on green beans and soy milk!** It is true that diesel engines can be tuned to run on almost any combustible oil. A bloke in Australia collects used oil from fish and chip shops, filters it and uses it in his van...must have an exhaust like the ventilation fan on a deep fryer.

In the July/August issue of *Rolling* esteemed editor, Greg, did some calculations on various current Volvos and came to the conclusion that only the diesel XC70 would save you money on fuel if you owned it for more than four years and did between 15,000 and 25,000 kilometres per year. You would have to own other models for between 36 and 17 years and travelling 15,000 kilometres before you would be saving money on fuel.

Greg concluded that on current prices only LPG would give a reasonable cost of fuel saving over the life of the car. Only some mad enthusiastic Volvo nuts own the same car for more than ten years. Most

ordinary folks trade their cars in for a new car every five to eight years.

Saving money while running a car is always a contradiction of terms. In the first case it all depends on how far you travel in a year. If you use public transport to get to and from work during the week you may only rack up some five to ten thousand kilometres per year, so saving a few dollars a week is not going to amount to much over a year. Not worth converting to LPG - if a lot of people started using LPG you can be sure that the Federal Treasurer would hike the excise up so LPG cost as much per litre as unleaded petrol.

The size of your car has a lot to do with using LPG. If you have a compact small car you will find that the LPG fuel tank will take up most of your trunk space while not saving you much fuel money over a year. On the other hand if you have a big V8 or V6 car you will still have some trunk space left and save a goodly amount of dough during a year.

I rather like the idea of having a cheap all-electric car. One that you plug in overnight in the garage and in five hours it will charge the batteries enough for over one hundred kilometres around Melbourne during the day for a few cents. I wonder how the tax boys would figure how to get their chop since there is no excise on electricity.



For longer trips I would either have medium sized two litre petrol or LPG car or I would hire a car for the odd week-end or annual holidays. After all if there are only two people holidaying in Tasmania or Queensland it is cheaper and quicker to fly and rent a car at the airport.

There is a lot of talk in the press on cars that will run on hydrogen or CNG [compressed natural gas] or almost any other fuel - but not only are there no cars available in the showrooms to buy today, but it will be years before today's experimental cars are manufactured and put on sale. Plus we will need service stations that can fill your car with hydrogen or refined coconut oil.

GRUMPY



How to cut through traffic in your Volvo (photo sent by Kevin Greenaway)

# VIC Events Coverage etc.

## Picnic at Muckleford 6 September, 2008

A group of die-hard Volvo Club members showed up to the Picnic at Muckleford despite the somewhat lousy weather (rain on and off!) This major

event was organised by club member George Young, and included steam train rides, a display of historic farm engines and tractors, food vendors and probably 150 classic cars of all makes and models. Including George's 122, we had about 10 Volvos at the display (plus

Paul Kennedy who arrived after most of the Volvos left - see his "Idle Thoughts of a 240 Driver" story following this article). George arranged for us to park as a group right along the train tracks, so we were able to get some great shots



## Picnic at Muckleford



of our cars with the trains in the background (see cover photo!)

Unfortunately the weather didn't hold, and some of us spent time sitting in Heino's 164E waiting for the showers to end. We were the lucky ones as there were a couple Cobra replicas that didn't even have tops to keep the rain out! Several people took the train ride from Muckleford to Maldon, and others drove to Castlemaine in the afternoon to check out the shops etc.

The event should be on again next year (hope for better weather!) Watch the club events calendar for details (George - please keep the Editor informed so we can put the dates in early!)

## **IDLE THOUGHTS OF A 240 DRIVER**

Saturday morning, a warm day early in spring. "Let's go to the Vintage Rally and Car Show at Muckleford station," Tracy suggested brightly. "The boys would enjoy it." The boys are William, 3 and Thomas, 2. They love vintage rallies. They are already vintage rally veterans. They made steam noises before they spoke. They rolled before they walked. They chuffed before they laughed.

To get from THE Mornington Peninsula to Muckleford in central Victoria you can take the ferry to Queenscliff or the freeway through Melbourne. We chose the ferry. Driving through Melbourne, even in a 240, is not nice on a Saturday morning.

An hour later I steered the 1986 bronze 240 wagon into the hold of the Sorrento-Queenscliff Ferry. We rode a gently undulating swell across the bay to the old seaport of Queenscliff, rolled off the boat and headed up the Bellarine Peninsula towards Geelong. There, we took the Hamilton turnoff to Ballarat via Gheringhap, arriving at Muckleford about 2.30 p.m., a little later than estimated. But you never estimate with children.

\*

There was one other Volvo in attendance when we arrived, a 122 sedan. The 122 was parked next to an FC Holden. As we approached it from behind Tracy asked me, "Is that a Rover?" This may be the first time in car club history that a paid-up member (Tracy and I are both members of VCOV) has mistaken a car of his or her own marque with one of a totally different manufacturer, moreover from another country.

"No," I replied sadly. "It's not a Rover. It's a Volvo. It's just a very old one."

\*

Muckleford is in the middle of nowhere, but a very pretty nowhere. It is the kind of place you might never visit without an express purpose. Caught between the pockmarked, scrubby terrain of the goldfields and the dramatic volcanic highlands of Daylesford and surrounds, it is set in a golden grassy plain. The narrow road to the mainly disused station was being used for a bicycle race and it was like driving through the Tour de France to get there, which set up the European motoring mood nicely. Apart from the cars, there was vintage machinery on display, much of it working; and the Maldon-Castlemaine tourist train pulled in and out of the station throughout the day, including triple-headed steam engines and an early railmotor. There were local gourmet food and wine stalls, free miniature train rides for the kids, and country and western and pipe bands kept the crowds entertained. This year's Muckleford Picnic was the first and was a great success. It should be marked on everyone's calendar for next year; car

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enthusiast or not. To see pictures (including the 122) from this year's picnic, visit [www.vgr.com.au](http://www.vgr.com.au) and click on 'Picnic at Muckleford 2008'.

\*

The bronze '86 240 wagon is our workhorse. I bought it a few years ago at about 380,000 kilometres and since then it has been purring steadily towards the 500,000 kilometre mark. But last month, the odometer stopped dead at 479,177 clicks. How annoying. I was going to photograph the speedo as it reached the magic half million. Now I won't be able to. Coincidentally, my '77 245 wagon - the pale blue one - is also well into the 400,000s with its odometer is still ticking over just fine. On the other hand, my orange 1976 244DL sedan still has a mere 47,000 kilometres - genuine - on the clock. At that rate of mileage accumulation, it will take close to 300 years to reach the distances covered by the other two. Or I could drive it around Australia a few times.

\*

Website of the month: Revolvoblog.

Entertainingly-written by a guy called Terry in the USA, you'll find this blog at <http://revolvoblog.blogspot.com/>

Terry's sidebar shows some useful Volvo links, including how to repair a 240 odometer. (No, I'm not going to bother.) The introduction to Revolvoblog reads: *I live just outside of Birmingham, Alabama, have a wife and four kids, a couple of other blogs, and a 1986 Volvo 240 DL. This is the story of the lattermost item on the list, although some of the others are bound*

*to get involved as well.* Terry is a man with priorities. Visit Revolvoblog, leave a comment and tell him *Rolling Australia* magazine sent you.

\*

The great test of a car's design is if you can remember where you first saw one. I had one of those moments in 1973, when I was 16. A brand new gold 1800ES appeared like a futuristic vision in steel and glass in a street in Essendon. I had never seen anything like it. The other day I saw my first C30, the design-child of the 1800ES, in exactly the same street. If it's the same owner, he'd have to be 105.

\*

Back to the '86 wagon. One day, the engine cut out on the Dandenong-Hastings Road and the car rolled silently into a Shell service station, coming to a stop under the awning, which was thoughtful of it because it was a very hot day and we had a new baby on board. I trucked the car to Lui, my mechanic, and hired a horrible buzzing Hyundai Accent to complete the journey (who comes up with model names like 'Accent?'). Lui replaced the 240's air flow meter with a new one. It lasted a week. The next meter lasted a month and Lui replaced it with a second-hand one he found in his loft. The second-hand one lasted over a year and finally failed a few months ago when the car wouldn't start late one winter's night in Royal Parade. I switched into limp-home mode and the next day Lui fitted yet another new air flow meter. How long will this one last? I don't know, but readers will already be wondering whether the air flow meters

were primarily at fault, or were other item/s along the line causing them to malfunction, foul or fail? And if so, what?

\*

I was backing out the drive in my pale blue '77 245 when I noticed an old guy walking a Pomeranian. He waved and called out to me. 'I notice you have a few Volvos,' he began. I thought it was going to be one of those conversations. 'I used to run Volvos,' he went on. 'One of them ended up a foot shorter when my son fell asleep and ran it into a tree.' The son survived, he told me. Had a sore foot for a while. Then he told me he had a garage full of Volvo parts that he didn't want. Didn't want money for them, he said. Just wanted to get rid of them. So if anyone wants to check it out, give me a call and I will pass on his number. The stuff could be junk or it could be useful. But then, if you had a son saved by a Volvo, you'd probably feel good about passing on some parts to a fellow Volvo lover, *gratis*.

Paul Kennedy (email: [kennedy3058@yahoo.com.au](mailto:kennedy3058@yahoo.com.au))

---

## Letter from NZ

Hi Greg:

It would be great to see the Volvo in your magazine with some good South Island scenery. I have some photos enclosed of the car on a frozen lake. The story with the engine is that I had it rebuilt. It was not in the car when I brought it, but just spare bits on my mum's garage. We put an IPD kit on it and made up the manifold for the Dellortos. The inlet manifold I based on what I had seen on racing Alfas down here - it's stainless and a home design. I

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wanted a clear cover as I love the trumpets on the carbs. There was a big improvement in performance - well above what I expected, plus a much smoother delivery of power. I think it's added about another 10 horsepower. Apart from that the car has a mild performance cam and large exhaust. I think about 150-160 horsepower its very rorty and quite lively to drive. It also has IPD stabilizing kit with Konis front and rear, so quite fun to drive. I've driven it all over the South Island. I've never raced it.

Anyhow, hope this is interesting - still wish I could find those mirrors. Come visit us here sometime - there is a huge classic car scene here. Have you heard of the Southern Festival of Speed in Dunedin?

Cheers,

Iain Bremner,  
Chronicles Bookshop.  
www.chroniclesbooks.co.nz  
iain@chroniclesbooks.co.nz  
*Thanks for the story and photos Iain. We'll put a copy of the magazine in the post to you! Ed.*



## The Power and the Passion

by Peter Sokolowski - Register Captain for the 850 & 60/70/80/90-series cars

This story is as much about telling you about the best Volvo (modern) Performance Cars Ever built as it is as much about why I have an unnatural passion with Volvo.

Let's start at the beginning.

R does not stand for Racing as most people may think but for Refinement. Back in 1994 Volvo decided that 166kw (in the 850T5) running through a very soft chassis was not enough for a car to have to cope with so the Scando's decided to up the anti to a 176kw with a yellow low slung thing called the T5-R (someone at that point should have told them that front wheel drive vehicles don't like that much power running through them - ask Saab owners why). Volvo has a long history or hysteria of turbo charging cars past the point of being usable.

I had the pleasure to drive a 240T many years ago now (same car that was campaigned by Robbie Francevic in the International Touring Cars with great success in the 80's in Australia). The standard road 240T in its day was a ball breaker. Even in road trim it would rush the power to the back wheels at such an alarming rate for its day that there needed to be the utmost of respect and driver skill to keep it from trying to destroy its self and you on the nearest tree or lamp post at the side of the road. Keep in mind this generation of vehicle was well before traction control (and before you ask the Volvo 240T race cars did not have any launch or stability control and no matter how many times you ask me I am sticking to that statement - HA

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HA). But it suddenly gave Volvo a performance edge over its rivals and world wide success on the racetracks. It also brought Volvo out of the Safety Closet and in to a serious contender in the fast Saloon stakes.



Australia never saw this model which was a pity because at that time the 240 was the biggest selling luxury European car in Australia (and the world) and would have just iced the cake. Having also spent a lot of time in the 740T the 240 was by far the better performance model of the two. But knowing the vehicle first hand it would have also created some serious moral issues with the brand as I don't think that even back then Volvo Car Australia would have wanted to see Volvo sedans smoking tyres and blowing away V8 Fords and Holdens.

So instead Volvo brought out in 1983/4 the much more sedate 760/40T. The vehicle had a reduced power plant, using a low blow turbo 4-cylinder engine. The vehicle was more about having better pulling power than straight line speed. You see the power difference between the 760 V6 motor and the 740T was marginal. But the 740T had generally stiffer suspension, more aggressive looks and better handling than its luxury rival. But it was not til 1988 did Volvo bring out the update 740T in any significant numbers. But then Volvo had learnt some valuable lessons and the 1988 model was refined, had a smooth and powerful delivery of torque and was accepted as being a performance vehicle. Volvo also started to play with more power and handling by then. Soon after the standard 740T arrived



you could also factory order the 740T HP.

This was fundamentally the same car but with a few spoilers, interior tweaks and different wheels and suspension on it. But the big advance was for what Volvo learnt on the track. The bottom end of the motor was strength and, the turbo go more induction, bigger intercoolers, better cooling, and a thing Volvo called the Plus Kit performance computer box. This basically was Volvos first time (in the lets build boxy safe days) playing with bolt on bits to dramatically change the characteristics of the vehicle. It basically added a 20% performance edge to the vehicle so it made this a particularly fun car to drive. But still the limitation of the day held it back a bit. With no traction controls, stability programs, etc and only (for Australia) in manual format, it when pushed hard still showed signs that Volvo basically took a 740 and fed it on steroids.

I was lucky enough to have owned the only factory built (for Australia) 740T HP in auto. It was a 1989 fully loaded vehicle that was an ex-Volvo Car Australia vehicle and then owned by the MD of Baulderstone Hornibrook. It was only 5 years old when I got it with only 40,000km on it (this car was over \$90,000 in its day so not many were ever sold). So when I got it the first thing I did was a blistering run from Coorparoo in Brisbane to Toowoomba (ask Jim Shilling from Volvo Lindsay Street Auto Service about the run). To my surprise this thing not only handled like on rails but easily pushed past 240km per hour (on private roads of course). I thought this is not bad for an auto and I don't remember 740T HP's being this good. I did the run in just under 30 minutes and arrived with motor and exhaust crackling, brakes smoking (from the climb up the range) and a grin from ear to ear. So Jim fully inspected the vehicle. We found that it had lowered Swedish factory fitted motor sport suspension, massive sway bars and this thing called a Turbo ++ kit. Jim my racing mechanic at the time said to me straight away this vehicle has been factory enhanced like the ones you could buy standard in Sweden. The Turbo ++ kit was an unadvertised very limited edition performance enhancement by the factory. It was actually a two stage boost kit which gave the vehicle a total of a 32% (I am

not sure of the final spec but that is what I remember) power increase. It was fitted as what was called a motor sport package 2 in the option list and came with the revised suspension, larger brake disks, bigger and wider alloys (later seen on the 1991 940T SE) and a larger intercooler. This was Volvo's first stage of getting serious playing with usable power. The 740T morphed on to the 940T then the 940SE. These models were very subdued compared to the 740T HP and in my opinion a backwards step. Volvo unfortunately never got the 740R right during development, which was planned to replace the 240T as its next race car in the motor sport program. If you look hard on the net you will find some articles on the 740R future race car. One article I read was by the only journalist that ever got to drive the car. This was actually about a year after Volvo shelved the racing program on the car. The car had been sitting for 12 months unused and was apparently running quite sick. But even in this condition the journalist said that it was the most manic ballistic thing he has



ever punted around a race track. The handling was amazing and the willingness of the car to just beg to be driven faster and shred the back tyres at any speed was like nothing he had ever experienced. By the sounds of it a pity Volvo could never get the car right (mostly in the computers and on that thing Volvo race cars never had - stability and launch control).

Then we entered the dawn of stupidity by Volvo. The launch of the 850 by the factory was by far the biggest quantum leap by Volvo and is regarded in the industry as the biggest turn around by any manufacturer to date when it came to technology and engineering. The 850 first saw a performance model called the GLT. It was a 20v 5cyl motor developing 125kw. Not bad and was well received and sold well. So then Volvo took the same and renamed it as a T5 and induced a turbo 166kw motor in to it.

This basically was a tyre shredder. The car had what was called TRACS as some attempt to curve its power on launch, and better suspension. But TRACS switched off once the car reached 40km/h. Right about the time the motor was trying to deliver maximum torque and power to the FRONT WHEELS. Although it sounded fun to the average person the amount of torque steer and tyre smoke the car put out soon gave it a less than desirable tag. Needless to say bloody dangerous in the wet. Hence never sold that well.

Then we saw the as-mentioned earlier very limited edition T5-R. Mostly in yellow and only about 25 of them (in AUS). Basically I say thank God. This was not a pleasant car either. Take the unruly habits of the T5 and increase them tenfold. But the T5-R was loved by the motoring press and Volvo sold every one it could get their hands on. But what the T5-R showed the world is that Volvo could and was willing to build a very fast and in many ways for its day REFINED Sport Sedan. Don't get me wrong - the T5 and T5-R were not bad cars. Had all the toys in them, looked good, drove well and to an experienced driver were bloody heaps of fun. But unfortunately in those days Volvos were bought by families, not experienced drivers, and lighting up the



front wheels after picking up your kids from outside Melbourne Grammar buy the MUM was not the done thing. But it did give us a new generation of motor sport history.

After the T5-R, Volvo went back to the drawing board and in 1996 arrives the 850R. The first of the true heritage of R cars from Volvo. The 850R again benefited from Volvo being heavily involved in motor sports. The chassis was better, suspension was improved, the controlling of power was smoothed out and controlled better, etc. The 850R arrived in Australia with 184kw. Basically the same look as its predecessor T5-R but as a standard model in the range. The 850R was still a handful to drive but with more of them sold and on the road is the most accepted of the range.

In 1997 Volvo changed from the 850 to what I call the series III 850, but Volvo called it the S70/V70. Australia

never saw the super hot S70R here in Australia. Due to the S70 being again a quantum leap in body and chassis stiffness it was the start of the best performance range of Volvos that will start to arrive from now on. I drove a manual S70R in Sweden a few years ago. It was predominantly only available in the USA. The S70R was only a FWD (but the V70R was AWD. Go figure). Felt similar to the 850R but you could push the car much harder before it started to give you quiet reminders that no matter how many airbags and mettle Volvos have, it is getting to a point of no return. I was very impressed with this car. For a FWD Volvo they're starting to get it together. It also had a power output of 194kw but some hot versions rolled out of the factory with up to 220kw (Ask Heino how much fun 220kw is in his S70). Basically Australia only saw the soft version of the S70 the S70T5 with back to 176kw. A nice car but no R!

What Australia did see was the V70R AWD with a 194kw, viscous coupling AWD system fitted. The biggest issue with the V70R was it had great handling due to its AWD setup, was loaded with nice toys, an extremely refined car, but horribly underpowered. The car looked and felt like it needed about 50 more kw. The extra beef of the AWD system basically made it

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slower than the S70 T5 off the line and in straight line speed. But it made up for it in handling. I punted a V70R hard at a launch day up at Lakeside in QLD and the thing stuck like glue, which made the car feel much faster than it actually was. This vehicle would have set a new international benchmark in how to do it right when you want to build an express wagon if it had the 220kw motor in it. But again the technology in those days might have not been up to that with the mechanical AWD system and sloppy gearboxes for both auto and manual that Volvo used in those days. But all in all a nice thing, and again well received in Australia, but bloody expensive. Hence if you pick up a good used one it is great value.

Volvo has also played with outer performance models like the totally manic S40 T4. A 1300kg body being punted by a turbo motor that just wants to kill you and front tyres that give up in a cloud of grey tyre smoke at any rev range and speed. But if you



have never driven one of these hard and you ever get the opportunity I highly recommend it. I currently have a yellow motorsport edition at home for sale (see [www.vsv.com.au](http://www.vsv.com.au)). I lend it out to Luna Park on weekends as a ride attraction. That's how much fun the car is. Just remember you have to react very quickly as it bites hard when pushed.

Then we had the 200kw (first time Volvo went in to the 200+ figures) S80T6. This was too a fun car to drive hard and for some reason I still say to this day a car that was so totally forgiving if pushed past the limit. It was also the first of the new FLY BY WIRE total computer controlled Volvos. The



DSTC system that the S80 had was very much needed and hid a lot of the vehicle's major traction and chassis flaws. But it was a long wheelbase express sedan that frightened the hell out of most V8s that tried to go up against it at the lights.

After this, Volvo again seemed to learn some vital lessons. It was time to build a performance car that did everything right and was also user friendly for both Mum and Dad. The arrival of the NEW S60 T5 and V70 T5 in 2000 set new benchmarks. The bodies were massively stiffer than anything else Volvo had built before, suspension was getting close to being right and the comfort and styling hit new highs. These cars also introduced the new 184kw high-pressure turbo motor (same power but more torque), advanced computer stability and traction systems and refined gearboxes. Volvo was now seriously pushing its German rivals at the performance end of the market and Volvo had the only express estate in its class. I very much liked the V70 T5, and until the S60R and V70R arrived, it was my all-time favourite Volvo. The biggest issue with the S60 T5 and V70 T5 was that even though Volvo was nearly there, they still could not build a front end that could handle the power. Switch the DSTC off in the T5s and the cars would not only leave massive out-of-control skid marks on the road, but to a person not expecting it or not familiar with brute turbo-induced power, would frighten the living hell out of them. Basically these were cars that were not for the faint-hearted if the computers are not helping you keep them on the road. But still the best performance Volvos of that time ever built. But these paled in insignificance compared to what Volvo was going to let loose on the world in 2003. Ladies and Gentlemen can you please put your hands together for the all-concerning next generation of Volvo Rs.

No matter how you look at it the S60R and V70R was a purpose built, ground up performance car. Little except the look were similar to the outgoing T5s. New suspension, updated and refined motor, updated auto (but Volvo stuck with that porridge-stirring space ball manual gear box. WHY I SAY!), stiffer body, beautiful new interior, styling tweaks on the outside, etc. This car had the makings of something special. Unfortunately by



now in Australia Volvo was not involved nor did they support any motorsport activities (in fact they were quite hostile towards anyone looking to drive a Volvo fast on a race track). So when the new generation Rs arrived Volvo really had no way of marketing these. But the Rs were here in limited numbers anyway. Only about 75 examples of the Rs are in Australia and they are spread over sedans and wagons and autos and manuals. So how do they drive and rate I hear you ask? Well I can tell you from experience for I have a V70R and I have both road and track experience with the car that brings a smile to my face regardless of when and where I am driving it.

First the specs: 2.5lt 5cyl 20v DOHC KKK (big) turbocharged motor, developing a not-so-Volvo-like 220kw and up to 400Nm (manual only. Auto was 350Nm). Good stats - yes - but that is only part of the story on why these Rs are so good. Add to the motor



a Haldex II generation AWD system (at the time this was the fastest reacting AWD in the world) and the highly sophisticated 4C suspension. You can choose multiple driving modes from the driver's seat. From race track teeth-shaking hard-as-a-rock and automatic extra power with zero body roll to extreme country dirt roads soft and flexible chassis. This suspension is rated as one of the best chassis available in a production car.

More to follow in upcoming editions of Rolling Australia.

*Peter Sokolowski*  
[www.vsv.com.au](http://www.vsv.com.au)



# VOLVO *ECO-News*



## **Volvo announces low-emission DRIVE line - may come to Australia (to be confirmed)**

At Paris Motor Show in early October, Volvo Cars is presenting economical new diesel variants of the C30, S40 and V50 models with fuel consumption of just 4.4 litres/100 km (C30) or 4.5 litres/100 km (S40 and V50). The corresponding CO2 figures of 115 and 118 g/km mean that the C30 and V50 have best-in-class CO2 emissions in their segments. All three models - the C30, S40 and V50 - are equipped with a special set of efficiency-enhancing features and marked with the DRIVE emblem to signal their uprated environmental properties.

The DRIVE models are based on the Volvo C30 Efficiency concept car that was shown at the Frankfurt motor show in October 2007. The measures adopted to reduce CO2 emissions that were presented then will be in production before the end of the year in the C30, S40 and the V50.

"We wanted to demonstrate that low CO2 ratings are not solely the preserve of small diesel cars. By offering the Volvo V50 with emission levels below 120 g CO2/km, we are also making it possible for families and other customers who require extra space to make an active pro-environmental choice," says Volvo Cars President and CEO Fredrik Arp.

### Holistic approach to eco-performance

The reduction in fuel consumption and CO2 emissions was brought about by meticulously analysing the cars' total potential for more efficient, more economical driving. The cars were then optimised within four distinct areas:

#### Reduced air resistance:

- \* Chassis height reduced by about 10 mm. Same comfort setting as the standard car.
- \* Spoiler at the front, the same as on the T5 (S40 and V50).
- \* Covered radiator grille. Behind the characteristic Volvo grille there is a wind-deflecting panel that provides better aerodynamics inside the engine compartment.
- \* Wind deflectors in front of the front wheels.
- \* Aerodynamically optimised wheels of special design. Available in 15 and 16 inch sizes.
- \* Underbody panels for more efficient airflow under the car as well (C30).
- \* Unique rear spoiler (C30). The S40 has the same spoiler as the T5 and D5 models.
- \* New rear bumper (C30).

#### Lower rolling resistance:

- \* All the cars are equipped as standard with a new generation of Michelin tyres with low rolling resistance. Available for 15 and 16 inch wheels.

#### Higher ratios:

- \* Gearbox with altered ratios for third, fourth and fifth gears.

#### More efficient driveline:

- \* Optimised engine cooling, engine management and power steering.
- \* New transmission oil with lower friction.
- \* Gearchange indicator in the information display.

"Changing the transmission oil gives us a 0.75 percent lower fuel consumption. Tyres with low rolling resistance save another two percent. Each of these measures may seem rather modest, but it is important to look at the whole picture. Taken together, all the small adjustments have helped us achieve our aim, with emissions below 120 g/km for all three cars. Without in any way compromising on either driving properties or comfort, which was an important requirement," says Magnus Jonsson, Senior Vice President, Research & Development at Volvo Cars.



### Volvo C30 best in the ECO test

Volvo's DRIVE cars are all certified according to the mandatory European NEDC standard. In addition, the Volvo C30 has excelled in the ECO test, which carries out even more comprehensive measurements of CO2 and particulate emissions. This certification process relies on stars and points, in a similar way to the EuroNCAP programme for safety. The independent ECO test places the Volvo C30 at the top of its size category, with four stars and 76 points in the overall assessment of the car's total environmental performance.

#### Benefits for the environment and economy

Reducing fuel consumption and dropping below the 120 g/km CO2 emission level offers a range of benefits, both for the environment and the buyer's economy. With lower carbon dioxide (CO2) emissions, these cars reduce the net contribution to global warming. All new diesel models from Volvo are also fitted with a maintenance-free particle filter that traps about 95 percent of all soot particles.

With the cars' good environmental performance, the driver can count on various financial incentives in the form of subsidies in the 13 European markets that have implemented a CO2-based vehicle taxation system, for instance with a "green grant" that is paid to the owner, lower road tax, registration tax exemption or other

similar forms of financial encouragement.

Rising fuel prices also make our 1.6D DRIVE offer very attractive. The fuel consumption has been reduced by 0.5 l/100 km and is as low as 3.7 l/100 km at highway speeds.

#### Sold throughout Europe

"We will offer our diesel-powered DRIVE cars throughout Europe, even in countries that today do not offer any form of financial incentive. We are doing this to give everyone the opportunity to choose a pro-environmental alternative from Volvo. For us it is not simply a question of short-term sales - it also clearly shows how strongly Volvo prioritises environmental properties throughout the product range, both today and for the future," says Fredrik Arp.

Volvo Cars expects to sell over 20,000 1.6D DRIVE cars next year in Europe. Sales are expected to spread fairly uniformly throughout the region, with France, Sweden and Spain accounting for most sales. The reason for this is the particularly favourable terms offered to buyers in these countries.

The price supplement for the DRIVE package is estimated at between 150 and 450 euros depending on model and market. The DRIVE cars can be specified with most of the options and accessories that Volvo offers, apart from those that affect the cars' aerodynamic properties.

"The higher price must be regarded as particularly modest bearing in mind the advantages the customer gains in the form of environmental incentives and reduced fuel consumption. We also believe customers will appreciate the opportunity to tailor their DRIVE car by choosing from the wide range of options available," adds Fredrik Arp.

#### The most eco-friendly car range

Apart from these three diesel-powered DRIVE cars, Volvo also offers a comprehensive Flexifuel range encompassing five car models and three bioethanol engines. All told, this means that Volvo Cars today offers the market's widest range of premium cars with a low environmental imprint.

Volvo Cars is also conducting intensive research into hybrid technology and future alternative fuels. The attention-grabbing Volvo ReCharge Concept plug-in hybrid and Ford Motor Company's decision to establish its European hybrid centre in Volvo's home town, Göteborg, clearly highlight the environment-technology potential there is within the company.



# Classifieds: Cars & Parts

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

**FREE ADS for club members. \$5 fee applies to non-member ads (+\$5 for photo) - fees waived at discretion of the editor.** All ads will run for a maximum of two issues unless the editor is notified for an extension. **Please notify the editor when vehicle or parts are sold.** Editor reserves the right to edit or withhold ads if necessary. Ads also appear at [www.volvovic.org.au](http://www.volvovic.org.au) in the **MARKETPLACE** section. Colour photos posted if available.

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

**Volvo 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!

**B230FX engine and automatic transmission from 1993 240.** Can test drive car prior to engine removal if you're quick as I may be doing the turbo engine swap over Christmas. I haven't done any tests on the engine yet, but it seems to run



and drive fine. Approximately 240,000 km. Price dependant on what you want with it (ie. with or without accessories, computer, wiring loom, drive shaft, shift lever, complete engine swap kit, etc.) Call or email to discuss if you're interested. Pick-up only in either Mulgrave or (preferably) Wangaratta. Ring Greg 03-9397-5976 (AH) or email [gsievert@tpg.com.au](mailto:gsievert@tpg.com.au) (note: photo above is not the actual engine for sale)

**WANTED - Volvo 1800 (Twin \$U model)** would be interested in a car needing minor restoration. Phone Wally (07) 41268104 Childers QLD. Email [traceyheard@bigpond.com](mailto:traceyheard@bigpond.com)

**1978 264GL (DP 5915)** Silver with excellent body and very good interior. 165kms. The motor has just been serviced and tuned and is 'purring'. It has near new radiator/exhaust system and brake master cylinder. All



electrics are working properly. The tyres and suspension are in excellent condition and the car has good performance. Although located in Devonport it is near the ferry for a cheap trip back to mainland. Contact Peter on 0411 099 561. Price \$3000

**P1800\$ 1964 (AFJ 262).** 12 years current ownership. Little used past year but for the 4 years previous driven 15,000 kms a year as daily driver. Mechanically brilliant and maintained regardless of cost by Harald



Takash at Gasoline Alley for last 10 years. Gerry Lister rebuilt/rebored the bottom of the engine taking it to 1998cc then large valve head, gas flowed, double valve springs etc. by HT. New recent special cam made goes like a dream. Koni shocks, electronic



ignition in distributor cap, all brakes, cooling, etc have been fully overhauled / replaced. The engine is clean and there are no leaks at all from the car. Recent full service, 4 new tyres and the best part of a full year's rego. Comprehensive history since owning it with all invoices! Bodywork is straight and honest, some rust bubbles lower wing on the driver side and the paint work is a bit tired as are the carpets and interior but we've driven it happily in this condition for years and perhaps a new owner would be happy to do so or continue restoration. Hope to sell to someone who appreciates the work already gone in to the car for around \$15,000 for a

quick sale. Andrew 0414 247 001 Mona Vale, Sydney

**1800 bonnet** in immaculate condition. As new - red in colour. Purchased as spare for my 1800 but now it's taking up space so no longer required. \$800. Also some other small misc. 1800 parts available. Phone for details. Mt. Gambier. Ring Tony on 0409 470 726

**Wanted - Wheel centre cap only for AT\$ alloy wheel.** Part number 283605. Trying to help locate for a friend in the USA. Was accessory wheel on late 1800/140 models. Contact Greg Sievert 03-9397-5976



(AH) or email [gsievert@tpg.com.au](mailto:gsievert@tpg.com.au)

**1966 122\$ (JME 122)** 4 speed manual 4 Door. Colour is Off white with red interior. Excellent condition Original motor and



paint. Registered til April 09. \$10500 ono. Car comes with some parts: seats, indicators etc. Email for more photos ([farobinson1@bigpond.com](mailto:farobinson1@bigpond.com)) Contact Fiona Robinson, Melbourne 03 9569 6030 or 0411 649 055

**1981 244GLE (UXM 616)** Regd 07/09. Light Blue with leather in average condition.



236KM. 2nd owner with one owner from 1981 -2008. 3 speed auto. 15" alloys. Mechanically

**Frisk's Garage**



**VOLVO SERVICE & REPAIRS**  
4 Wigan Road,  
Bayswater 3153

PH: 9762 9353  
FAX: 9761 1593

**Frisk's Garage**



**NEW OWNER!**  
Michael Van Winsen

GC. Phone Graham 0437 008 244: Asking price \$1500.

#### Multiple cars for sale:

**White 1980 244GL** Auto with Aircon, power steering, towbar, Sump Guard, trans cooler and near new tyres, want around \$1,200 for it.

**White 1984 240GL** 5speed Manual, Aircon, Power Steering, Dash mat, Sump Guard, towbar, looking for around \$1800 for it.

**Silver 1980 242GT** 5speed Manual, Aircon, Power Steering, Dash Mat, Towbar, 10 speaker Stereo, Electric Windows, Volvo rubber Floor Mats, Dash mat, Front lambswool seat covers, New Tyres, want around \$3000 for it.  
Phone Alexander, mobile number is 0414 423 505, home number is 08 8296 8963, or email holdeneh179@hotmail.com

**1996 850 R wagon (OQV 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

**1969 144 (RHW 429)** White, automatic. Genuine 162,000 miles. Same owner over 34 years. Good condition. SA historical registration. \$2500. Phone John on 08-8272-8251 (SA)

#### 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.

#### VOLVO CLASSIC CAPS.

We are offering Volvo fans once off run of Classic Volvo Badge Caps. This is the original side pillar badge fitted to the Jensen P1800, featuring the Swedish National colours. Two styles are available: ADULTS- Dark blue crown with tan

suede peak & button, badge is dark silver on light silver with yellow & blue shield insert as the original car badge. **CHILDS**-Black crown with yellow peak & button/vents, badge is yellow with yellow & blue shield



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

#### Victorian Number Plate: "VOLV-O"



(Blue with white letters) If interested phone Grant on 0414 733 981.

**1966 122\$ Auto (S-10867)** White with Tan interior, no rust. 2 new tyres. Factory 3sp

Auto and fully rebuilt motor. Well



maintained and always garaged. Price: \$8800. Contact Phil 0427 529372 for further details.

#### 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.

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

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

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

#### DV\$ Volvo 240 strut tower to tower

brace. Suit B21/B23/B230 powered 240s.



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

#### DV\$ Volvo 850 & P1 x70 aluminium

checkerplate sumpguards. Suit 850/ C70/S70/V70 cars from 1993 to 2000

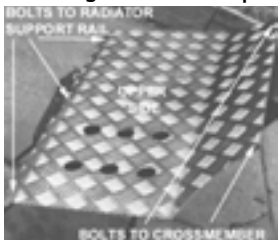
including AWD models. Bolt up to the subframe rails using machine screws supplied. Sumpguards come with pre-drilled holes for the machine screws and an opening for the sump plug. **\$215.00**

#### **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.

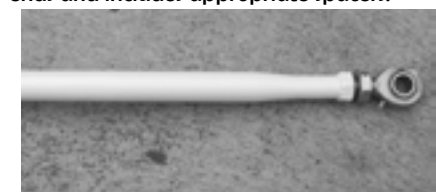


Made from 2mm thickness (4mm high ridges) aluminium checker-plate and will fit all 240 series Volvos. **\$99.00**

#### **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.**



Improves cornering lateral stability and allows adjustment of rear axle position. Ideal for lowered cars. Powder coated in charcoal metallic pearl. **\$270.00**

#### **DVS Brake conversion kits for Volvo 240.**

We now have available conversion

kits to convert Volvo 240s to use the large, all aluminum 4 spot front calipers from Mazda RX7 Turbo II cars. Provides a dramatic improvement in braking.



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



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

#### **Weitec Performance Springs**

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

#### **NEW: Hi-Tuning ECU upgrade**

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

Mark Richardson -Phone 0403 814 545



**volvo performance parts**

performance suspension components

performance braking components

performance parts to suit most volvos

**ashleigh davies**

0412 709 695

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

## **VP Tuning**

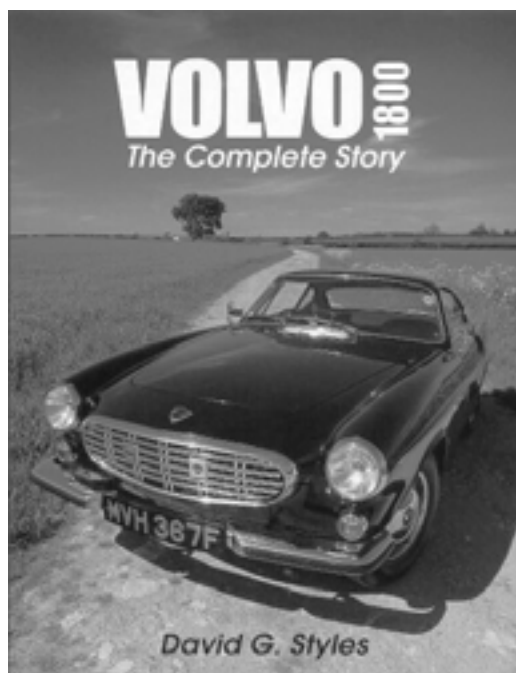
### **Volvo Performance Parts**

**Mark Richardson**

PO Box 2002  
Seaford Vic 3198  
Australia

mobile: 0403 814 545  
fax +61 3 9775 5302  
[mark@vptuning.com.au](mailto:mark@vptuning.com.au)

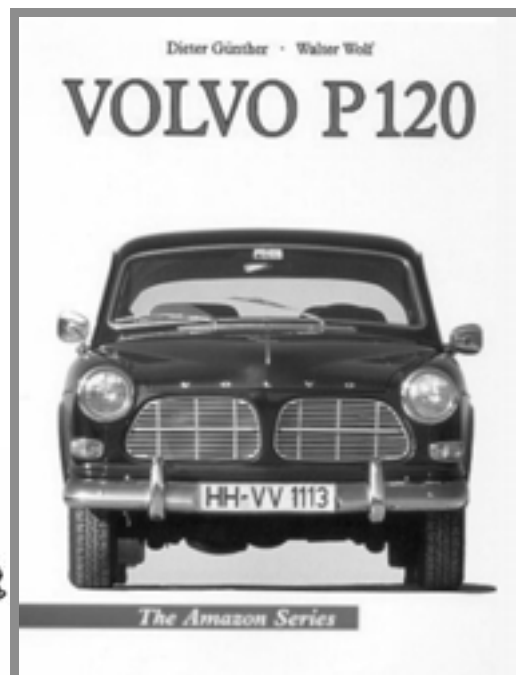
# VOLVO BOOK OFFERS



## SPECIAL

**Buy both  
books for  
\$100**

inc. p&p



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

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

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

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

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



# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal

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



<p>( ) <b><u>New Application</u></b> (1 year membership from date of payment.)</p> <p>( ) <b><u>Renewal</u></b> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>																																																
<p><b><u>Your Details:</u></b></p> <p><b>First Name:</b> (Mr/Mrs/.....)..... <b>Surname:</b> .....</p> <p><b>Partner's Name:</b> (Mr/Mrs/.....).....</p> <p><b>Postal Address:</b> .....</p> <p>.....<b>State:</b> ..... <b>Post Code:</b> .....</p>																																																	
<p><b><u>Contact Details:</u></b></p> <p><b>Phone:</b> (.....) ..... <b>Mobile:</b> (.....) .....</p> <p><b>Email:</b> .....</p>																																																	
<p><b><u>Car(s) Details:</u></b> (You must list vehicles with CH plates. Engine number can be found on Registration Certificate)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Model</th> <th style="width: 10%;">Year</th> <th style="width: 15%;">Colour</th> <th style="width: 15%;">Reg. No.</th> <th style="width: 15%;">Engine No.</th> <th style="width: 20%;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>		Model	Year	Colour	Reg. No.	Engine No.	Body Style	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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<p align="center"><b>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</b></p> <p align="center"><b>Signature</b> ..... <b>Date</b>.....</p>																																																	
<p align="center">For information about the club please contact the President Heino Nowatzky on 0425-705-045. For information about your membership please contact the Membership Secretary Christina Nowatzky (<a href="mailto:tnowatzky@netspace.net.au">tnowatzky@netspace.net.au</a>)</p>																																																	
<p align="center">Please send this form with payment to <b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b> Thanks for joining or renewing membership with the Volvo Car Club of Victoria.</p>																																																	



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

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Telephone: (02) 9939 4072

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Artarmon NSW 2064  
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Telephone: (02) 6766 3688

Jason Wagga  
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Wagga Wagga NSW 2650  
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[www.jasonwagga.com.au/showroom/volvo.asp](http://www.jasonwagga.com.au/showroom/volvo.asp)

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Telephone: (02) 6584 1800  
[www.jpcc.com.au/](http://www.jpcc.com.au/)

Peter Warren Volvo Cars  
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Liverpool NSW 2170  
Telephone: (02) 9828 8123  
[www.peterwarren.com.au/index.php](http://www.peterwarren.com.au/index.php)

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Telephone: (02) 9567 0000  
[www.purnellmotors.com.au/page/volvo.html](http://www.purnellmotors.com.au/page/volvo.html)

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

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Osborne Park WA 6017  
Telephone: 08 9443 1133  
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Hawthorn VIC 3122  
Telephone: (03) 9882 3600  
[www.bilia.com.au/](http://www.bilia.com.au/)

Blacklocks  
190 Melbourne Rd  
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Telephone: (02) 6024 5570  
[www.blacklocks.com.au/](http://www.blacklocks.com.au/)

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Port Melbourne VIC 3207  
Telephone: (03) 9684 1070  
[www.melbournecityvolvo.com.au/](http://www.melbournecityvolvo.com.au/)

Silverstone Volvo  
591 Doncaster Road  
Doncaster VIC 3108  
Telephone: (03) 9840 8868  
[www.silverstonecars.com.au/volvo/](http://www.silverstonecars.com.au/volvo/)

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[www.rexgorell.com.au/volvo.htm](http://www.rexgorell.com.au/volvo.htm)

## VOLVO FOR LIFE

**On the Back Cover:** Tricia Ireland sent this photo of the South Australian club's Show and Shine on Sunday 29th June 2008. A great photo of 5 of their club's P1800s.

