

AUSTRALIA

No. 182

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



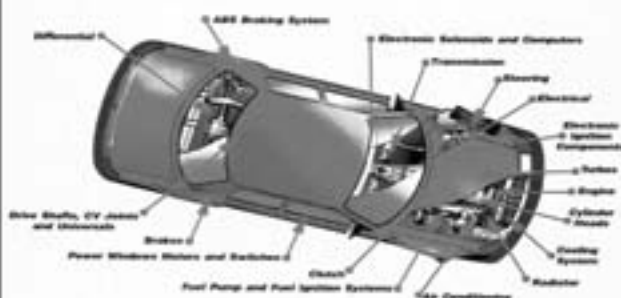
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Within the Volvo Car Club of Victoria, each model Volvo is represented on the committee by a "Register Captain" or contact person for matters concerning that group of cars. The role of a Register Captain is determined mainly by the individual, but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

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ROLLING AUSTRALIA

JANUARY/FEBRUARY 2009 ISSUE NO. 182

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

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DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th February 2009

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

Volvo Club of Victoria Calendar of Events

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

January 2009

NOTE: NO NIGHT MEETING IN JANUARY
 Happy New Year!

Sun 18th 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 26th 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 4th 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 8th Picnic at Hanging Rock
 Venue: Hanging Rock Reserve, Woodend. Huge multi-make car show. Great day if the weather is not too hot.

March 2009

Sun 1st 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, 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.volvovic.org.au for online printable pre-registration form to save \$2 on 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 4th Night Meeting
 Guest Speaker info see www.volvovic.org.au

April 2009

Wed 1st Night Meeting
 Guest Speaker info see www.volvovic.org.au

TBA Drive somewhere on the west side
 I'm going to organise a scenic drive day somewhere on the west or north side of town - possibly Daylesford area or Yea. Let me know if you're interested and if you have any ideas. Greg Sievert 03-9397-5976, gsievert@tpg.com.au

May 2009

Wed 6th Night Meeting
 Guest Speaker info see www.volvovic.org.au

June 2009

Wed 3rd Night Meeting
 Guest Speaker info see www.volvovic.org.au

July 2009

Wed 1st Night Meeting
 Guest Speaker info see www.volvovic.org.au

August 2009

Wed 5th Night Meeting
 Guest Speaker info see www.volvovic.org.au

Sat 22nd Shannon's Eastern Creek Classic
-Sun 23rd Eastern Creek International Raceway NSW
 The Largest Gathering of Classic Vehicles in N.S.W.
 On SUNDAY the 23rd August, the Volvo Club of NSW - as part of their '2009 40th Anniversary Rally' - will be part of this Classic event. For more information, see www.volvocarclubnsw.com and www.councilofmotorclubs.org.au

September 2009

Wed 2nd Night Meeting
 Guest Speaker info see www.volvovic.org.au

Magazine printed by club member Rick Robey @ Fairkote:

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Attention all Club Members:

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

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: a montage of Dion Nowatzky's 'Imagineering' images. Dion does these all in a very painstaking way using "paint" on the computer (pixel-by-pixel kind of thing, modifying scanned images, and all are very detailed and based on a Volvo of some sort. Great job Dion. Thanks!

President's Report

Heino Nowatzky

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NOW HEAR THIS:

Welcome to 2009

I hope you all had a wonderful Christmas and a great start to the New Year. I have just received a late Birthday present or an early Christmas present, taking delivery of a brand new Volvo V70T6 in mid December. In fact I only took delivery of the car today but by the time you read this it will be into January already. With all the special offers being made by Volvo we thought we would give them a call and see what they could do. We contacted our friends at AVC and asked what the story was. The reply was quite simple, tell us what you would like and we will get back to you. Chris and I went through all the brochures and accessories and finally decided on the V70T6. The next choice was colour and trim plus any accessories. I was more in favour of titanium grey but Chris preferred black sapphire so I agreed and we chose the cranberry trim (reddish brown). Since the car is already well optioned and I hardly use the

sunroof in our other cars we decided we would stick to the standard specification. A car was found and the price was one we couldn't refuse so we placed the order for my very first brand new car. I have had many cars but they have always been demos or a year or two old, never brand new. For those of you not familiar with the new V70T6 it is a very impressive car with few comparisons in the market today. Its direct competitors cost more than double and still do not offer its full range of features. Let's start with a new 3 litre, twin scroll turbo, six cylinder motor with 210 kw, all wheel drive and active suspension, electric everything including tailgate and keyless operation. Am I happy? Yes I am very happy. We all went for a drive (Mum and Dad are down from North Queensland) and the car quite simply impressed. But above all else I felt the same familiar feeling I get in all Volvos, great ergonomics, comfortable seats and a feeling of quality. The car seemed

to attract a great deal of positive attention as well.

We have just been notified that the British and European Display Day planned for the 1st March 2009 has been postponed. This is due to significant roadworks around the new Scoresby site, which will not be completed before the planned event. The AOMC has notified us that the event will be held at a later date. The committee has yet to meet to decide what action, if any, will be taken in regard to the Club's annual show-and-shine. At this stage all we can tell you is that the event will not be held on the 1st March 2009.

*Until next time,
Heino Nowatzky*

Welcome New VIC Members:

David & Julia Walker (244 & 164)

Peter & Joy Basdeo (940GLE)

David & Ruth McLeod (240) (re-joined)

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THE EDITOR'S DESK

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The Dreaded "To Do" List

Happy New Year to everyone! I hope you all had a great festive season and were able to get energised and take some time off work (for those of us who still have to do the daily grind!) By now almost everyone is back to work and school has just started again (watch those school speed zones.) Seems like the holidays and time off fly by faster every year, which means there's precious little time to relax, visit with relatives, and work on projects. We spent a week in Perth visiting relatives and enjoying a much cooler Christmas than last time we were there (Dec 1999). Fortunately the weather was mild (by Perth standards) until a couple days before New Year's Eve. We flew back on NYE and stepped off the plane in a chilly Melbourne at midnight exactly.

If you're like me, you have a "to do" list either sitting around on the desk somewhere, or you diligently type it into the computer when you think of ways to keep yourself occupied during your time off work. In my case, I have the usual running "to do" list of car-related projects ("check clutch adjustment in 240", "replace shocks in 1455", "drain petrol tank in 240 wagon", etc.) When I have a week or more off work, I usually make a special "to do" list for fear I will get bored sitting around the house (hah!) It usually entails compiling the car-related items, adding house-related maintenance ("caulk shower base", "wash windows", etc.), and several larger more ambitious projects ("organise garage and spare parts", "install cabinets in laundry room", "perimeter sealing strips for garage door", etc.) Oh, and then there's "finish magazine" as well!

Unfortunately, time flies. With grand plans of working on the magazine on the plane to Perth, or cleaning out and organising the garage before Christmas, you can often let yourself down when instead, you procrastinate by spending 2 days organising the "junk drawers" in the kitchen (and it wasn't even on the "to do" list!) To make yourself feel better, go ahead and update your list with items you did that weren't originally on

it - I do! (Unfortunately I didn't take a picture of the kitchen junk drawer before I tackled it. Suffice to say I didn't know how much space 7 years worth of used twist ties and rubber bands takes up, as the drawer is nearly empty now!)

As I was cleaning out the home office, while leafing through the stack of scrap paper with notes scribbled on each page, I found LAST YEAR'S Christmas "to do" list, and of course several items from it are again on this year's list (and will be next year too!) The thing that amazes me most is how much "stuff" we seem to accumulate over the years. When I was growing up, we moved house about every 2-3 years, so there was a natural purging process that occurred quite regularly. We've now lived in our current house for nearly 8 years, so that process hasn't happened often enough. I was talking with my grandma on Skype and telling her what I was up to. She said I had it easy as she's lived in the same house for 60 years or so (and being in the Midwest USA, the house has an

underground junk storage facility called a "basement" that most Australians wouldn't be too familiar with!) I guess the Australian equivalent is the shed...

So, back on junk. For whatever reason, it's hard for many of us to throw things away. This is especially true for me with Volvo parts. They seem to accumulate at a rapid rate (especially when you buy cars with the specific purpose of removing most of the parts from them for safe keeping and scrap the steel shell!) When I compare notes with other Volvo folks, we all seem to have the same parts - things that must rarely be needed, such as window regulators, questionable starter motors and alternators, windscreen washer pumps and bottles, ignition coils, used fan belts, rusty bolts and brackets, etc. I guess it's just that we must have the space to keep them, and you never know when you'll need a ...

What this all leads to is a great amount of effort in sorting, re-packaging, moving, shifting, carrying, stacking, un-stacking, transporting,



Isn't a garage supposed to have cars in it?

relocating, itemising, searching for and retrieving parts. It's great when you have that Eureka moment and you recall that you might have a right front indicator lens for a 240, and you're very proud that you did indeed find said lens after searching through 10 plastic storage tubs under the garage stairs and you only hit your head on the cement 3 times in the process. Oh, and you "discovered" you also have some bits from a non-genuine cruise control kit from a Falcon (where did that come from?) and you have 3 matching locking lug nuts with no key...

So, yes, I did spend a great deal of time over the holidays in the garage sorting, shuffling, labelling and stacking plastic bins of parts. I took multiple trips to the scrap metal place and purged the garage of unrecognisable rusty brackets, holy mufflers, used water pumps, cracked exhaust manifolds, bent trim pieces and used ball joints. After moving things at least thrice and re-organising the layout of cabinets and benches, it does seem like we have

more room in the garage. Unfortunately we had room for 2 cars in there before the holidays, and now we can only fit one in - go figure! Needless to say there's more sorting to be done, and maybe a few more items to take to the tip! With everything said and done, I knocked a few items off the list.

One thing related to the car projects was the decision to turn the 240 wagon into the electric car donor body instead of putting the turbo engine in it. The turbo engine will have to wait for another time (will it fit in a 145? I think I saw that on the web somewhere!) Now that is sorted, I can progress on removing unneeded ICE (internal combustion engine) parts from the 240 wagon. The EV crowd calls this "de-ICE-ing" a car! So far the engine is gone (sold to Andrew in Geelong who plans to turn it into a monster turbo engine for his 242GT), the exhaust is off, petrol tank drained, transmission out etc. Next step is to remove the unnecessary wiring, petrol tank, heater

and A/C system, tow bar, etc. and start thinking about where to put the batteries. I also need to start designing the adapter plate that will connect the 4-speed manual gearbox to the electric motor (which is now taking up space in the garage and is not easily moved



The 1993 240GLE wagon EV donor car - plenty of room for batteries!

due to it weighing in at 70 kg!)

All in all, I don't feel too bad about my time off as I managed to donate and throw out quite a bit of stuff, and my "to do" list is nearly half completed. This time I have it on the computer for future reference, so I won't find it on a scrap of paper in December 2009! Thanks again to those of you who submitted items for the magazine. Keep them coming. Stories about your cars are great - see the article Travis Ellis submitted about his gas-powered 940GL in this edition. I hope you enjoy the cover montage of *Imagineering* images that Dion Nowatzky has been giving me over the past several months. They look much better in colour, and if you look close, every one started with a Volvo of some sort. It's sort of a tribute to the emergency services and racing profession, which probably goes together hand-in-hand if you think about it. Well done Dion.

Regards,



Our "WarP 9" DC electric motor sitting in a box (in the garage - where else?) waiting to be installed in the EV.

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VCQ COMING EVENTS:

Sunday 18 January 2009: Annual General Meeting commencing at 10am. Rocks Riverside Park, Counihan Road, Seventeen Mile Rocks.

This is a big park so please refer to VCQ's website for the exact location (Area 2).

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

Do you have any suggestions for future events? If yes, please let the committee know.

Christmas Lunch at Lone Star

A warm spring day saw club members, The Eggletons, Austins, Careys, Hunts and Brad W gather at Lone Star at Aspley for Christmas lunch.

The day was very hot and the air conditioning very good. The atmosphere was very casual and everyone thoroughly enjoyed their meals which included steaks, steak sandwiches, fish burgers, and the deserts were definitely worth the wait &

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

included such mouth-watering delights as sticky-date pudding, brownie blasts and ice-cream.

Annual General Meeting

- Sunday 18 January

2009

The club encourages all club members to attend the AGM to be held on Sunday 18th January at the Rocks Riverside. All committee positions will be available. If you have anything you would like discussed at the meeting let Helen & Grahame know prior to the day. This is your opportunity to have your say and get involved in the future of the club. *[Apologies the magazine is too late for this event. Ed.]*

St. George Trip 2009

Late last year a small band of members travelled to St. George to stay with Jeff & Pam Moon (see story below). A longer trip is planned for later this year and all members are welcome to attend. More details coming.

Membership renewals

2009 membership renewals will be posted out in the New Year.

ST. GEORGE TRIP - Weekend 25th & 26th October 2008

Club members Jeff and Pam Moon live in St. George, and as they try to attend as many club outings that they can, it was decided that the club would go out to St. George for a stay over.

Helen and Grahame Hunt came and stayed at Austin's place Friday night. The Hunts and Eunice and Vic Austin in the Hunts 760 Blue station wagon left Rosewood at 5.30am and headed to Aratula to meet John Beames and Chris in John's 850R. We then proceeded to Goondiwindi to meet up with Terry and Gaye Carey in their 242GT and

John and Estelle Dempsey in their 244GL. We had coffee at the BP roadhouse and then in convoy traveled to St. George. We arrived at Jeff and Pam Moon's home and had lunch.

Jeff then took us to their small farm Blenheim (400 acres) where we were sleeping. The accommodation was cabin style with two sets of bunks. After



Truck picture from the Moonrocks web site

putting our gear in and deciding who was having top and bottom bunks, Jeff took us to see the rock melons growing on this farm that would be harvested and in Coles by November. They had just finished growing and harvesting pumpkins in the paddocks that had the rock melons. We then went back to the Moons for afternoon tea.

Getting back into the cars we then went to the main farm Gillebri (800 acres) where they were just harvesting sweet onions. These onions are Australia's first certified sweet onions. Sweet onions are low in pyruvic acid, the natural preservative that makes you cry when cutting, which is great for those cutting up onions. The Moons help develop the certification and bench marking process with scientist Clinton McGrath, who is based in the Lockyer Valley. We even got to bring some onions home and they are



The gang at the BP Goondiwindi



Everyone checking out Jeff's rally car

beautiful. We also looked at packing machines and Jeff explained how they used them. Jeff also has a satellite-controlled tractor, which was very interesting to hear how that operates. So it was a great to see what it's like on a farm and the hard work to keep a farm going. We all learned from this experience. The Moon's grow a lot of other fruits and vegetables. If you want to know about these farms go to www.moonrocks.com.au

Of course it wasn't all serious and learning. Jeff has a P1800, a 122, an XC70, a VW Beetle, a 142 Volvo that he takes on rallies for the Royal Flying Doctors, and also a black Chevrolet that the boys drooled over. The boys had a great time looking at all the cars and listening to Jeff telling them how he

came to purchase his fleet of vehicles.

We then headed back to the Moons place for a BBQ dinner and of course some drinky drinks....and lots of chatter.

Sunday Morning we were up early and packing the cars to go back to the Moons for BBQ breakfast of bacon, eggs and toast. It was great to sit and chat once again with the Moons and listen to their adventures (or they would say hard work). We then piled into cars and went down the road from the Moons to



Outside Nindigully Pub - photo taken by French girl working at pub

visit the Riversands Winery owned by David and Alison Bracket. David gave us a talk on the difference between



The cars at Nindigully

table grapes and wine grapes, the way the vine is grown. We then went into the café to sample some wine (drivers didn't) and of course bought one or two bottles. By this time it was nearly lunchtime so we then headed to the oldest PUB in Queensland. Nindigully Pub where the movie "Paper Back Hero" with Hugh Jackman was filmed. We had a lovely lunch. We then all departed for home. On behalf of the people that went on this wonderful weekend I would like to thank Jeff and Pam who supplied our meals, cheap accommodation and great chats.

Thank You Jeff and Pam.

Written by Eunice Austin - Member Queensland Volvo Club

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ALL CORRESPONDENCE TO:

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

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

President's Report

Ahh... it's that time of year again....
The silly season sees some of us having a well
earned break from reality.

Time to take stock and to reflect on
the year gone. For those of you in this club, I
would hope that part of your taking stock
includes a thankful gaze and thought for
the contents of the shed....your classic Volvo
1800 or 120.

Club AGM

Our club held its AGM on Sunday 2
November, at the cute Jandals café on
Brisbane's northside. No surprises as to the
content of your committee for 2009, with all
positions remaining as for 2008. There is a
difference though for this year, in that a few
members are going to take turns in
organising events/outings. Also, long term
member Neil Summerson, president of the
Motoring Enthusiasts Club, of which some
members are also members (including yours
truly), has welcomed us to tag along to their
events for the coming year.

Exciting events include a weekend
away at Lismore in August, and even a trip
to the Sydney Motor Show in
October.....(even SWMBO was excited by
that one!)

Our club continues to prosper and
membership numbers remain good.

Sales Activity

The past year has not had me see
many cars change hands. Indeed, there
seems little activity on the various websites
that sell cars, for 120/1800s. Nor indeed, in
the back pages of this magazine.

I will go out onto a limb to say that this
means most owners remain in love with their
classics, and so are not keen to move on
from ownership. This will keep demand
strong, and values high. Even with the
"world economic meltdown" (aren't you sick
of hearing of it?), demand for premium
products such as ours, will always keep their
values up.

Holiday opportunities

With most of us having a holiday for
Christmas, it remains a good time to pay
some attention to your classic. This means
that you should take her for a good run,
apply some TLC, and just generally reflect
on how lucky you are to own a Volvo 1800/
120.

It's time for "sleeping beauties" (see
photo) to come to life for some fun, and to
get a good going over.....all part of the
enjoyment of owning classic
car(s). Why not get together
with some other members and
have some fun?

Has your sleeping
beauty lost her Prince

Charming to wake her from her slumber? If
so, then your President is always available to
help. Call me, and I will be only too happy
to help you with something if you are stuck,
or pay you a visit if you live in south-east
Qld. I will only be too happy to give her the
kiss of life....

As your club President, it is my duty to
assist you in preserving our marque, so you
should not feel that you would be putting
me out if you ask.

Project 264

Yes, I know that she is not a 120 or
1800, but I am an enthusiast for all things
Volvo. Hopefully by the time you are
reading this, she will have returned from the
spray painter with a shiny new coat of
metallic paint.

In the lead up to that, I have pulled
the engine out to clean it up, and to detail
it. Turns out that she needed new engine
mounts, and each of the three uni joints was
very stiff, so they have also been replaced.

All the trims will be removed and she
will be going in the week after Christmas for
the work to be done. SWMBO just keeps
rolling her eyes..... (maybe "Rolling Eyes"
would be a good name for a sister magazine
for all SWMBOs.....)

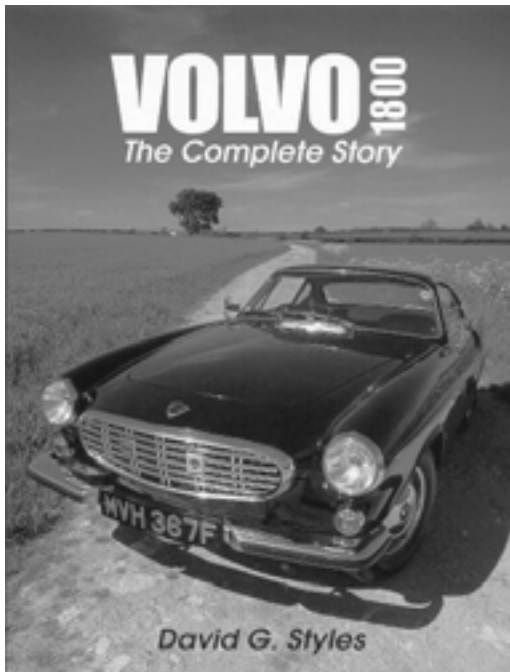
So I wish everyone the best of the
season. Remember to keep Volvoing!

For Life

ROBERT BAKKER



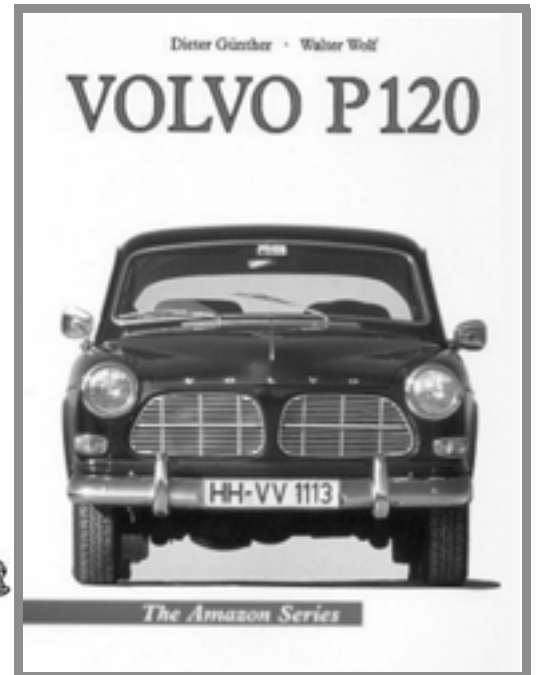
VOLVO BOOK OFFERS



SPECIAL

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

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

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

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

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



The SA Pages

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

VOLVO CAR CLUB OF SA 2009 EVENTS

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

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

CRAZY CARS!

Thanks to Peter Hoffmann for sending
in these images of crazy cars, including this
chopped Volvo wagon (below).



FEBRUARY 15TH

Rymill Park Picnic Day

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

MARCH 8TH

Cruise for Leukaemia

Commodore Owners Club

Open to all makes and models
Start - Largs Police Academy
Finish - South Parklands
Contact Helen for Entry Form or
www.coccsa.com
Cost \$20.00 per vehicle
All proceeds to the Leukaemia Foundation

13TH

Club Meeting

7.30pm - Glandore Community Centre

APRIL 5TH

Keep the date free, details closer to the date

MAY 8TH

Club Meeting

7.30pm - Glandore Community Centre



Treasurer's Report \$\$

Adrian Beavis 0402-203-437 (AH)

As at January 2nd the account balance was \$3572.65.

The following is a summary of the club's major expenses and income for the period from December 3rd 2008 until to January 9th 2009.

Income:

Membership subscriptions: \$480.00

Payments received for Shannon's Christmas dinner: \$65.00

Total income: \$545.40

Expenses:

Printing of Rolling: \$1024.50

Postage and delivery of Rolling: \$333.74

Reimbursed expenses for nibbles, raffle prizes etc: \$303.43

Drinks (soft) tab at Christmas lunch: \$148.60

Trophies: \$292.25

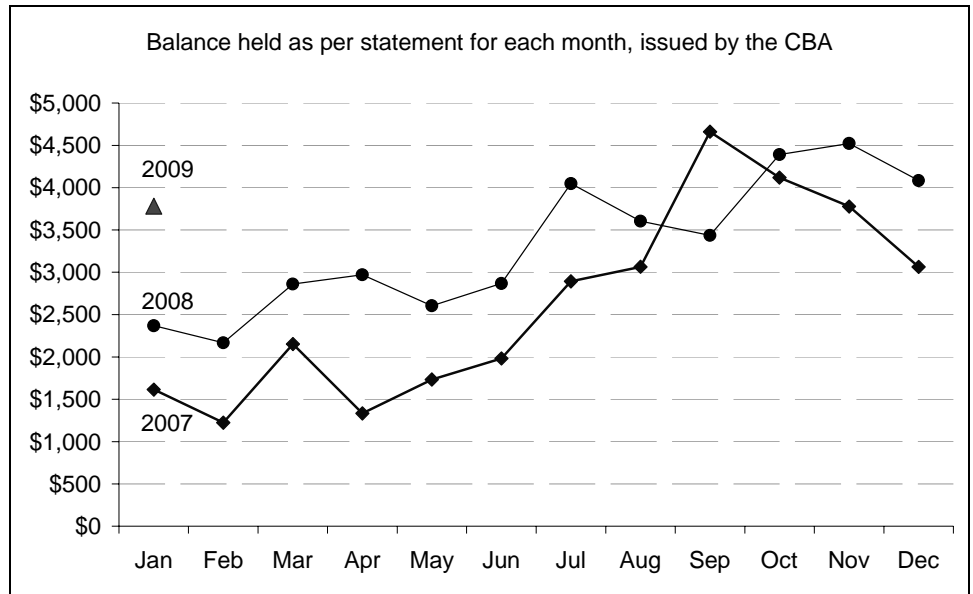
Total expenses: \$2102.52

Net income (loss): (\$1557.52)

Attached is a graph showing the balance at the bank for each month in 2008 compared with the balance for each month in 2007, with one point representing the balance as at January, 2009. It illustrates that we are more or less holding our own, with a slight overall increase in our funds.

That's it from the Treasurer for this edition. Keep you hat on in the summer sun, and safe motoring in 2009.

Adrian Beavis



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BIRTH NOTICES:

CONGRATULATIONS: It's a VOLVO!?

The '62 gets a sibling

John Huggard, of Taylors Lakes VIC, writes: "Not another red two-door Volvo, she said! I now have a pair of coupes, it wasn't without sacrifice. A long story, short but in these tough times I had to offset some expense, so



The C70 and the matching red P1800

with John Johnson's help and an hour and a half at Vic Roads I have moved my '62 P1800 Coupe to club registration, transferred the plates (COUP 62) to the C70 (plus sold my RAV4) and now the work begins: cleaning/polishing and getting to know the new arrival. Finally Melbourne had some rain, so my wife let me have the garage for the weekend and the C70



John Huggard's new red C70

made its way into the workshop. Some 48 hours later, Monday it rolled back out looking a treat."

Great looking pair of coupes John. If anyone has had good luck with a window tinter they can trust, please ring John on 0434 605 914 as he wants to get the C70 windows tinted.

Orange orphan gets big brothers

Thorben Hughes and Ben Winkler have become "big brothers" to an orphaned orange 142 (ex-Heino collection). With a lot of love and attention, the car could make a decent race car in the 140-series that George Oppy is organising (see Motorsports Register for info). After some hard

yakka at the Volvo factory, the car is cleaning up pretty well and has been fitted with racing seats. Look for it on a track near you soon!

It's a Gas!

Travis Ellis, of West Rosebud VIC, wrote in recently about his Volvo experiences and recent fitment of gas to his 1992 940GL. Here's his letter.

Dear Greg:

I am writing in response for articles about our ownership of Volvos.

My first Volvo was the purchase of a 1969 Volvo 144 automatic, followed by a 1973 144GL, then a 1976 244GL automatic. Then came a 1979 GL manual which I did 200,000 km before installing L.P. gas (against the dealer's advice) but continued to do another 200,000 km, pulling a 13-foot caravan to Queensland over many years without the motor being overhauled.

In 1992 I purchased a 940GL automatic which I have travelled 250,000 km without the motor being overhauled. It would be the best model Volvo has built, a beautiful comfortable cruising car - I feel very safe.

I have just installed L.P. gas, and the car is running better and

smoother than on petrol (it automatically starts on petrol then switches to gas for engine safety). I have installed a "Flash Lube" injector to the manifold that automatically injects Flash Lube oil as the motor is operating.

I am enclosing photos of the fuel tank that fits perfectly into the boot,



leaving plenty of boot space. The 940 had a very large boot!

Also enclosed is a photo of the engine bay showing that the LPG



Gas tank neatly tucked into boot

equipment has taken up very little engine space. The green spot rear of engine cowl is the position of the Flash Lube container. (See arrow)



Engine bay of 940GL on gas

I hope this information is of interest to readers.

For your information, I am now 85 years of age, have been driving since 18 years old (that is 67 years) and no driving infringements for speeding. I



Thorben & Ben's race project car



Ben tinkering as Heino and Dion look on

recently had my driver's licence reduced 30% for good driving. Bloody good Volvo driver, covering millions of km's in Volvos since 1976. For your interest I am a teetotaler. Incidentally the installer of my LPG had previously installed gas into a Rolls Royce, so I feel I have been in good hands.

Prior to driving Volvos, I always drove Vauxhalls, the last a Vauxhall Cresta - a beautiful car. When production stopped in Australia, I switched to Volvos - can't get away from the letter "V".

Yours faithfully,
Travis Ellis - member, Volvo Club of Victoria

PS: If you have any Volvo Club of VIC stickers, I would be grateful to have one.

Thanks for a great story Travis. I'm sure quite a few members will be interested to hear about your experience with LPG as there are a few naysayers out there. Gives me more inspiration to have our 240 converted to gas. Also, re: the stickers, the committee have been working on this item for some time, and I believe there will be stickers available soon. More info will be provided to members once they become available. In the mean time, I may have a couple old ones I can post to you (if I can find them!)

Kevin's 262C

Kevin Holden is the proud owner of a new 262C. It's a gold beauty with a black vinyl roof, and Kevin has already tweaked the suspension to improve the



Kevin's 262C on the hoist at the tune-up day

handling. I believe he is tempted to drop a V8 in it, but like most of us, he has a few too many projects on the go at one time! Nice find, Kevin, and we look forward to seeing the car out and about often.

Rick's 740 Turbo

Rick Robey, our intrepid magazine printer and club member, sent me this photo of his late-model 740 Turbo wagon. He's had it for several years, and has been fixing up the minor niggles as he goes along. At the present



Rick's 740 Turbo Wagon

time, he's looking for some decent taillights as his current ones are faded. If you have any at a reasonable price, give Rick a ring on 0425 752 266. Of course he can also help you with all your printing needs!



Good Tow Car

Rob Howard from QLD sent in this photo. Appears to be a 740 wagon towing a Ford Falcon race car. Rob, do you have any more details?

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



Image below sent by Mark Richardson - Thank; Mark!



Frisk's Garage

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FAX: 9761 1593

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Frisk's Garage

We are HERE

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MELWAY REF: 64 J5

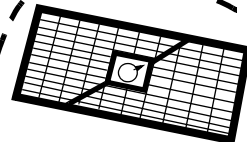
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London Dr
Wigan Rd
Melrich Rd
Barry St
Dorset Rd

240/260 Register

Mark Hoffmann

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vol240@freeuk.com



Welcome Club Members, to this issue's Volvo 240/260 Series Register Page, the first for a brand new year. I hope that since my last offering all members and their cars have safely and enjoyably navigated the holiday season, and I look forward to filling this space with what will hopefully be some entertaining and informative contributions for 2009. I'd like to remind all members that the role of the club's Register Captains is to promote understanding and generate enthusiasm for their respective model series, and as such I'm always on hand to field enquiries and to offer advice wherever I can, so please don't hesitate to get in touch and my contact details appear on this page. If I can't personally help you, I can usually direct you towards someone within local Volvo circles who can. Of course, I'm also keen to hear from you with personal stories or tech tips relating to your car(s) that I can recount on these pages for the benefit of our readers.

Moving on to this issue's content, I've included a contribution from across the sea, courtesy of Leon DeHaan, 240 owner and current Treasurer of the Volvo Club of South Africa. Leon belongs to what appears to be an active, robust and enthusiastic local Volvo club scene, and he keeps me informed of their goings-on with regular issues of their club magazine arriving in the post for me. Leon tells me that the demographic of his club in terms of cars represented is rather unique by general standards, featuring many late model Volvos mixed with the early types such as 120s and 1800s but with very little in between, courtesy of the fact that there was a large period of time throughout the 1970s and 80s during which no Volvo cars were exported to his country. Unfortunately this has largely excluded the 240 series from South African roads and makes them today a rare vehicle indeed in that part of the continent. The few examples that do exist, including Leon's own 240 wagon, tend to have been sourced from further north, and there are currently only a couple of examples in his club.

Personally Leon, together with his father, has accrued a nice little fleet of

Volvos old and new, and his photo accompanies this article. Leon's dad also manufactures a cast-iron and enamelled grille badge for their club (see photo) which is a real beauty in spite of its modest price, and Leon kindly send me an example which is now proudly displayed in my Volvo model cabinet. It's really a quality piece which shows us just how this type of thing ought to be done and made available to members to show their affiliation with a car club. The badge says "Volvo Club of SA" (South Africa) and I was amused by how suitable it would be for our South Australian neighbours! Leon writes...

My 240SE Story...

One of our local Volvo Club of South Africa members came across this particular 240 wagon. He phoned my father to confirm whether what he was seeing was authentic, as there are in fact very few 240s in South Africa so we are not that familiar with them! He described it as having Volvo "hamburger" hub caps with a 240SE badge on the rear. But it was a wagon, therefore should it not be a 245? Checking through our collection of brochures, the "old man" found the literature which described the car perfectly. A note was left on the windscreen enquiring whether the car was for sale and when an affirmative answer was received, the info was passed on to me and I made arrangements to view it.

I was looking for an economical car, as my 850R is by no means economical and is in any case, I feel, way too special for everyday use. On inspection of the 240, it was not in perfect condition (a few trims missing and the tail lights broken), but otherwise complete with nothing altered. It had all the bells and whistles (everything was electric), plus a beautiful blue interior which showed no signs of wear. We agreed on a price and I bought the car with 210,000kms on the clock.

As it turned out, the car had originally been brought to Africa by the Swedish Ambassador to

Namibia and I am the third owner. Now happy with my purchase I inspected the car a lot closer: It had a B200 motor which I never knew existed, but it looked the same as the B21 to me. The engine had good compression with no oil leaks, but the car did need new ball-joints and front rotors - a problem, as where do I find these parts? Volvo models between the 164 and 850 were never sold in South Africa.

Now using the 240 regularly and enjoying it while trying to source the aforementioned parts, my car did not want to start one morning. Thinking it's not that serious I used another car in my Volvo "fleet", my 142, to work that day, and when I got home the 240 started fine. The next morning, however, the same problem occurred. On closer inspection there was no spark, and looking in the distributor all I found was a rotor, so I replaced the cap and the car started. The next morning the car once again would not start. This carried on for a couple of weeks and now getting impatient, I decided to take out the aftermarket immobilizer that had been fitted to the car, to see if that was the culprit. Presto, the car started, and it started first time each time for the next three days but then guess what - again it would not start.

The next time it started up I took the car to a Volvo "specialist" whom I know, and he pointed out that the one main cause could be the "spark amplifier" which he could replace for me with the original Bosch part for only R2500. (AU\$1 = R7.50) Not yet biting, I



phoned Bosch and was quoted R2700! Thinking it was too much I persevered and was referred to a distributor remanufacturer who had two Bosch units in stock at just R250 each - I took them both, rushed home to install one, and the car started at once - but for only four days!

Now getting desperate and very unhappy, I contacted the previous owner and questioned him about the problem.

He admitted he had had intermittent problems starting the car for four years after he had the clutch replaced.... Now stumped and with the car only starting when it wanted too, I did some research - it had to do with the spark. I replaced the battery with a newer stronger one and the car started first time for a whole week - then, you guessed it

Now very frustrated and ready to put a match to my 240, and after struggling for three months, I thought long and hard about the problem and followed the wiring harness from the coil, to the knock sensor, to the temperature sensor, to a connection on the fire wall, to the back of the motor and to the timing sensor on the flywheel. I started the car then disconnected the connection on the firewall and the motor died. On inspecting the connection it was all gummed up with oil, so I cleaned &

blew it out, then reconnected it and, would you know it, it starts first time all the time!

Acquiring the 240 and the course of this escapade has led me to make contact with Australian 240 enthusiast Mark Hoffmann who has supplied me with information, some required trim pieces, plus some very special accessories. My 240SE is white with tinted windows, has discreet "Kelvinator" and "Undertaker" stickers on the rear window, and his name is "Morgan" (morgue!)... the only one in South Africa!

Leon de Haan (Treasurer, Volvo Owners Club SA).

Thanks Leon, for sharing those experiences, and I'm glad to hear that you finally got to the bottom of those troublesome starting problems. Whilst reading Leon's article myself, it highlighted just how difficult things can

potentially be for the enthusiasts among us who drive a rare or older car. Whilst 240s here on our roads remain fairly common, certainly in terms of parts availability, plus relatively simple to maintain, we all know the benefits of seeking out a local Volvo specialist for repairs or advice when these cars can baffle generic local mechanics unused to much beyond the obligatory Fords, Holdens and Japanese marques that dominate our roads! It makes me thankful that in spite of originating from a Nordic country a world away, 240 Volvos were such strong-selling cars here, which certainly helps us owners as they age.

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



Amazon Spares

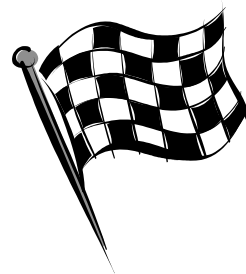
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MOTORSPORTS REGISTER



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

Winton Motor Raceway website:

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

Calder Park motorsport:

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

SDMA website:

www.sdmahillclimb.com

AROCA Victoria website:

www.alfaclubvic.org.au

Holden Sporting Car Club of Vic

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

Upcoming Motorsports Events

[Contact Ash]

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

ph: 0423 663 036

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) 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!

Sandown Race Meeting

The Sandown race meeting of 8/9th Nov. was great fun for both Bill in my old 122 race car and myself in the 144. We both managed to give our cars a good work out and harass a few competitors. Neither of us had any

all we had a very enjoyable weekend, thanks to all who dropped by and a special thanks to Phil for his help on Saturday. I look forward to competing with all the members preparing their 144s for next year's Speed Sport Volvo historic series - not too late to get involved, just contact me



major mechanical gremlins showing just how reliable these old girls are even when being pushed to the limit and beyond. Both cars were being revved well over 7000 rpm all day. Bill had some minor temp issues and I broke a rocker arm - easily fixed before the next race - the rocker arm letting go on the last lap in race 2 after passing the Mini and Cortina in the attached photo, which meant I had to start from the rear of the grid in race 3. This was great fun both because I put on my old tyres as I would be out of contention and I would get to see how many cars I could pass before the end of the race. The old tyres caught me out in turn 1 as they didn't have the grip of the fresh tyres in the previous race, resulting in a huge slide all crossed up after going around the outside of one of the slower Cortinas. I went off the track well over 130kmh - did some rally cross and didn't lose a place before going on to finish mid-field - not bad from an old Swedish taxi on old tyres. I managed to see Bill having a great dice with a well-driven humpy Holden before moving on. All in

on 0411 899 255 or speak to Heino. We will set up a calendar and supplementary info just after Christmas so maybe you can ask Santa for an old 144 and you too can come out and have some fun on the track. All the best for Christmas - have a great holiday and see you all in the New Year.

Regards,

George Opoczynski

Part 2: The Power and the Passion

by Peter Sokolowski

Continuing on from last edition's article I will now finish off the V70 / S60 R and move through the new model range to today. The questions I asked of all the new models is do they stack up to the outgoing R's compared to being able to really drive them fast and hard? These reviews are not based on how the car drives at 60km but at 160KM+ and on windy roads / Race Tracks under extreme conditions that 99% of the owners / Drivers would never experience.

The 2003 release S60 / V70 R were like I said last issue, a real breakthrough for Volvo. Their willingness to invest time, money and engineering as a stand-alone project showed that the not so regimented Swedes could get their heads around wanting to deal in the fast saloon and wagon market in a serious way. The PCC (Performance Concept Car) that VCC (Volvo Car Corporation) built as a show piece for the International Motor Shows in 2002 had the desired effect. True to Volvo's word the final production cars have a lot of the attributes that the PCC showed including the aggressive styling and advanced driving dynamics. The S60 / V70R's were at the premium end of the market for Volvo, but tens of thousands of dollars cheaper than the equivalent models in the German stables.

The S60 / V70 R were good. But were they good enough to sway buyers to Volvo. These cars came out right in the middle of the "Bloody Volvo Driver" advertising campaign here in Australia. This campaign was unique to Australia only and was much disliked by the powers to be in Sweden. But it had the desired effect with brand awareness and turned around Volvo's sales from going backwards to finally moving forward and bringing people back in to the dealerships. OK - history lesson over, let's get back to the cars.

How did the new generation "R's" drive? A good way of putting it is TIGHT! At low speed city driving in comfort mode they would drive like all other new Volvos. The throatier sound of the exhaust and stiffer suspension were the only giveaways of the cars' potential. Apart from of course the R emblems and blue unique instrument panel that you are looking at from behind the steering wheel.

But it was as the roads get tighter, faster and busier behind the wheel that you can start to feel the car's potential.



2004 V70 R

There is no questioning that this car's chassis is its true attribute from a driving perspective. God knows what the motoring journals were talking about when they bagged the car's handling. Just because it did not have a propeller or 3 point star badge on it, then it was never going to be good enough for them. I mean they would never admit that Volvo built a good thing. But the car did win countless (in fact over 300) awards world wide as being best this, best that, etc. So I don't think it was that bad a car in everyone else's eyes.

We all knew how good the motor was already as Volvo have been using it for over 10 years and turbo charging it to the point of self destruction (although it never faulted). The difference with this S60 / V70R compared to the outgoing V70R AWD was that the old V70R (1998 to 2000) was slow but handled well so you could get some real speed out of the car and make it feel dynamic. The New R cars were fast and dynamic. Straight line speed was impressive in the manual (and auto if you gave it to Mark Richardson from VP Tuning to do his number on it). Power delivery was instant, direct, progressive and endless right up to the 250km cut off. When in Europe working with Volvo in 2004 I got given a V70R by Volvo to use. So what's the first thing you do when you get a fast car in Europe? Go find an autobahn to drag it on. I had driven lots of R's by then but only in Australia with our ridiculously restrictive speed limits or on a race track were you cannot really wind the car up fully. So being able to take it out to test its legs fully was a treat. A quick trip to a not to be named Volvo tech, and the speed limiter was disabled. I remember the last thing he said to me was "you blow it up you own it". Comforting words!

So off I went. As normal, driving it up from 0 to 200km/h I had done before on tracks in Australia and as normal with all the other R's it got there quickly (in fact the R is quicker from 100 to 160+ than from 0 to 100). But it blew me away how willingly it reached the 260km mark and then well past it. I left 2 M3's in my wake. Keep in mind this is a behemoth of a car that with on board fuel, oils,



1994 BTCC Touring Car 850 Wagon

people and stuff it would tip the scales at well over 2 tonne (1880kg dry weight normally is the car's starting point). I was not sure how fast I got the thing to but I remember those words of wisdom "You blow it up, you own it", so I thought that 7200rpm in top gear was enough. The only thing I will say is that the car felt extremely stable and felt solid on the road, but the wind and engine noise was less than pleasant (compared to things like the AMG's and M BMWs). But hey at those speeds that is the least of your problems and keep in mind the Volvo was up to \$100,000 cheaper to buy. But the point I am trying to make is that most people that will ever own or drive one of these will massively appreciate its ability as a sure footed, stable, refined, practical and fun to drive car. But (and there is always a BUT with Volvo Performance cars) turn the computers off and the weight with mostly FWD bias will prove that the laws of physics still apply. It is also one of the few AWD's that with no DSTC assistance can get quite tail happy. Again this is of limited concern as most people would not even know where the button is to turn off the computers. So in summary a bloody good thing, well worth considering as a used car (cannot buy them new anymore) and will give years of smiles behind the wheel. Only down side to the car is that space ball manual gear box. Will someone PLEASE tell Volvo that it is C@%P. Buy the Auto instead.

About the same time (2004) Volvo released the updated S80T6 (old shape). Generation 3 lemon I say. It came with the T6 200KW motor still, new updated looks and Volvo thought they would be funny and include the Active 4C chassis from the R's in it. Probably the most underwhelming car Volvo has ever made. Under powered (still tipped the scales at nearly 2 tonne), a body that started life with problems and struggled to handle the



2008 V70 T6 R-Design

original set-up and power. Impressive car on paper, impressive comfort, toys and looks. Unimpressive driving with any form of haste. The 4C setting only had 2 settings (3 in the R). That was comfort and Advanced. With no AWD, in the comfort mode the car had similar characteristics to the Queen Mary. In fact - NO - I should not insult the Queen Mary like that because at least she has stability baffles. At no point did you know what the car was doing. The steering was so removed from the driver that you often just went through corners looking at the steering wheel position rather than feeling where the wheels were pointing. The Advance setting turned the car in to a jittering basket case. Too hard for any road and too uncomfortable to drive at any long distance. At least the R had the sports mode in between the two which is perfect for things like the Great Ocean Road. Add to this a 4-speed auto that was out to lunch without knowing what the motor wanted to do, it made it a very hard car to have much fun with. Unfortunately this car was a left over from Volvos of old. But a nice thing if comfort, toys and driving on freeways at 100km or around town at 60km if this was your thing.

The updated S80 came in late 2006. It also came with a new V8 4.4 litre that was designed in conjunction with Yamaha. Plus the normal T6 motor and D5 diesel. The T6 is the updated 220kw motor and a good thing compared to the outgoing 200kw



S40 T4

T6. Time will tell how reliable this will be. The D5 125kw diesel is good but no sports car exhilaration. The motor of choice suddenly became the 4.4lt V8 (also seen in the XC90). The joint development motor was chosen based on its marine engine high revving ability (similar to a go kart). Volvo needed a compact powerful motor that could bolt on to the auto and still be placed East / West across the engine bay, as the S80 is still AWD driving mostly the front wheels. It also got the latest generation Haldex AWD which was even more refined, faster and could take the power of the V8. This looked like it could challenge the '03 S60 / V70R's for best performance car mantle. So did it?

In a word: NO! This car lacked one thing - passion. What I mean by that was that the team that bought out the '03 S60 / V70R had passion to build the best performance car Volvo had ever built from the ground up. The S80 V8 was just a quick car. It baffles me that Volvo think that you build a nice luxury car, add some toys, put an AWD, Active 4C chassis on it, then drop a ballistic powerful motor in it and think this is the way to put a fast car together? Again this comes from Volvo thinking it does not have a buyer profile that want an M3 or AMG style of car. The problem is that the more Volvo thinks like this the more they do alienate this type of buyer. Anyway back to the S80 V8.

The Drive: There are no questions that this car is quick. It sounds good, has that free flowing, responsive V8 feel and pulls like a train. The new S80's chassis is much stiffer and greatly improved than the outgoing S80. So you don't get that body flex and unwillingness to want to turn a corner and point towards the hardest biggest object in your path. But you can just feel that again the computers have to do far more work than is needed to keep the car turning, especially in fast switchback turns. This is really exacerbated once the computers are off. Going fast though corners gives out more tyre noise (somewhere between a dying whale and a kid that cannot have an ice cream is the described sound) and a nervous feel from the car that I was not comfortable with. So my suggestion is to leave the computers on. You will actually be able to drive it faster. Also, that steering. What is the story with that? I think Volvo on

purpose takes a good steering system and then spends millions of dollars to engineer any feel out of it. Don't get me wrong I don't drive like Jim Richards around on the streets, but I do like to drive and I just cannot feel this car at all. BUT, having said all that, for what you get this car is good for all the reasons why someone would want to buy it in the first place. These are built to get point to point as quickly and as comfortably as possible in Europe. Not to be raced. In general at normal driving they have good manners, all the goodies, super comfortable, look good and are under \$100,000. This is something other car manufacturers cannot match. God I would love to see a proper R version of this one. This car has lots of potential, just lost a bit in the translation.

In 2004 Volvo also put out the NEW S40 and V50. Apart from the standard S and SE (LE) 125kw non turbo motors they also introduced us to the T5. Now remember the outgoing S40/V40 T4's. Remember the schizo nature of those cars and they were only 147kw driving through the front wheels. Well the new S40/V50 T5 had the 5cyl turbo fed 169kw motor and you guessed it FWD. I don't know about you but do you think that this was ever going to work? In general the new S40 / V50 were built well. Were stiffer and 100% improved bodies and chassis, good new styling and great advancements in interior and technology. BUT did anyone at Volvo think that maybe FWD and 169KW could be a stretch in a compact small body?



S40 T5 AWD

Anyway the T5 to drive was fast at low(er) speeds, was a dynamic and direct car to drive. Much better effort from Volvo than anything they had put out in this size before. Had good manners and could handle up to a point hard spirited driving. But a true Jekyll and Hyde car when really pushed. This car brought me back to the good

old days of the 850 T5R. Tyre smoke, noise, understeer, wait for it to catch, then turn again. Again with no computer assistance, trying to drive the car out of corners hard left most of the tyres on the road behind you. Something I am sure VCA does not want to be seen coming out of their drivers. In some cases I ran out of lock on the steering (keep in mind these are track controlled conditions and not how 99.9% of people will be driving the car) in some corners trying to get the car around and no matter how hard I tried I could not stop it from giving up in a cloud of tyre smoke. But turn the computers back on and although it now has much better manners, there is so much interference from the DSTC that most 240's could drive around the



C30 T5 R-Design

corner better (they might be doing it sideways, but still faster). You really had to drive the car with total respect and be extremely patient. Wait 'til the balance was right, the corner speed and exit was right and wash all the speed off before the corner, not during it like you can do with a lot of cars to just balance it up in the corner. But this was a car designed to feel quick in a straight line, be comfortable and practical. In this type of situation it does everything it should and very well. In 2007 Volvo updated the S40 / V50 T5 with AWD. Unfortunately the extra weight of the AWD system made the car slower. Nice thought or should I say afterthought! Did give the car more usable and sure-footed handling, but still no R. Maybe drop the 220kw 5cy motor in one and see how we go.

Also in 2007 the C30 T5 came out. No need to write anything new about this car as just re-read the S40 / V50 T5 FWD and it will give you an idea of what this was like. But I will say one thing. The smaller body and shorter wheel base of the C30 made this car

perform better than the S40 / V50 T5 that it is based on. If felt faster and did accept the steering input better. So maybe if you are after a compact fast Volvo I would have to pick the C30 T5. Would be nice to see it with AWD and 220kw. Then we may have a contender for the R's.

Don't get me wrong - all the cars I have mentioned are quick cars in normal driving circumstances, but this review is to tell you all about how the modern Volvos do when pushed and over-pushed.

Remember the S60 / V70 R's set the benchmark in this and I am just seeing if Volvo's efforts of today match the R Twin Kings. So far the S80 T6 / V8 and S40 / V40 T5 and C30 T6 - FAILED to be contenders against the R's.

The last car to review I have a bit of a soft spot for. This is the car that replaced my V70R. Well had a crack at doing it anyway. It is the V70T6. Basically it has the 220kw 6cyl large capacity turbo motor in it. It also came with the AWD system and 4C Chassis. So it should be matching to the V70R it replaced I hear your ask? Well no.

Volvo now calls cars that are wannabe from the R heritage - R By Design. This is exactly what it means. R design not R tuned. Sorry but just throwing a few extra spoilers, different interior, alloys, maybe lowered springs on a car does not constitute R in my Volvo-speak. R to me means a rough and ready performance car that can be a handful if not respected, fun and willing to be punished at will. Don't get me wrong, the new V70T6 is a great car (I will eventually have to replace my V70R with one, but not 'til Mark from VP Tuning tells me I can get 300kw out of it), but it is just a nice express wagon.

It is based on the S80 LWB platform so unfortunately all the faults the S80 as a dynamic driving car are passed down to the V70. But I will say for some reason Volvo always builds better wagons than sedans and in this case it is no different. The V70 drives and handles better than



The new S80 V8

the S80 as too does the V50 to the S40. Go figure.

So as good as the V70 T6 is as a car (I will tell you it is the best value-for-money wagon in the luxury end by miles) it fails as an R replacement. For me the toys, comfort and dynamics in a car should all work as one. The '03 S60 / V70R's seem to pull all this together. Maybe, just maybe, under different ownership for Volvo, one day they will build the conqueror to the R. But for now you will just have to put up with some of the best built, value-for-money cars that you can buy in the European segment, and something they call R By Design. But don't expect to blow those Holden's - HSV's or Fords - FPV's or WRX's away like you could in a bygone time of the 740T HP, 850 T5 / T5R / R, S70 T5, V70R AWD (98), S/V40 T4, S60 / V70 T5 and the all concurring S60 / V70 R's.

To me Volvo should retire the "R" badge until they have a car worthy to wear its title proudly again. I keep asking myself WILL THAT DAY EVER COME? Maybe not! So for now I will just have to make my own 2004 V70R go faster (Mark from VP Tuning - get ready for Project 300+). Long live the "R".

*Peter Sokolowski
Register Captain - Moderns
Volvo Car Club of Victoria
Please visit Peter's website at
www.vsv.com.au*



850 T5 R

VOLVO *In the News*



An early Christmas present from Volvo Cars - a glimpse of the next-generation Volvo S60

A few days before Christmas, Volvo Cars treats the automotive world to an early unwrapping of a car that will shine bright in the streets for years to come.

The Volvo S60 Concept gives the car world a glimpse of what the all-new Volvo S60 is going to look like when it arrives in 2010.

"The all-new S60 will be one of the strongest players in a segment where the competition is razor-sharp," says Volvo Cars President and CEO Stephen Odell.

The coupe-inspired lines that gave the original S60 its characteristic stance are even more pronounced in the next generation.

"The sporty design gives visual promise of an enthusiastic drive and I can assure you here and now that the all-new S60 will live up to that promise. The driving properties are better than in any previous Volvo. The car's technology will also help you to be a better and safer driver," says Stephen Odell.

The concept car reveals that the Volvo Cars design team is stepping up to the next level in the development of the products' DNA.

"The concept car's exterior gives a clear indication of what customers can expect of the all-new S60. On the inside we've been even more daring - there the focus has been on creating a vision of the future in the slightly longer perspective," says Volvo Cars Design Director Steve Mattin.

Scandinavian inspiration and drama

The front of the S60 Concept naturally sports the enlarged iron mark in the trapezoidal grille. The grille itself has a somewhat new appearance with structured horizontal vanes adding refinement to its form.

Two DNA lamps that flank the grill emphasise the vertical stance of the front and promote the bonnet's V-shape. The angled headlamps flow into the strongly sculptural bonnet. Combined with the lower air intake's reverse trapezoidal shape, this

gives the concept car a very expressive "face".

Dynamic and with considerable character, but without appearing aggressive. It is packed with inspiration from Scandinavian design and from the Swedish coastline's cliffs and seas. A thrilling blend of drama and sensuality," says Steve Mattin.

Viking longboats in the headlamps

The concept car's headlamps unite classic Scandinavian influences with modern high-tech.

In each of the headlamps, the lights create a sculpture creating the image of two miniature Viking longboats sailing side by side, one for main beam and one for dipped beam. When driving in the dark, the light is reflected from the concealed, upward-facing High Performance LED bulbs, projected ahead by the ships' filled sails.

Double wave and sensational doors

Viewed from the side, the concept car's slim coupe roofline and window graphics are accompanied by an entirely new lateral shoulder line, forming a gentle double wave. Stretching from the headlamps all the way to the tail, it adds emotional excitement and plays with the surface and its highlights.

Both the seven-spoke 20-inch wheels and the tread of the low-profile tyres have been specially designed. The bronze-painted brake callipers match the "Warm Liquid Copper" livery.

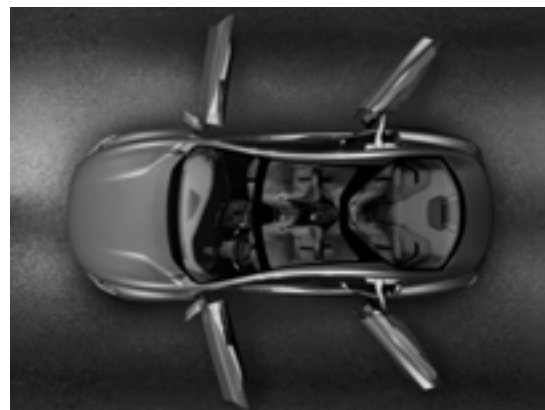
The unique rear parallelogram doors offer a spectacular show when they are opened and shut. Door opening is initiated by pressing on a button and the movement starts off in the traditional way. In the next phase, the forward section also swings out away from the car's body and the door glides parallel with the side of the car until it reaches its end position by the rear wheel.

Inspiration from the racing track

"In forthcoming models, you will see more and more of our "racetrack" design cues. The car's lines do not end abruptly but instead forge a continuous flow pattern inspired by the fast sweeps of the racing track. In the concept car, this is particularly visible at the rear," says Steve Mattin.

The tail lamps, which follow the curve of the rear shoulders, are as advanced as the headlamps. When switched off, the lamp panels show no trace of the traditional red or yellow. But when activated, the

position marker lights, brake lights and turn indicators come on in



their correct colours. The solid glass panel is sectioned into horizontal "slices".

At the rear there is also a retractable diffuser that adjusts with vehicle speed to give better aerodynamic properties.

Interior indicates future design direction

With the interior of the Volvo S60 Concept, Volvo Cars' design director Steve Mattin and his team are displaying a variety of spectacular next-generation ideas.

"You could say that we are showing the road we would like to take in the future.



This interior is without doubt the most exclusive we have ever created," says Steve Mattin.

The interior is packed with exciting details, all of which together create a Scandinavian fresh light feeling, full of visual harmony.

In the middle of the four-seater car glitters the jewel in the crown: a floating centre stack made out of handmade, solid Orrefors crystal. It floats like a gentle, calm wave from the instrument panel all the way to the rear seat backrest.

Driver-oriented environment

The entire driver's environment has been designed to provide total overview and convenient control.

The combined instrument too has the centre stack's floating, almost weightless feel





about it. The instrument is built up in several layers.

"The speedometer is designed as a three-dimensional glass spiral. The low numbers appear closest to the eye and the figures appear to be increasingly distant as you accelerate. The idea is that the speedometer should provide a visual



reminder of the forward motion," explains Steve Mattin.

Slim, floating leather seats

The floating theme continues in the concept car's slim, lightweight contoured seats, made of soft Light Blond leather with contrasting stitching. The seats are attached to the centre console's lower section and inner sill, which means that they don't actually touch the floor.

Both the seat belt and the armrest are integrated into the seat itself. The backrest's pony-tail slot, first featured in previous concept cars, has a new, slightly asymmetrical design.

"The aim is to create a pleasant living-room atmosphere with gentle, invisible transfers between the various surfaces. For instance, the dark, ecologically tanned saddle leather on the floor continues up on the lower part of the door," relates Steve Mattin.

The upper part of the doors is faced with genuine blond birch wood of the same colour as the Scandinavian coastline's salt- and sun-bleached wooden piers and driftwood. Two parallel slits create a wave-shaped protrusion whose upper section forms a comfortable leather armrest.

New technology detects pedestrians in the danger zone

The S60 Concept also presents a ground-breaking safety innovation that, among other things, can detect a pedestrian who steps out into the path of the car - and

the car's full braking power is automatically activated if the driver does not respond to the danger.

The technology, Collision Warning with Full Auto Brake and pedestrian detection, will be introduced in the all-new Volvo S60.

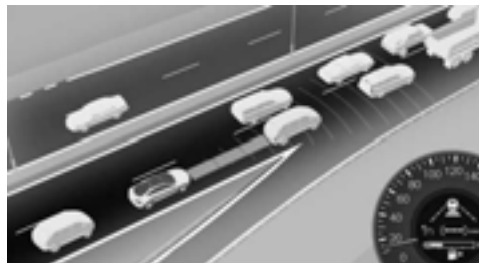
"Up until now, we have focused on helping the driver avoid collisions with other vehicles. Now we are taking a giant step forward with a system that also boosts safety for unprotected road-users. New sensor technology also makes it possible to advance from fifty percent to full automatic braking power. To our knowledge, none of our competitors have made such progress in this area," explains Thomas Broberg, safety expert at Volvo Cars.

Avoids collisions at speeds below 20 km/h

The car's speed is of considerable significance to the outcome of a collision with a pedestrian. If speed drops from 50 km/h to 30 km/h, the chance of a pedestrian's survival dramatically increases.

"Our aim is that this new technology should help the driver avoid collisions with pedestrians at speeds below 20 km/h. If the car is being driven faster, the aim is to reduce the impact speed as much as possible. In most cases, we can reduce the collision force by about 75 percent," says Thomas Broberg.

This technology is also highly beneficial in the event of rear-end impacts with other vehicles. Studies indicate that half of all



drivers who drive into another vehicle from behind do not brake prior to the collision.

In such cases, Collision Warning with Full Auto Brake can help entirely avoid a collision if the relative speed difference between the two vehicles is less than 25 km/h.

Visual warning on head-up display

In an emergency situation, the driver first gets an audible warning together with a flashing light in the windscreen's head-up display. In order to prompt an immediate, intuitive reaction, the visual warning is designed to look like a brake light coming on in front.

If the driver does not respond to the warning and the system assesses that a collision is imminent, the car's full braking power is activated automatically.

The main aim is still for the initial warning to be sufficient for the driver to brake or manoeuvre away from the hazard. Full automatic braking is an emergency



measure that is only activated when the collision is imminent.

Upgraded Adaptive Cruise Control

Volvo Cars' Adaptive Cruise Control (ACC) has now been upgraded with a queue assist function.

The radar-based Adaptive Cruise Control maintains the set time gap to the vehicle in front all the way down to standstill, making this comfort-enhancing system usable in slow-moving queues with repeated starting and stopping.

CO₂ emissions at 119g/km

The engine that Volvo Cars has chosen for the Volvo S60 Concept is a four-cylinder 1.6-litre petrol unit using high-efficiency GTDi (Gasoline Turbocharged Direct Injection) technology and producing 180 horsepower.

In a conventional petrol engine, fuel is injected into the inlet manifold ahead of the inlet valves. With direct injection, however, the fuel is injected directly into the combustion chamber under high pressure.

The engine in combination with a range of other technical measures makes it possible to cut carbon dioxide emissions to 119 g/km (5.0 l/100 km).

Volvo Cars' first production car with GTDi technology will be introduced during the second half of 2009.

Electric power steering, stratified combustion and other measures

In addition to GTDi technology, the Volvo S60 Concept integrates the following technical features to bring CO₂ emissions down to 119 g/km:

- Stratified combustion. The combustion chamber is designed such that a mist consisting of the optimal blend of air and fuel is formed around the spark plug, surrounded in turn by pure air. This allows the engine to operate with a surplus of air, thus cutting fuel consumption.
- Start/stop, a functionality that switches off the engine when the car is at a standstill.
- Powershift. Two manual gearboxes work in parallel, each regulated by its own clutch.
- EPAS (Electric Power Assisted Steering). In principle an "electric servo" where the conventional hydraulic pump has been replaced by an electric motor.
- DRiVe-Mode. Gives the driver the possibility of reducing fuel consumption via an "economy mode" that limits the function of a number of selected electrical or mechanical systems.
- Grille shutter. A wind-deflecting panel that can be closed to reduce air drag when there is less need for cooling air.
- Flat underbody panels.
- The use of lightweight materials in the car body.

Article and photos courtesy
www.volvocars.com

VIC Events Coverage etc.

Voldat Tune-up Day 23rd November 2008

This year's Voldat tune-up day (was it the only Tune-up day we had in 2008?) was pretty low key, with only 10 or so cars put on the hoist for a check by John Johnson and Mark Richardson. Thank you both for your detailed evaluations of the member's Volvos. Kevin Holden brought his newly-acquired 262C, and we were able to fix him up with an ipd V6 sway bar (swapped him for a 4-cylinder sway bar as I didn't need a V6 bar for my 240). In addition to trawling through John's

warehouse of spare parts, several of us stopped by a self-serve wreckers on Centre Road and got a few bits. They had several newer Volvos in stock (including a couple 850s and a 960). I bought a pair of leather front headrests from a late-model 960 and fitted them on our 1988 240 (a direct replacement once you know that there are hidden release catches in the seatback to remove them). They provide better whiplash protection as they sit closer to your head, but the drawback is they aren't "see-through" like the early headrests which makes reversing a little bit more difficult.

Club BBQ at Voldat 3rd December 2008

Nice weather made for a good turn-out of club members and cars for the December night meeting/BBQ at Voldat. Rod and Clare Patton did most of the cooking this time - well done (figuratively, not literally!) John's workshop was very tidy (has Mark let the maid been there cleaning up?) Thanks to John Johnson and Heino Nowatzky for organising the food for the event. It was good to see the late 240 wagons out in force - Paul Bugeja in his silver ex-Neil Davies 240 - recently

Voldat Tune-up Day

850 T5-R on the hoist



Kevin swapping a sway bar as Peter Sokolowski looks on



Mark Richardson inspecting Thorben's brother's 240 wagon



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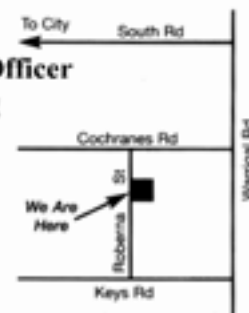
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Clare and Rod on the BBQ

Club BBQ Night

Lance and Allan checking out Simon's 122S



John trying to steal a steak



converted to a manual, and Luke Perry in his red soon-to-be forced-induction wagon (decided yet on a turbo or supercharger, Luke?) Also good to see new member Simon Sheargold's (coincidentally) gold 122S.

Christmas Awards Dinner 13th December 2008

We again had our Christmas awards dinner at the Waverley RSL. Thank you Lance Phillips for organising the venue. This year, we had the awards presentations and raffle prize

hand-outs prior to an early-evening dinner, instead of the previous format of lunch then presentations. Unfortunately we couldn't get the minimum 40 people to attend (we had just over 30) so we were unable to use the upstairs "Sunset Room" as planned. It was of no real consequence to the flow of events - it just meant we used the presentation room on the ground



Christmas Dinner

Row 1:

The ladies check out the trophies as Mark & baby look on Peter, John, Philip and Adrian enjoying the afternoon Santa's Little Helper strikes a pose

Row 2 & 3:

Members enjoying the raffle prize draw and dinner



floor as per previous years, and ate in the main dining area with a set menu instead of having a buffet dinner (probably a blessing as we all seem to eat too much over the holidays!) However, the club has to cough up the money for the minimum attendance at this type of dinner, so please consider coming along next year so we get the

full benefit of the event by having at least 40 people for a change!

There were heaps of door prizes - more than enough for everyone to get at least two. Thank you to John Johnson (Voldat), Heino Nowatzky, Greg Sievert and others for providing door prizes this year (and Santa's Little Helper Dion for

distributing), and to Mark Hoffmann for organising the trophies once again.



Trophy Winners

Row 1:

Thorben Hughes
Adrian Beavis
Gudrun Hoffmann



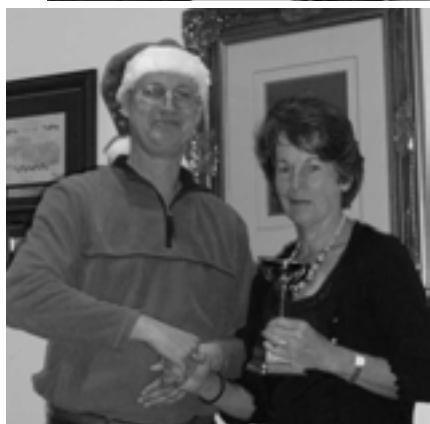
Row 2:

Mark Hoffmann
Chris Stanford
Mark Icton (with dummy in mouth!)



Row 3:

Sandra Gowans
Walter Gowans
Lance Phillips



CLASSIC VOLVO SERVICE



122 AND 1800 • MAINTENANCE • RESTORATION • REPAIR
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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 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.

DON'T FORGET TO CHECK THE WEB SITE WWW.VOLVOVIC.ORG.AU for more recent ads and photos!

1969 144 (RHW 429) White, automatic. Genuine 162,000 miles. Same owner over 34 years. Good condition. SA historical



registration. **REDUCED - NEW PRICE: \$1500!** Phone John on 08-8272-8251 (SA)

Wanted for 1989 740GL: VDO cluster with working speedometer. NOT Yazaki - must be VDO. Please contact John Barker on john_chris_barker@tpg.com.au or phone (07) 4059-0184 (Qld)

1980 242GT. Quite presentable - very straight body; nice interior. Runs great, including working overdrive manual transmission. Needs centre bearing and power steering hose. Rear spoiler on boot. No rust. Books. Want to sell to somebody in the club who will restore and preserve. Asking \$1000. Phone Paul (03-5146-3256); car is located in Paradise Beach, VIC (near Sale)

Beige 1982 240GL. This car was my first car. After purchase from an elderly man, \$2500 approx was spent on maintenance and improvements. The motor was removed after oil pump problems and a 242GT engine was installed (onto the original gearbox which does not work well). The GT motor is in excellent condition with low km's and having been well kept. Rust repairs were undertaken on the common areas around the boot using fibreglass. The interior

comes from a 242GT. \$500. Caz Telfer-Williams 0439033742 or 03-97722337

Volvo 760 GLE Sedan, Silver, 5month Reg., Ex Cond, Has been very well looked after and serviced. Regularly garaged.



235,700km, RWC supplied, Genuine sale. \$4000 Ph:(03) 5571 2934 (Wes Enderby)

145 Express Vans (x2) Both on NSW club rego. Both with original service books and full history. (\$3,500 & \$8,000). Phone Kev



Elliot (Woollongong) for full details on 0414 571 745

Back child seat for wagon (not sure what model it fits). Would like to sell it. Best offer. Phone Norman (Mooroolbark, VIC) on 03-9726-8141 or email tara18@vic.chariot.net.au

Maroon 1984 240GLE. A good car with GLE features (electric windows, power steering etc). The interior is a little shabby but wouldn't require much to tidy up. The paintwork has faded and is peeling in a number of places. Some damage to the front guard. The mechanicals are very good. \$500. Caz Telfer-Williams 0439033742 or 03-97722337

1966 121. White with red upholstery. Bench seat, 4-speed column shift, single Stromberg, Owned for last 31 years.



Genuine 130,000 miles. On club rego. \$9,500. Phone Kev Elliot (Woollongong) for full details on 0414 571 745

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

1977 262 (YES - 1977!) Rare early tail-light model. Good body - small rust spot below front screen. 80% complete with



Chev V8 conversion. Sell with or without V8. Offers? Phone Kev Elliot (Woollongong) for full details on 0414 571 745

1993 940 Turbo wreck. This car has been in a front end accident however the motor is okay and has been run with minimal effort. The engine is a B230FT. Most of the interior and some trims have been removed, only the dash and some other bits and pieces. The motor would be IDEAL for a conversion into another Volvo and just about all the parts required are there. (No intercooler or air box). \$700. Caz Telfer-Williams 0439033742 or 03-97722337

940 Turbo with 286,000km. Full service history from the one owner for 14 years and full history with known subsequent owner. Copies of all the invoices for work done on the car. It is a top of the range GLE, has full leather interior, electronic heated seats,



electronic windows, every thing that opens and shuts including towbar. Victorian Rego till August 2009, new tyres, brake pads etc etc. This is a very nice car. **Priced to sell at: \$4,200 ono.** Contact Judith: PH - 03 9822 7616 MOB - 0408 321 936

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 26Z). 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

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-**volvocap2000@yahoo.com.au**

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

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

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

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

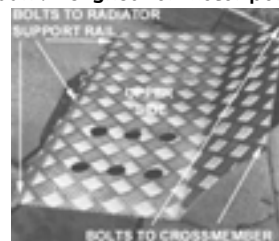
PLEASE: Advise the Editor if your items sell, or if you wish to re-run your ad for more than 2 issues.

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



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

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



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

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

DVS

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

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

DV\$ Volvo 850 & P1 x70 strut tower to tower brace. Suit 850/C70/S70/V70 cars from 1993 to 2000. Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile

fasteners. Powder coated in charcoal metallic pearl. **\$270.00**

DVS Volvo 240/260 Adjustable panhard bar. Features adjustable rod-ends and includes appropriate spacers.



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

DVS 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**

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



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



Other required components also available. Please call or visit the DVS website www.dvs.net.au for more details.

Weitec Performance Springs for Volvo models including 850, C70/S70/V70, S80, S60, S40/V40 as well as new S60/V70 and S40/V50 models are now **available from DVS**.

Weitec spring sets offer lowering of approx 35mm from Volvo standard ride height (less on R models and cars equipped with sport suspension packages.) Ride is noticeably firmer and handling is improved while still retaining a good ride quality. Call or email DVS for further enquiries.

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



VP Tuning

Rydell

350

Q&Oils

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

Mark Richardson -VP Tuning
Phone 0403 814 545

New products in stock!

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

850 big core intercooler

IPD reverse intercooler kit



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

Display globes for big front single radio / cd type.

Magnetic sump plugs 240/850 etc.

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

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

Contact: mark@vptuning.com.au

Mark Richardson -Phone 0403 814 545

Note: dodo will give a donation to the Volvo Club of VIC if you sign up and quote the special code 23678993

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VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



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



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Wagga Wagga NSW 2650
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John Patrick Prestige Cars
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Telephone: (02) 9828 8123
www.peterwarren.com.au/index.php

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

Southern Classic Cars
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Telephone: (02) 4254 2070
www.southernclassiccars.com.au/

Trivett Volvo
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www.trivett.com.au/Sydney/dealers/Volvo_Parramatta

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dealerpages.volvocars.se/au/en/dealerpages/2644/

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www.melbournecityvolvo.com.au/

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Telephone: (03) 9840 8868
www.silverstonecars.com.au/volvo/

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Geelong VIC 3220
Telephone: (03) 5244 6222
www.rexgorell.com.au/volvo.htm

VOLVO FOR LIFE

On the Back Cover: John Huggard (from Taylors Lakes, VIC) sent in this photo of his P1800 and newly-acquired matching red C70. Nice pair of coupes John! See more info elsewhere in this edition of *Rolling Australia*.

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