

# ROLLING

AUSTRALIA  
No. 183

March/April 2009



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



**1800/120 CLUB  
AUSTRALIA**



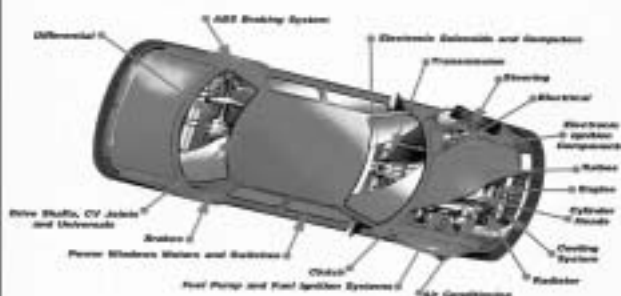
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Within the Volvo Car Club of Victoria, each model Volvo is represented on the committee by a "Register Captain" or contact person for matters concerning that group of cars. The role of a Register Captain is determined mainly by the individual, but 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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*SINCERE CONDOLENCES  
to those families affected by  
the recent bushfires and floods  
in Victoria, Queensland and  
New South Wales*

## ROLLING AUSTRALIA

MARCH/APRIL 2009 ISSUE NO. 183

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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Next edition deadline is 10th April 2009

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# Volvo Club of Victoria Calendar of Events

For the latest event information, check out the Club's web site at [www.volvovic.org.au](http://www.volvovic.org.au)

Unless specified below, all night meetings are held on the 1st Wednesday of the month at 8pm sharp at the South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6.

Unless specifically stated otherwise, all events below are open to Victorian CH-plated vehicles.

## March 2009

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

## April 2009

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

Sat 18<sup>th</sup> Drive to Daylesford/Hepburn Springs  
Details: Meet at Calder Freeway service centre (on left side just past the Calder Park Raceway) at 9AM. Depart service centre at 9:15AM. Morning tea stop in Woodend at about 10AM. From there, we'll make our way to Daylesford via a route to be determined. In Daylesford, we can browse the galleries and shops (including "The Mill" antique centre), then have lunch at one of the local cafes. If anyone is interested in pre-arranging a pampering "Mind & Body Relaxation Therapy" session, VIC member Kevin Holden's wife Ann runs a Daylesford business providing this service and can be contacted on 5348-5701 or web page [www.annholden.com](http://www.annholden.com) for advance bookings. On the way back to Melbourne via the Ballarat Freeway, those interested can stop at the various orchard & fruit stands in the Baccus Marsh area. Please note the plans could vary depending on the weather, so please contact me beforehand to advise whether you'll be coming along on the drive so we don't leave anyone behind. Greg Sievert 03-9397-5976, [gsievert@tpg.com.au](mailto:gsievert@tpg.com.au)

## May 2009

Wed 6<sup>th</sup> Night Meeting  
Guest Speaker info see [www.volvovic.org.au](http://www.volvovic.org.au)

Sun 17<sup>th</sup> Volvo Club of Victoria Annual Display Day, in conjunction with the RACV Classic Showcase (formerly the British & European Motoring Show). This is the new date and venue!  
Location: Flemington Racecourse Nursery Car Park (enter from Epsom Road)  
Gate Opening Times: Display cars, from 9:30-11:00 AM (For safety reasons, we want the Volvos to arrive at 9:30 AM so we can get all the cars organised into classes prior to the show opening to the public at 10:30 AM)  
Admission: Display car (NB: driver & 1 passenger): \$12 if pre-booked, or \$15 on the day. Spectators \$15. Children under 16 are free.  
Pre-registration is highly recommended (and saves you money and time!) See entry form in this edition of Rolling Australia (Page 7) or go to [www.aomc.asn.au](http://www.aomc.asn.au) for a printable online form.  
Further info: The club will have a free BBQ lunch for all club members at around noon. People's choice judging for various classes as per usual, and winner's trophies and certificates are awarded at the club's Christmas lunch later in the year. This is the club's big event, and we usually have a few club "celebrities" from out of state (if all goes to plan). Make an effort to get your classic or new Volvos to this event to do the club proud. For those who haven't attended in the past, we usually have 40+ Volvos of all ages on display - it's a great way to meet your fellow Volvo enthusiasts and have a great day browsing the huge display of British and European classic cars. In addition to the club BBQ, there are other food and beverage vendors on-site, as well as vendors of classic car parts, memorabilia, cleaning products, etc. A great day for the whole family. Any questions, please contact Heino 0425-705-045

## June 2009

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

## July 2009

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

Sun 12<sup>th</sup> GVC Continental Vehicles open display day  
From 10AM. Location: Gippsland Vehicle Collection, Maffra Shed. See [www.gippslandvehiclecollection.org.au](http://www.gippslandvehiclecollection.org.au) for details.

## August 2009

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

Fri 21<sup>st</sup> - Mon 24<sup>th</sup> NSW Volvo Club Rally, in conjunction with the Shannons Eastern Creek Classic, 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. Schedule of events: Friday - welcome BBQ; Saturday - Show-n-Shine and awards dinner; Sunday - Display Day at Eastern Creek. For more information, see [www.volvocarclubnsw.com](http://www.volvocarclubnsw.com). VIC members please contact Lance Phillips (03-9707-2724) to obtain more details as they become available.

Magazine printed by club member Rick Robey @ Fairkote:

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(and their sympathisers)

# Ph: 9893 1630

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).

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: Kevin Greenaway sent this photo of Neil Summerson's (previously-owned) 1800GT. If you look closely, you can see photographer Kevin's reflection in a couple of the chrome trim pieces - so Kevin, you can now say you were featured on the front cover!  
Thanks for a great photo.

# President's Report

Heino Nowatzky

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## NOW HEAR THIS:

### *Aussie Spirit*

I don't know if it is numbness, sadness or disbelief but surely we must all be dreaming, surely what has happened only happens in the movies or horror stories. I refer of course to the terrible bushfires that have caused the greatest single natural disaster ever recorded in Australian history. How can we have such a large loss of life in modern times? It has been called the 'Perfect Storm'. I guess it is nature demonstrating once again that we have little or no ability to stop it when it shows its full fury. To those that have lost loved ones, our hearts and prayers go out to you. To those affected by the fires through loss of property please let us know; we would like to help where we can.

I read through our members list last night to see how many of our members might be affected and was wondering what we could possibly do. Then this morning John Doyle, a long-term member, phoned me. I know John lives in Wandong and I was worried about him. He rang because he wanted to know if I could get him another copy of the current magazine. The story that John told me was incredible and I will not recount it all here but we will get John tell all in an article for a future magazine. What has transpired is that John moved his 2004 V70 into the

safety of the garage and his old 1979 245 into the paddock. John and his son saved their home and they are safe but the 'bloody garage' burnt down and John has lost his V70 and his beloved 1989 240GLE. His son's V70 is also badly burnt. The stupid thing is that the 245 in the paddock survived. I live nearby and am making arrangements with John to get him another magazine and I'm sure I have enough cars to get him mobile again for a while. As I write this the wind has changed direction and the smell of smoke is strong.

To the heroes, the fire fighters, the police, the emergency service personnel, we know many of you are club members, please accept our gratitude and thanks. I am proud to say I am Australian when I see the response to those in need. The irony is that many of our readers at the other end of this vast land are currently experiencing heavy rain and flooding.

We have had our first club meeting for the year and attendance was good with a number of new members turning up. Our guest speaker was Ian Swan from VolvSaab who kept us engaged with stories from their African Rally. Thanks Ian. We have a new date for the British and European Car Show, which is now on the 17th May in Flemington. We are also working with the Saab club to organise a

'Swedish Fly the Flag Day' so stay tuned.

I had a wonderful Christmas break with my family and my parents spent six weeks in Melbourne with us. My Daughter, Tina, announced her engagement to partner Ben (both Committee Members) on New Years Eve. The wedding is planned for March 2010. The new V70T6 is wonderful and I am very happy with it. We drove to Adelaide over Christmas with five adults and luggage in comfort and safety.

Please stay safe and take time to reflect on what is important in life. The doom and gloom of the Global recession is still with us but from what I have seen over the last week of the Aussie Spirit I can not think of any place in the world I would rather be.

*Until next time,  
Heino Nowatzky*

## Welcome New VIC Members:

Greg Dack (240GL)  
Malcolm & Celina Lynch (850GLT)  
Paul & Rosemary Coombe (240GL)  
Vaughan Greenberg & Gloria Meltzer (240GL)  
Neil & Pam McDonald (940GL & S90SE)  
Donald & Nikki Webb (240 & V70XC)



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# THE EDITOR'S DESK

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## Wild Weather

Since the last edition of Rolling, Australia has had its share of wild weather, with a devastating heat wave and bushfires in the south, and inundating floods in the north. Our thoughts are with those who have suffered through the past several weeks. We do know some club members were directly affected (see Heino's story), and there are bound to be people we know who have incurred losses in these horrific events. We have a bush block near Strath Creek, Victoria that was very close to the fires, but we believe it was spared. It will be some weeks before things have calmed down enough for us to go up and check it out as we don't want to be seen as "bushfire tourists" and get in the way of people who have genuine reasons to be there for the recovery and rebuilding efforts.

I really appreciate the efforts of the club committee members (from all the clubs) for getting stories, pictures, reports, birth announcements, events details, etc. to me for the magazine. I remember in the early days it was difficult with no real deadlines or reminders, but now everyone seems to have gotten into the groove of it and I rarely have to pester anyone for information. It makes my job so much easier to be able to concentrate on putting the magazine together without trying to dream up content. Thank you also to the members who have sent in stories about their cars or Volvo-related information - keep it coming. I'm sure everyone would agree with me that it is interesting to read about how other folks got into Volvos, and the diverse backgrounds of club members. Maybe



Empty engine bay awaiting clean-up and electric motor

we should consider doing some short member bios for future magazines - who'll be the first guinea pig and send in their story? I think I already did mine so I'm off the hook. We also need to get more stories and pics to Ben Winkler for the "member cars" section of the Volvo Club of Victoria web site.

On the home front, things are progressing on our EV project. As I mentioned in the last edition, the engine is out (sold), and I've been busily removing anything and everything that is no longer required in the car. We've decided to simplify it quite a bit since it will only be used for short commutes. This means things like air conditioning, power steering, and possibly even the rear seat will not be required. And all that adds up to a lot of weight that can be removed and replaced with batteries. The petrol tank and lines are now out, as well as all the A/C components in the engine bay. I started removing some of the redundant wiring, but that will require a big effort as all the wiring is pretty much bundled together in one loom - not easy to remove just a few unneeded wires. I

can't believe how many relays are in the late 240s. Just looking under the dash, I could spot about 10 of them - I just need to sort out what's what so I don't accidentally remove something crucial! The wiring diagrams in the Bentley manual are too tiny to decipher, but I was able to find some really clear ones on the internet (just do some Google searching). They seem to be even better than the ones I have in an early 240 genuine Volvo workshop manual - not sure who created

them - possibly they are a copy of a late 240 genuine manual.

I've also started to track some of



Disassembly of the instrument panel in progress - required to remove heater/AC unit and redundant wiring

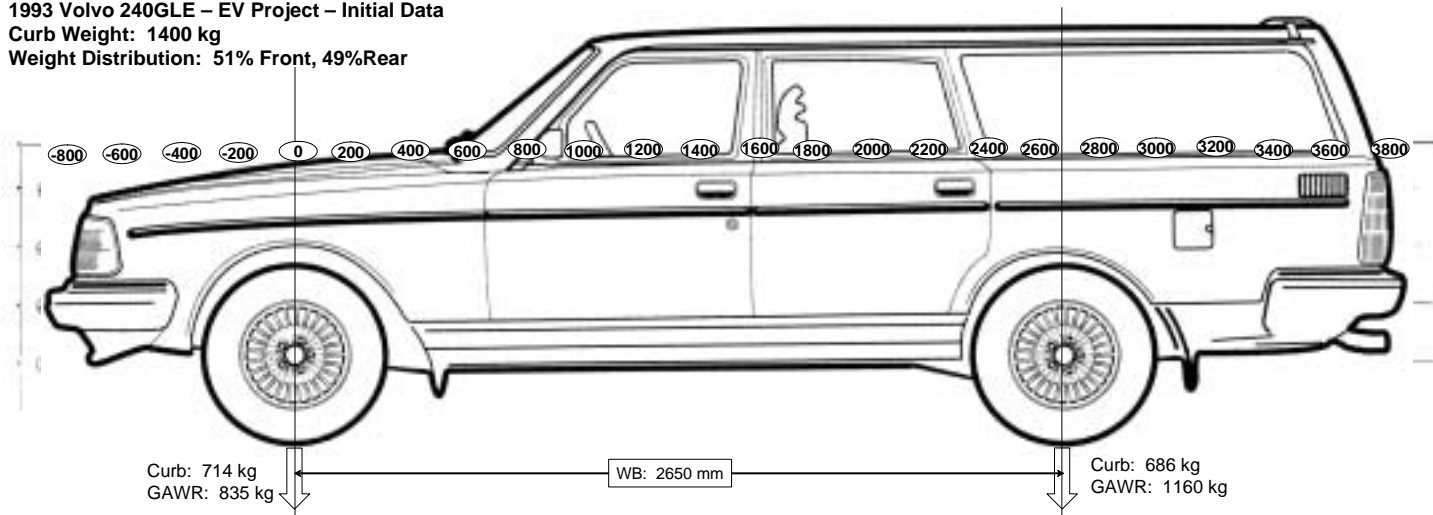
the weights of the removed items and things to be added (such as the electric motor and batteries). This is important as you don't want to upset the front-rear weight balance of the car too much when you make modifications to it. I originally thought it would be possible to put all the batteries in the rear, behind the rear axle. While the weight on the rear axle would be acceptable, calculations show that with the removal of the heavier petrol

engine in the front, the near 50-50 weight distribution of the car would change to be much more rear-biased.



60 kg of "stuff" not required for the EV: AC system, exhaust, petrol tank and fuel pump.

1993 Volvo 240GLE – EV Project – Initial Data  
 Curb Weight: 1400 kg  
 Weight Distribution: 51% Front, 49%Rear



This has led me to re-think the batteries, and either put them forward of the rear axle (where the rear seat is) or split the battery pack in two, with some batteries under the bonnet, and some in the rear. The first thing is to



with a sketch of the car get a feel for where all the components will be located. It also makes for easy measurements of the frame to assist with deciding where components will fit in the car. Keeps me busy in the evenings anyway!

Things are still looking shaky for the economy. By the time you read this, GM and Chrysler will have had to present their "viability plans" to the US government for review. It sounds like they'll require additional billions in government loans to keep afloat without filing for bankruptcy protection. GM just announced another 10,000 salaried heads will be made redundant, and only

Fortunately we still have our home, cars and health, which is more than can be said for many Australians who were impacted by the fires and floods - so I should say life couldn't be better at the moment. Before I forget, everyone knows Ford is looking to sell Volvo. One of the latest rumours is that they may make a deal with a Chinese company - possibly Chery. It could be a good thing



Could Volvo have a Chinese suitor?

if the purchasing company has tons of cash to infuse into Volvo's product line-up, but I hate to think of the (unlikely) scenario of Volvo becoming a re-badged Chinese car. Unfortunately Chinese ownership probably will not do the Volvo brand any favours...

Regards,



Electric motor and M45 manual 4-speed gearbox awaiting manufacture of adapter plate and coupling to join the two together

weigh the front and rear of the car after all the petrol bits are removed to get a more accurate measure of the predicted weight distribution. Only then will I be able to confirm the optimal battery pack location. To assist with the predictions, I was able to scan the Volvo service manual body dimension drawing and overlay this

3000 or so of those will be in the US. That means 7000 redundancies spread throughout other regions (including GM's Holden arm in Australia). Again, by the time you read this, I may be sipping piña colodas on the back patio dreaming about lithium batteries - whether or not it is by choice!



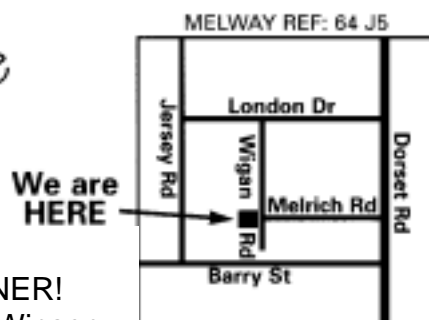
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## RACV Classic Showcase 2009

### Entry Form

(Formerly British & European Motoring Show)



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#### Vehicle to be displayed

Make .....

Model ..... Year .....

Registration Number .....

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I enclose display vehicle entry \$12.00 S .....

Total enclosed S .....

#### Cheques payable to AOMC

#### Credit card details

Name on card .....

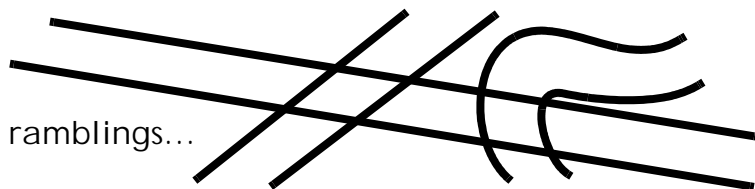
Card Number ----- Expiry Date \_\_\_\_ / \_\_\_\_

Forward completed form to:  
AOMC  
PO Box 2374  
Melbourne Vic 3001

Badges are to be picked up on the day  
Pre entries close on Monday 4<sup>th</sup> May 2009.

# YOUR SAY

Letters to the Editor, and other miscellaneous ramblings...



## Peg & Bob's 122

John Fleming provided this photo of Peg Murray and her 122S. Residing in Whittlesea, she and her husband Bob purchased the car in 1975. Peg, now in her 80's, drives the 122 regularly, including almost daily trips to see Bob, who now resides in a nearby retirement home. John had recently given the car a bit of a "catch-up" maintenance and overhaul, including new timing gears. Peg and Bob have been Volvo Club members for many years.

*[John, thanks for the photo. The photo probably would make a good cover, but I didn't want to shock the heck out of Peg! Peg and Bob, what a great car and I hope you don't mind me*

*publishing the photo and story. Peg, you don't look a day over 60 - what's your secret? I hope that you haven't been unduly impacted by the nearby fires, but I understand Whittlesea is OK. Probably too close for comfort though. Ed.]*

## Webb Volvo Family

Dear Greg:

Please find enclosed our membership renewal details as well as an application for membership for our son Donald (age 32). Don has only ever had a Volvo, his first a "hand-me-down" 244 1975 model from his sister.

Our story with Volvo leaves me wondering where to start, but our first was in 1976 with a new 245. We traded

up in 1979, 1983 with new station wagons then our final new vehicle in 1985, the very pleasant 740 sedan. We ran the 740 for 13 years when we sold it to our neighbour where it still gives faithful service. About 1985 we added a 145 for our considerable local & hack work to keep the mileage on the 740 to 15,000 km per annum. The 140 traded in favour of the 1978 245 - this car worked hard on hack and some outback & farm work covering over 400,000 km until we passed on to another young family nearby. It was by then a bit shabby for our planned holiday trips. For this we bought another second-hand 240 wagon, a silver manual with 330,000 km on the clock. That was about 7-8 years ago and has done a perfect job on our several (4) outback trips (7-8,000 km each, including the Strzelecki, Birdsville & Oodnadatta tracks, Western Australian Pilbara, the Nullarbor, the Channel Country and this year from home at Murrabit (near Kerang on the Murray) through Charleville, etc. to Darwin, returning on the Ghan. This car had a steering knuckle replaced in Alice Springs, but absolutely no other attention on any of our tours, is in excellent condition, needs no top-ups of water, oil or hydraulics, does 32 MPG loaded up with tent...and a spare, etc. Speedo reads 440,000 km - drives well and loves to go. What more could one need.

Back to the 740, we replaced it with a 1988 740 Turbo (second-hand) which we enjoyed very much. We passed this car on to our daughter and son-in-law. While we had it we replaced the engine block because of an over-heating issue caused by a nasty thermostat. Knowing now that Volvo use such high-quality materials the new block may not have been necessary.

Because of our age and the distances involved where we live, we like to keep a youngish car in the garage. The 740T was replaced by our current vehicle which is a second-hand 1996 960.

Four of our five children run Volvo, they have all had 2 or 3. We provided them with their first car Volvo mainly for the safety features. Only two accidents, no nasty ones, but no injuries.



One of these a triple somersault and Ros (?) broke the screen out and walked away. Several of these cars did the high 400ks to 500ks.

This is our story, or some of it, Graham and David at Berry Motor Group know about us and give excellent service and advice. Volvo have done very well for us. Hugh Webb, Gonn Crossing, VIC  
*[Thanks Hugh for the great story of your family's Volvos. Sorry there were a few points where I couldn't quite read your letter, so I hope I didn't mess it up! A note to members - please continue to send in your stories as it is really interesting to hear how people live with their Volvos! Ed.]*

## Herald Sun Letter

Below is an article extolling the virtues of the humble Volvo 240 that member Mark Hoffmann wrote. It appeared in the "Letters" segment of the Herald-Sun "Cars Guide" of Friday 6 Feb, 2009:

*I'm amazed that the current brake hose failure and rust problems can befall modern cars like the Ford Falcon and Territory. They are safety and quality issues that I find totally unacceptable. I drive a newer car too, but my nearly 35 year old Volvo 244 had a dual-circuit triangle-split braking system in which each circuit works on both of the front and one of the rear wheels. Even if one circuit fails completely you still have full braking effect on the front wheels where it counts, plus about 80% overall braking efficiency with little change in pedal feel, and that wasn't rocket science even back then! Don't even bother looking for rust - those cars were built to withstand far worse than anything our climate could subject them too. It shows that even for today's safety-conscious and generally well-informed car buyer, there is still often more style than substance in the showrooms of local manufacturers.*

## Volvos on Gas Part II

Dear Greg:

Just a note to thank you for my article you put in the Jan-Feb 2009 Rolling magazine. Those I have shown it to have been most impressed.

I am enclosing a photo, which you can keep, showing my 1979 Volvo DL manual towing a 13-foot Driftaway pop top caravan from San Remo VIC to Nelson Bay NSW in 1992 on LP gas.



This vehicle had done over 200,000 km and continued to do over 400,000 km without and engine overhaul.

It was not automatic - it was manual with an SU carburettor.

The secret to success - start on petrol, switch to LP, then finish on petrol. Use good quality oil and change it every 5000 km. Trust this is of interest.

Yours faithfully,  
Travis (T. W. Ellis)

*[Hi Travis - thanks for the photo. It was nice meeting you and having a chat at the RACV Mornington rally in January. Readers will remember photos and story of Travis's 1992 940GL LP gas conversion in the previous edition of Rolling. Sounds like putting a red-block Volvo on gas is no problem, and worth considering with the government's rebate scheme and the low price of gas! Ed.]*

## Gerard's ES Adventure

G'day Greg

Thanks for your advice. You filled in the gaps in knowledge and familiarity with the car that I needed to fill to make an informed choice.

I bought John's white ES and have now completed a 5,500 km drive from Toogoom Queensland, to Perth via Brisbane and Wagga!

A good test for a car that had done only 800 km in the preceding two years!

After overnighing in Noosaville, I had a full service and safety/reliability check done in Brisbane before setting off on the drive home, via Stanthorpe, Armidale, Wagga, Henty, Berrigan, Swan

Hill, Mildura, Morgan, Burra, Crystal Brook, Port Augusta, Wudinna, Ceduna, Mundrabilla, Norsman, Kalgoorlie and York (Old Goldfields Road).

I read your article about the bitumenised foil and insulation you installed under your carpet, and will probably follow suit in due course. The drive over, in 45° plus heat was pretty hot, so insulation to reduce the heat from the engine and tunnel is definitely needed. I asked Swedish Car Co in Welshpool about air-con the other day, and was shown a P1800E they're doing now, at around \$5,000+, I don't think I'll be installing air-con any time soon!

I placed a small 12v fan off the lighter socket on the console below the dash to blow air on my legs and body and used a water spray to and keep myself evaporatively cooled. That, plus a wet hand towel around the neck, to cool the blood and head and I made it through the heat fine.

No issues with the car apart from the speedo ceasing to function at Glen Innes and oil loss - about 3.5 litres used up in the 5,200 km, which is rather a lot.

I gather that the right angle join in the speedo cable, where it comes out of the gear-box/overdrive tends to fail.



At Stanthorpe (wonderfully cool climate!)





In Armidale there was a heavy dew on a cool 15° morning, before setting off to descend into the 38°+ heat of the Western Plains on the Newell Highway going south.

guard and fix the guard properly, later in the year.

Fuel consumption on the Nullarbor stretch was a little under 42 litres per 500 km = 8.4 L per 100 km, which is pretty good!

Lumbar support on the seat was not adequate and I had to use a small cushion to reduce the ache. Worked ok. Guess the webbing on the seats is a bit tired by now.

I will need a more detailed "workshop manual" than the simple maintenance manual (green, about 20 mm thick) that John provided with the car, if I am to carry out some of the work myself. Priority one is to get a carport built, as we

currently do not have one, and so the car is temporarily parked under a neighbour's carport.

She handled the corners really well and was fine on the hills, though I had to use the gears on a few of the steeper ones. As I was being cautious - the engine mounts are in need of replacement - I

used the gears and took it easy on the climbs up onto the plateau.

She loosened up and performance improved with every mile! By the time I reached Stanthorpe, it was like she'd had a couple of tune ups! I expect that years of minimal driving could have coked her up a bit. The over drive was a bit sticky, at first, too. Wouldn't change back down, but now, it changes immediately, so I guess the

work-out did the transmission a lot of good, too.

I think she's beautiful! The P1800ES is like driving a piece of elegant sculpture!

She certainly turned heads in the towns and highways of inland Australia!

For your interest, here are some pictures of the journey (maybe an article for *Rolling?*)



Passing a 200-plus carriage train near Port Pirie SA

Re: the train photo, why do we bother with trucks, when trains can do the job so much more efficiently and cheaply? [Car users and tax payers subsidise trucks to compete against railways by paying for the roads. 1 semi-trailer truck = approx 10,000 cars in terms of wear and tear on a road. In a genuine user-pays market economy, trucks could not viably compete with



Dodging the sun under the Anglican Church's trees during a tea break in Morgan, SA

A friend mistakenly tried to open the rear hatch before I could stop him, and has broken the lock. The key will not go in. I gather the tumblers are fragile. So there's another item to fix. The drivers side door lock doesn't work either, so maybe its tumbler is also worn out.

Woodies London Pride in Dianella (John and Gail Woods) say that there's little rust that they can see, but that the windscreen has been poorly installed and ought be replaced. They will take out the whoppy in the rear near-side



Sharing the shade in Burra's riverside park



Nullarbor Plain

rail, and would only be used where no rail service is available. One assumes this is due to the power of the oil lobby?]

This train - with two locos and two drivers, and, what seemed to me at least 2-300 carriages, some double



Near the WA-SA border. Miles of beautiful coastline.

stacked, would have replaced 250 + trucks! The savings in actual cost to the economy and greenhouse gases must be huge for such a train.)

The little white Nissan played leap frog with me for 4 days from the Murray Valley to Merredin. I was sitting on around 90 most of the way. Being cautious. The faster drivers often overtook me several times a day.

Distance driving is about consistency, not speed!

Do you know who the WA P1800ES owners are? I'd like to meet them.

Cheers,  
Gerard

*[Thanks for the great story of your trip, Gerard. Glad you finally found your dream car. Maybe one day I'll bring my ES over to Perth for a visit. Any 1800 owners in WA, feel free to contact Gerard on 0417 950 061 or via email at siero.architect@telstra.com]*

## Noel's ES

Hi Greg.

Please see attached pics of my P1800 ES, which I purchased a little over a year ago. I believe John Johnson had done a fairly extensive restoration on this car some years back for the previous owner.

When I got the car, it had several odd interior items such as a carpet dash cover which I quickly discarded...it looks much sleeker with the original vinyl dash top.

The wheels were (quite rare I think) late alloys, which I've stashed away, replaced by Globe Bathurst mags. I mistakenly thought this was

essentially what was on the various 1/18 models out there, but of course the spokes on the factory originals has a little bit of contour and curve on the spokes.

Obviously I'm no stickler for serious originality, although I suppose any updates should at least look sympathetic to the original.

I know the white letter tyres will be far from everybody's tastes, but I love them...I also fitted a Nardi dark timber / aluminium spoke steering wheel which is a little smaller in diameter than the original, and certainly makes fitting my 6'3" frame into the car



somewhat easier....

I love how the car looks, and performs in general, but must admit I am a little underwhelmed by the cornering capabilities. I'm open to any suggestions for sensible upgrades that



There are numerous lookouts along the stretch near the state border.



Into the West (On the low lands, below the pass near Eucla)



Madura Pass, looking back East



Balladonia tea break (& white Nissan). Shade is scarce when it's in the high 30's.



will make it a little more open to the idea of turning. I drive the car to work several days a week, alternating between it, my '63 Compact Fairlane and a trusty push bike.

All the best,  
Noel Forsyth

(P.S. I joined the club at a meeting in Camberwell late last year)

*[Thanks for the story and pics Noel. I remember seeing the car at the meeting and it looks great! The tinted windows and alloys are a nice touch.]*





# The SA Pages

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

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(INCORPORATING WESTERN AUSTRALIA)  
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NOTE: All SA Club-related Magazine

Submissions to Craig Rasmussen

craig.s.rasmussen@team.telstra.com

## Christmas Lunch

On Sunday 23 November 2008, approximately 30 members attended the Christmas Dinner held at the Watergarden Bistro, Glenelg. It was a great time to catch up and enjoy each others company and tales of the year gone by.

A very special thank you to Santa's helper Helen for ensuring Santa arrived on time with gifts for all. Santa even managed to bring a gift for the upcoming newest member of the club "baby of Rebecca and Chris Allen".





## Picnic Day at Rymill Park

Sunday 15 February 2009, many club members gathered at Rymill Park for our annual picnic and first official get together for the year. Most members opted for sitting in the shade and enjoying the cool breeze whilst others enjoyed a row around the man made lake. We even had a visit from our newest Volvo member who joined in on the picnic at the age of just 3 weeks. Baby Phoebe Allen was welcomed by all members present and we hope to see her at all the upcoming events. Congratulations to Chris and Rebecca.

Congratulations!



Congratulations!



## Veteran & Vintage Car Club Mt Gambier Tour - Jan 2009

Myself my friend Rodney and my mother Christine set off for Mt Gambier on Thursday the 22nd in my 1973 Volvo 145.

As we set off a friend of ours who lives in Millicent told us to bring lots of warm clothes as it was raining rather heavily and it

was very cold. Surprisingly the weather for the whole weekend was not as hot as what it was in Adelaide; in fact it didn't get any hotter than about 25.

For the weekend's activities we went on an Antiques tour at Charlicks Bazaar, an orchard where they grow pine tree fruit, a crayfish farm in Pt. McDonald and couple of the club members' car collections.

Although we didn't attend the dinner on the Sunday night, I found out at the breakfast on the Monday morning that I had been awarded a prize for being the youngest entrant. The photo enclosed is of the president of the car club & me standing in front of my car outside the club rooms.

The only problem I had with my car was the bearing on my water pump let go, but was able to purchase a new one from Motor Traders that apparently had been sitting on their shelves for a number of years, so was able to get it quite cheap. The other thing I discovered was that sitting on 100 km/h on the trip down we used 2 tanks of fuel. However, coming back the car was a lot more loaded as we purchased quite a lot of stuff from the op shops and the like while we were in town. We sat on around 80km/h and we were able to make it all the way back to Adelaide on just 1 tank.

We decided to leave Mt Gambier Monday night as it was to be 40+ in Adelaide on the Tuesday and neither of us thought it would be nice driving an un-air-conditioned car in the hot morning sun all day.

We arrived back safely.  
*Alexander Davis*



## **VOLVO CAR CLUB OF SA - 2009 EVENTS**

**MARCH**  
**8<sup>TH</sup>**

**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](http://www.coccsa.com)  
Cost \$20.00 per vehicle  
All proceeds to the Leukaemia Foundation

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

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

**APRIL**  
**5<sup>TH</sup>**

**Changed to 26<sup>th</sup> April**

**26<sup>TH</sup>**

**Gorge Wildlife Park**  
**9.00am** - Meet McDonalds Carpark – Tea Tree Plaza  
BYO Picnic Lunch  
COST: Adults \$13, Children (3-15yrs) \$7, Students and Aged  
Pensioners \$10 Family passes start at \$35 (2 Adults & 2 Children).

**MAY**  
**8<sup>TH</sup>**

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

**17<sup>TH</sup>**

**Copper Coast Classic Cavalcade**  
(run in conjunction with the Copper Coast Cornish Festival)  
7.00am – Assembly & Breakfast at Wallaroo  
10.00am – Cavalcade will travel through Wallaroo to Moonta and Port  
Hughes and then to Kadina for a display on the Kadina Oval.  
Cost: \$40.00 entry fee per car including all passengers & a  
commemorative plaque.  
Cars will be judged and a chance to dress up and match your  
vehicle's period classification.  
Contact Helen for an entry form or [www.kernewek.org](http://www.kernewek.org).  
Entries close 30 April 2009.

**JUNE**  
**27<sup>TH</sup>**

Club BBQ with Show and Shine  
**10.00am** – Glandore Community Centre  
**12.30pm** - BBQ Lunch supplied  
BYO chairs and drinks  
All members welcome  
Compulsory for Historic Registration Inspections  
All books to be signed at the AGM

## **VOLVO CAR CLUB OF SA - 2009 EVENTS (continued)**

**JULY**  
**10<sup>TH</sup>**

**Annual General Meeting**

**7.30pm** – Glandore Community Centre

All Historic Registration Books to be signed

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

**Mid Year Lunch** (Details closer to the event)

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

Keep an eye out for event details

**SEPTEMBER**  
**11<sup>TH</sup>**

**Club Meeting**

**7.30pm** – Glandore Community Centre

**26<sup>TH</sup>**

**Pre Bay to Birdwood Get Together**

Details closer to the event

**27<sup>TH</sup>**

**Bay to Birdwood**

Classic Run

Details closer to the event

**OCTOBER**  
**25<sup>th</sup>**

**Pine Point Crabbing Weekend**

8.30am – Depart Globe Derby, Port Wakefield Road

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

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

BYO chairs & drinks

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

**Club Meeting**

**7.30pm** – Glandore Community Centre

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

**Christmas Pageant**

**22<sup>ND</sup>**

**Christmas Lunch**

Details closer to the event

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

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

Ken  
John & Joan  
Tricia

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

Ralph  
Alexander

(08) 8299 4941  
0414 423 505





# The 1800/120 Pages

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

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

## President's Report

For 2009, I suggest the following events for SE Qld members. If you have any feedback, please email at [Robert@rblawyers.com.au](mailto:Robert@rblawyers.com.au), or if you want to organise another event, please let me know.

Some of the events will be display events; others weekends away (and even a bit of both!) There will be plenty for all tastes, so no excuses this year!

### 2009 EVENTS:

April 2-5. This will be a weekend away with the MEC to Tenterfield/Stanthorpe and Warwick. This event will need to be booked, so you MUST RSVP to me by March 21. What a great opportunity to take your classic for a drive in the country (and to test that overdrive!)

June 28 - RACQ Motorfest. Will be a huge display of all classic cars, well worth the effort. Again, event needs to be booked, so you must RSVP to me if you are going as part of the club by April 4 please.

August 1 and 2 - Lismore Weekend. Another great display in picturesque Lismore. You will have to book your own accommodation. Further details will be supplied as the date approaches. This event will also be in conjunction with MEC. I always enjoy this event immensely.

October 3 - GLT Car Centre Open Day. Come along and be part of the mechanical mayhem at Peer's place. Not to be missed! October 18 Observation Run. This will also be with the MEC. Neil always does a cracking job with these, so definitely an event not to be missed.

November - TBA. We will have our AGM. Further details in due course.

### RECENTLY.....

Members may recall member Richard Brabazon, recently from Tasmania, but now a local. Richard drove his lovely 1800E (1970) all the way from the Apple Isle for the May '08 Rally in Toowoomba, to win the "numb bum" award, and recently decided to move back to sunny Queensland.

I had him over recently, as he needed a place to carry out an oil change to his



Richard's 1800E

lovely beast. Always happy to have a Volvo at the Bakker house!

It was a good chance to have a close inspection of his car. Very nice! It was also interesting to compare to my "girlfriend". The main difference lay in the gearbox, the '70 having the ZG 'box, whereas mine has the M41. Richard's friend Jeff who came along for the ride was entertaining too. A fun morning. There should be more of it!

Again members, don't be afraid to sing out if you need a hand.

Until next time,

*For Life*

ROBERT BAKKER

## VOLVO MUSEUM?

The other day, I sat down with my older son, and the topic turned to Volvo.

"Wouldn't it be awesome to have a Volvo Museum one day, Henry?"

"Yeah Dad! Let's make a list of the cars we'd have. I'll write up the list." Henry is like that. He is 9.



(Maybe also one day we will have a humungous shed with enough space for the collection....)

Here is the list. Does everyone agree?

- Early 144S, any colour
- '74 144, any kind, any colour
- 164E, '72 perhaps, any colour
- 1800ES blue
- 123GT red or white
- 544, any colour
- '76 244 GL/X blue
- '85 240 GLE beige metallic
- '93 240 GL estate blue
- Beverley's '78 264GL, blue
- '89 740 Turbo HP, red
- '91 940 Turbo, dark blue
- '96 850R (manual) red
- '98 V70R, saffron
- '03 C70 convertible, turquoise
- '90 740 GLE 16 valve, maroon
- Early 760 GLE (V6), green metallic

- '89 760 GLE (B280F), light blue metallic
  - '98 S90 Royale, silver
  - Daddy's '67 122S, white
  - Daddy's '79 242GT, silver
  - Daddy's '80 262C, gold
  - Daddy's '71 1800E, safari yellow,
  - Daddy's '75 264GL, gold metallic
- 24 cars (so far). It's nice to dream. I just hope when I can do it there will still be some of these cars left...!

## Bring back the 240!

Do you remember vehicles from times gone by? Several carmakers have tried to relive old times.

Holden has done it (Monaro)  
 Ford has (Falcon GT and GT40)  
 Nissan (350Z)  
 Fiat (the 500)  
 VW (New Beetle)  
 Dodge (Challenger)  
 The list goes on.....

The retro car phase has been embraced by the world's carmakers bigtime, and for big bucks.



### *So why can't Volvo do it?*

I am inspired by the words of Grumpy (issue 160 May/June 2005) as to the ideal car:

"rear wheel drive...an in-line motor in front, transmission in the middle and a differential at the back delivering power to the rear wheels...a four cylinder motor of about 2 to 2.5 litres fully balanced, very quiet, very smooth...."

### BRING BACK THE 240!!!!

- Motor 2-2.5l - B230 check
- Rear wheel drive - check
- 4 cylinder - check
- Quiet, smooth - check

Easy to maintain, simple, economical, conservative, maybe even a biodiesel so you could re-use your cooking oil in it. A Hybrid?

Compact, yet room enough for 5 adults to sit in comfort and safety.

Can you see it now? The fanfare at the premier of the New 240.

Wouldn't that be a blow for the Global Financial Crisis? A reasonably priced medium sized prestige car!

Car of the Year? I doubt it. A car for the New Times - well maybe. Or was the 240 of 1975 just 35 years ahead of its time? But they would have to improve the air-conditioning!

I will start the petition, and send it to my local Volvo dealer.

*[I wonder if they kept the dies? Why not have a Chinese company start remanufacturing the real deal? Ed.]*

## VOLVO, STILL THE SAME OR DIFFERENT (PART II)

Have your non-Volvo social outings (is there such a thing?) been fruitful since Part I (Rolling issue 177 March/April 08)?

Have you convinced the uneducated as to Volvo's consistent ways?

Or do they have an argument? Examine the latest photos.

The "classic" is a 1973 1800 ES owned by avid club member Gavin Black (thanks Gavin). He has owned it for about 5 years now and lovingly cares for it (though he is considering air conditioning). 36 years on and still going strong. It is a beautiful old car.

The new car is Tina's (aka SWMBO) 2009 C30 T5 R-design. She loves it. It is a stylish, hip new car.

### *36 years apart.*

Much has been said about the C30 being the spiritual successor to the 1800 ES. Could they be wrong? Let's consider it.

The steering wheel is still a black three spoke affair (though Gavin's is an optional wheel, the original still had three spokes and was black).

The dashes are black and have a large circular speedo and tach, quite stylish. Both cars have controls laid out in a user friendly fashion. The indicator stalks are on the left!



What about the engines? The 1800 has the B20E, a 4-cylinder fuel-injected all-iron engine. By 1973, it had basically been around for well over a decade.

The C30 has the B5254T, a 5 cylinder turbo all-alloy engine with fuel injection. In 2009, it has been around in basic form (since the 850) for *well* over a decade.

The B20E was raucous, fast, and felt unbreakable. The B5254T is smooth, extremely quiet (almost too much so) and powerful.

Both have manual gearboxes, one a 4 speed plus electric overdrive, somewhat unusual by 1973, the other a 6 speed; nothing unusual about that these days.

Both have small, sporty driver's chairs, smaller than Volvo's luxury models of equivalent year model.

But wait, the C30 has air, power steer, and a super stereo. Doors go "chonk" when you close them. The 1800 has none of these. Its doors go "click" when they are closed.

Let's examine the styling, the real issue. The 1800 has a long, flowing line from front to rear and separate



rounded guards housing the round headlights. Classic. The C30 is chunky, spunky and different from most other small cars of today. It carries the familiar Volvo "shoulders". There are no fins at the back. It has the diagonal Volvo grille sash. The 1800 does not.



Of course, who can ignore the tailgate, the real *piece de resistance* for both. But on Gavin's car, it is all glass. The C30 has a (cleverly hidden) metal frame, but no-one can deny the overwhelmingly similar theme.



To drive them, of course, is pleasurable. They both have an ensconced feeling, small, lively. But in the 1800, the bonnet seems to go on for ages. You can hardly see the C30's.

The 1800 was a gentleman's car, having been made famous by Roger Moore (the Saint, James Bond). But I think the C30 is more feminine and cheeky because of how it looks and its small size. No

one has made it famous (though SWMBO has quite a following for her car locally already!)

So now when the topic turns to cars and someone suggests Volvo has "come a long way" what will you say if there is a C30 parked in the drive?

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## FoSC - Oran Park Australia Day Weekend Race Meeting 2009

This story has its beginning more than 40 years ago, Swedish Motors had imported a factory Volvo 122 race car, it was entered to race at a night meeting at a track on the outskirts of Sydney called Oran Park. I was an enthusiastic 2<sup>nd</sup> year apprentice motor mechanic with Swedish Motors having started work there in November 1965.



Volvo 122's racing  
at Oran Park date  
back to the 1960's.

Scuderia Veloce Motors were given the 2 door Volvo 122 to prepare it for competition in Australia; Scuds had the experience and personnel to make the car competitive. An experienced Bill Brown drove the car on a dark circuit that with about a dozen street lights down the main straight and a few more lights over the dog leg on the run down into BP corner, the rest of the track was in complete darkness, an oar some sight.

The car was quick, lapping the circuit in the low 56 sec on cool autumn night. Bill Brown set a bench mark time for Volvo 122's that night a time that is still hard to beat today given a wider, smoother track surface.

The car went on to compete at the 1967 Surfers Paradise 12 hour race along side another imported factory Volvo, a beautiful red P1800.

Check out the names of the drivers, the cars and the results from 1967 race.

### 1967 Rothmans 12 Hour International Sports Car Race

#### 3<sup>rd</sup> September 1967 **Overall results**

1. Bill Brown, Greg Cusack 4 Ferrari 250LM Scuderia Veloce
2. Paul Hawkins, Jackie Epstein 1 Lola T70 Mk 3 Chevrolet Epstein Enterprises
3. Alan Hamilton, Glyn Scott 9 Porsche 906 Spyder Porsche Distributors
4. John Roxburgh, Doug Whiteford 28 Datsun 1600 Datsun Racing Team
5. Bob Holden, Don Holland 8 Morris Cooper S BMC (Australia) Pty Ltd
6. Charlie Smith, Noel Hall MGB Smith BMC
7. Gerry Lister, David Seldon 15 Volvo 122S Wynns Friction Proofing
8. R Kearns, B Lawler, C Wear 27 Volvo 122S Nat Zanardo Motors
9. Ron Thorp, R Strong 17 AC Cobra Ron Thorp's Bargain Barn
10. John Keran, Colin Bond, M Winkless Volvo P1800S John Keran



I purchased my 122 in 1976, a rather neglected example of a 1963 model from a Volvo enthusiast (Graham Bennett). I modified it for club competition competing in lap dash and hill climb events, in early 1981 had the opportunity to compete in road racing with the Appendix J class against other makes of pre 1965 cars like (Holden EH, Lotus Cortina, Mk II Jaguars and other makes).

On 17<sup>th</sup> November 1981 I competed at an Oran Park Day/Night race meeting, the 122 finished 12<sup>th</sup> in a field of 22 cars posting a best lap of 58.2 sec. The 122 competed for another season and was then retired to daily driving duties..

With the impending closure of Oran Park mid 2010 it was time to dust off the 122 to compete at this circuit that has brought such great memories. It took about 6 weeks to prepare the car to meet 2009 CAMS regulations for scrutineering.

Preparation included a refit of engine parts (race cam and cylinder head) the Weber carburettors, Bond roll bar and an overhaul the brakes, steering and suspension. With expert advice from Gerry Lister the rear springs were lowered and the front springs raised, a new set of Yokohama motor sport tyres fitted.



**The Oran Park event** is run over 3 day on the Australia Day weekend by FoSC – (Festival of Sporting Cars) – they promote the annual Bathurst Easter Car Races; it has a back to basics philosophy for motor sport events, friendship, fun and no contact racing.

**Day 1 Friday** – Private Practice and Masters Day – Scrutineering and drivers briefing, fit the Dorian Timer then 15 minutes of practice. The engine was strong and the induction noise from the Webers was sweet. The suspension changes provided good grip through the turns and the brakes are surprisingly effective.

**Friday Masters Session** –the promoter provided many legends of Motor sport to assist the entrants in finding the fast lines around the circuit, Spencer Martin, John Leffler, Mal Brewester, Bruce Stewart, Gary Willmington, Brian Lawler and more...

Bruce Stewart did some fast laps in the 122, a demonstration of getting the most speed out of the car did show its potential. I learned a lot from that experience.

**Day 2 Saturday** – Practice/ Race 1 and 2. A blistering hot day 41°C with a strong westerly wind. Volvo was represented today my 122, Vince Harmer in his immaculate Group Nc Volvo 164, Kevin and Brad Elliott teamed up in a Gold P1800E, Brad competing in the Regularity races and Kevin in the Historic Sports Car events.

After the practice session - Vince Harmer 54's, Kevin Elliott 57's, Brad Elliott 58's and the 122 time of 59.8's.

In Regularity racing each entrant must nominate a lap time for the race and using a points system a winner is determined (lose 1 point per 1/10<sup>th</sup> faster and 2 points for every 1/10<sup>th</sup> slower than your nominated time).

Race 1 – 5 laps with a rolling start, everybody was at race speed by the start line which reduced the chaos going into turn one, by lap 2 a queue was forming at the end of the main straight, the temptation to slip past the MGB in front under brakes too much and I gained a place. Hitting the apexes and braking points produces consistent lap times but by the end the race the lap times were way off those nominated by about 2 sec.

Race 2 – dummy grid position for the 122 was improved marginally by the results of Race 1 so this 7 lap race should be interesting, Brad in the P1800 just one car in front, he was getting faster with each race but the P1800 retired early with ignition and fuel gremlins. It was very hot out on the circuit by now but for the 122 it was another strong result.



The Volvo 122 is still a competitive after 45 years.

Day 3 Sunday Races 3 – 5, a cooler day provided an opportunity to make changes to the engine tune and tyre pressures. The improvements gave a little more speed. The racing was just as close and results overall for the weekend good and best of all the I drove this fabulous car home.

The Volvo 122 created a lot of interest through out the weekend, many people stopping to look at the car and/or relate a story of ownership or knowledge of the 122 model, great cars that forged Volvo's place in the motor sport history in Australia.

Thank you to all those who assisted with the weekend – Colin Barrell (Colvol Automotive), Kevin and Brad Elliott, Gerry Lister, Vince Harmer.  
Story by Kevin Allen



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# The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

## VCQ 2009 Calendar

**Note: Members of the Volvo 1800/120 club are most welcome to attend VCQ's meetings. The more the merrier!**

**8 March 2009 8am:** Breakfast at Brad's house at Wamuran followed by a scenic drive to Maleny via Woodford/Peachester with a picnic lunch at Baroon Pocket Dam. Breakfast will be supplied by the club and will include Bacon, eggs, snags, tea, coffee, cereal. If you wish to come & have special dietary requirements please let us know.

**Directions to Brad's house:** 26 Felchow Court, Wamuran. From the Bruce Highway take the Woodford/Kilcoy exit which is just north of the Caboolture/Bribie Island exit. Travel west along the D'aguilar Highway. Turn left onto County Drive (about 12Km from the Bruce Highway). Turn left onto Alexandra Parade. Take 2nd left into Felchow Court. Brad's house is at the end of the Cul-de-sac on your right.

**19 April 2009 10am:** Wivenhoe Dam for a picnic lunch. BYO meat etc for a BBQ.

**3 May 2009:** Historic Mt Cotton Hillclimb (*Historic Racing Car Club*)

**30 & 31 May 2009:** Cootha Classic as part of Brisbane 150 celebrations (see [www.coothaclassic.com.au](http://www.coothaclassic.com.au))

**28 June 2009:** RACQ Motorfest at Eagle Farm Racecourse, Lancaster Rd, Hamilton. VCQ plans to have a display at this year's motorfest. If you wish to enter your Volvo please let Helen/Grahame know. Registrations close 28/5/2009.

Cost: \$15 per car between 2/3/09 – 24/4/09. After this time the registration cost increases to \$25. No registrations accepted at the gate. \$5 discount for club entries. For more details go to: [www.racq.com.au/motorfest](http://www.racq.com.au/motorfest)

**25 & 26 July 2009:** Annual Historic Race Meeting @ Morgan Park Raceway, Warwick. Usually has a number of Volvos in Regularity and maybe a Group A Volvo (*Historic Racing Club*)

**16 August 2009:** Picnic at Springbrook National Park. More details to follow next issue.

**26 & 27 September 2009:** Historic Warwick race meeting @ Morgan Park Raceway (*Historic Racing Club*)

**October 2009:** Weekend at Stanthorpe.

**14 & 15 November 2009:** Historic Noosa Hillclimb (*Historic Racing Club*)

**29 November 2009:** Christmas Party.

For more details on the HRCC meets please contact Helen & Grahame or go to [www.hrcc.org.au](http://www.hrcc.org.au)

The events committee is always looking for new ideas for club meetings. We welcome suggestions from club members. Are there any places in your local area that would be suitable for a club meeting? Any members willing to host a meeting?

---

*On behalf of all members, VCQ extends our thoughts & prayers to all who have suffered losses as a result of the fires in Victoria. Dealing with such devastation is difficult to imagine for most of us but it's heart-warming to see Aussies pulling together to help each other during this time. We hope Victorian members haven't been too badly affected and wish you all the best as your State begins the difficult task of rebuilding.*

---

### Tech Tip: A/C

With the summer heat still upon us many of us have no doubt been giving our Volvo's air conditioning a good workout. But have you checked if your condenser fan is working? This fan helps to cool the A/C condenser (behind the grille) which, in turn, keeps you cool. The fan relay in my 940 had failed but since the A/C was still cold I didn't realise it. Without this fan operating, pressure in your A/C system can build too high and cause seals to leak. This is what

happened to my 940. I was faced with the prospect of having to replace a 5 year old compressor due to seal leakage until it was found the relay had failed. A replacement was fitted and it was hoped that the seal would stop leaking with the reduced pressure but it's likely the seal's life has been shortened by this problem.

The relay is located in front of the coolant reservoir on 740/940 models along with the Radio Suppression Relay. If you don't have access to testing instruments you can swap the plugs over between these 2 relays as they are identical. If your engine now fails to start then you likely have a duff relay.

*Brad*

## AGM at Rocks Riverside

Our meeting was held on 18th January at the 'The Rocks Family Park on the banks of the Brisbane River. It used to be the old brick works, a great spot for everyone with walking tracks and bike riding and lots of shelters.

We had our AGM, with the same faces elected. We have set out our calendar for the year's events. The



Members enjoying a picnic at the AGM

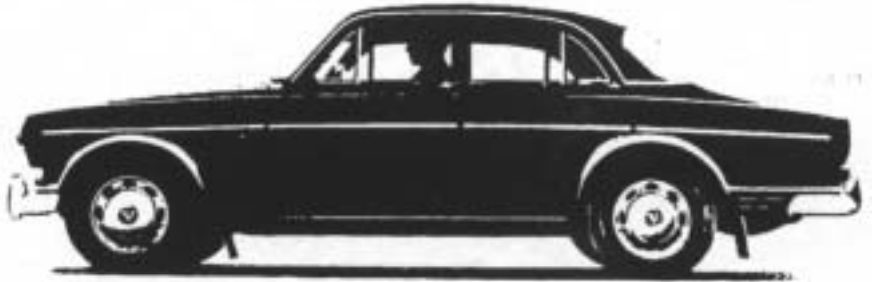
AGM was followed by either a B.B.Q lunch or a picnic.

Our next Club day is on the 8th of March with a run to Peachester, meeting at Brad Wightman's place for

BYO breakfast at 8am. If that is too early we will see you hopefully in Peachester.

*Written by Gaye*

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# Brickbats & Bouquets

with "Grumpy"

## GADGETS, GIZMOS & the GULLIBLE

It would seem that there are few things that people are more attracted to than extras for their cars.

Ever since Herr Benz invented the automobile folks have bought things to attach to, or hang on the love of their life.

When I was young and innocent I was warned - never criticise a man's choice of car, dog or wife - in roughly that order!

Many years ago when I was a little kid my uncle had one of those huge pre-war American Dodge cars. The sort with three speed manual gears, manual drum brakes, and manual six or seven turns lock to lock steering. Although he was a strong farmer in his late thirties he had a knob attached to the steering wheel to help him wind the wheel back and forth in tight spots. Recently I was surprised to see one of those knobs in a motor accessory shop. Apparently they are useful for old folks who find winding the wheel difficult with arthritic hands.

It started me thinking of all the additions you can add to your car - some useful and others a complete waste of money.

Did you know that early Volvos had a small cut glass vase as standard in the cabin to take a single flower? The bloom might last a few days in Sweden

but I doubt that it would last even a few hours in a Melbourne summer.

Back in the days when a lot of cars were running around trailing clouds of blue smoke there was a wonderful product called "Re-Nu". It came in a tube like toothpaste and you removed the spark plugs and squeezed a bit of paste into the cylinders, screwed the plugs back in and drove off. Supposedly the paste lined the worn cylinders, pistons, bearings and everything think else. Funny, I haven't heard of it for years!

Two absolutely useless gadgets were popular in Australia years ago. In summer we had large quantities of insects committing suicide in summer by smearing their bodies over our windscreens.



A little piece of curved plastic bolted on to the front of the bonnet was supposed to send a draft to air upwards to blow the grasshoppers, moths and beetles safely over the car roof.

Then there was the exhaust extractor. This was a stainless steel



funnel that you attached to the end of the exhaust pipe just under the rear bumper bar. It was supposed to extract the exhaust gases as the car moved forward and improve performance and fuel economy due to the venturi effect. This was tested scientifically and found to have no effect.

A gizmo I invested in was a water/alcohol injector. This was a plastic bottle filled with a 50/50 mix of water and methylated spirits. A small plastic tube was connected to an inlet port drilled into the intake manifold between the carburetors and the motor. The idea was that with high vacuum a few drops of the mix would be drawn into the cylinder head where it would vaporise into oxygen and hydrogen and add to the petrol/air mix to provide added power. I had it on my car for years before I finally scrapped it. I think it

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may have reduced carbon build up in the cylinder head, but otherwise was completely useless. [Especially considering that you'd never need more power when the engine was pulling a



high vacuum as you would only be using very light throttle. The vacuum decreases to nearly zero when you really put your foot down! Ed.]

The water/alcohol injectors were used in the World War II fighter aircraft to boost performance, but I suspect that the machinery was much more complicated than my plastic bottle and bit of tube.

Remember when leaded petrol was discontinued and there were dire predictions that cars built to run on 98 octane petrol would suffer damage to valves and valve seats? I got sucked in when I bought our 244. I paid \$400 to have one of those "fuel conditioner" things fitted. It was supposed to have tin granules in the gadget and with the petrol flowing through it was supposed to enable a car designed for leaded petrol to run on 91 standard unleaded. It was thrown out when the 2.1 litre

motor and manual gearbox were swapped with the 2.3 litre motor and 4 speed automatic. The motor runs perfectly. As I understand it a car with an aluminium cylinder head and hardened valve inserts can run on 91 unleaded if the ignition is correctly adjusted.

The late Peter Brock came up with the theory that if you strapped powerful magnets to the intake manifold of the motor it would pull the microscopic droplets of petrol into line and improve performance. This led to his split with Holden as he could not find any tests or scientific proof that it worked in practice.

Because Formula One racing cars are equipped with rear spoilers, companies produce ordinary cars with trunk-lid spoilers. It has been pointed out that these things only start to have any effect at very high speeds - probably in excess of 200 kilometres per hour. Try to explain that to your friendly speed cop when he pulls you over on the Hume Freeway. [Note: some are designed to add down-force to the rear end at very high speeds - probably useless for the average law-abiding driver; the smaller "lip" spoilers are designed to separate the flow of air cleanly at the back end to reduce drag, and are quite effective at reducing fuel consumption at normal highway

speeds. For example, check out the Honda Civic Hybrid trunk-lid lip spoiler. Ed.]



In the days of the FJ Holden when you bought a car they came with a motor, a gearbox and four wheels. Everything else like radio, heater, turn indicators etc. was after-market and a great opportunity to personalise your car [at great expense]. But these days even the cheapest car comes loaded with every possible gadget that you might or might not need, so keep your money in your pocket...You will need it to pay for the regular servicing costs.

*GRUMPY*



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# VIC Events Coverage

## RACV Great Australian Rally - Melbourne to Mornington 18 January 2009

We had a beautiful day for the Mornington event this year. Again, we were lucky it didn't get too hot, although it did warm up and Lance's custom-made tow-bar mount umbrella stand and umbrella came in handy so we could sit and chat by the cars. The

Club Volvos in attendance were John Johnson in his white P1800, Greg Sievert in his yellow 1800ES (with passenger Wayne Bowers), Kevin Holden in his gold 262C, Lance Phillips in the maroon 144GL (with passenger Len Ward), Philip Perkins & sons in his grey 122S and Thorben Hughes in his silver 242GT (with his mate Alan). There were also three other 1800s at the display day, and club member Phil Dawkins in his awesome Lotus Ford Cortina.

The display has a huge and varied range of cars, including some unusual trucks and hearses, and even an early 1900's Detroit Electric car. Amazing all these years have gone by and you still can't buy a decent electric car for a reasonable price! We were parked near a pair of gorgeous Corvettes (a bright yellow 1980 model, and a red/white two-tone 1958) and a very nice-looking pale yellow Mustang convertible. The oddest car (again in bright yellow!) was a 3-wheeled "Bond Bug" - probably the





least-likely car at the show to offer any semblance of crash protection!

Most of the Volvo contingent started out at Knox shopping centre, where we enjoyed a free sausage sizzle and coffee. We took the direct route down to Mornington, so it was an easy drive (compared to previous years where there was a morning tea stop in Hastings). All in all, it was a great day and highly recommended if you haven't been before.

---

## Australia Day Rally - Melbourne

Lance summed it up nicely in an email: It was a good day yesterday



with 3 Volvos [John Johnson & me plus Keith Ashworth in his 1800S in a different area as he is an official.] There were about 450 cars entered. The weather was not too hot although I am a bit sun burnt or wind burnt probably. As usual John's 1800S created a lot of interest although a few photos were taken of the 144. A chap in a very nice 66 Mustang GT was parked behind me and at the end of the day said to me "You have a very nice 144. I had one as a company car which was great and better than the 244 that replaced it!" The 144 does not usually get too many good comments.

*[Thanks for the commentary and pics Lance! Ed.]*



---

## Night Meeting - Guest Speaker Ian Swan 4 February 2009

A big thank you to Ian Swan from VolvSaab for giving a great presentation at our February night meeting in Camberwell. We had a large turn-out of members - good to see - and everyone enjoyed Ian's talk and slide show about his rally exploits in Africa and Australia. You had to be there - words can't describe it. It was so engaging, we could have gone on for hours if it weren't for the heat in the room. We published a story and photos of Ian's African adventure in a previous edition of Rolling Australia (September/October 2008) so have a look at it to see some of what you missed out on if you weren't able to attend the meeting.

If anyone has ideas for suitable future guest speakers, please contact a committee member so we can organise it.



# MOTORSPORTS REGISTER



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

Welcome to 2009!

With growing interest in building 140s in the club and members keen to put a car on a track at one of the Winton Fun Days, I do hope that we'll see a lot of new, as well as some old, faces at motorsports events during 2009.

As some of you may know, I took up karting late last year. Karting events are usually free to go and watch and there'll be a kart complex within easy driving distance for most members and you'll have the chance to spot what may be some of tomorrow's F1 or V8 Supercar stars.

Here's a brief calendar of what's on and when through until June -  
March 14-15th - Karting All Star series Rnd 1. Geelong Karting complex  
April 10th - Sprintcar Easter Trail, night 1. Avalon Raceway  
April 11th - Sprintcar Easter Trail, night 2. Borderline Speedway (SA)  
April 12th - Sprintcar Easter Trail, night 3. Sungold Stadium/Premier Speedway.  
May 3rd - MSCA Supersprint. Phillip Island \*  
May 16-17th - Karting All Star series Rnd 2. Oakleigh.  
May 30-31st - Historic Winton. Winton Motor Raceway  
June 21st - MSCA Supersprint. Sandown \*

Events marked with an \*, please contact me for further information, entries, etc.

Regards,  
Ash Davies

## Local Motorsports Information

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

Wakefield Park website:

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

Winton Motor Raceway website:

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

Calder Park motorsport:

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

SDMA website:

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

AROCA Victoria website:

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

Holden Sporting Car Club of Vic

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

## Upcoming Motorsports Events

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

ph: 0412 709 695

Noel Bruin (ACT)

[volvocrazy@virginbroadband.com.au](mailto:volvocrazy@virginbroadband.com.au)

ph: 0423 663 036

Cameron Tuesley

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

ph: 0425 791 817

## OPEN PRACTISE AT CALDER:

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

Cost is \$165 per vehicle.

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

## 140-series Historic Touring Cars

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

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# Classifieds: Cars & Parts

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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.volvo.org.au](http://www.volvo.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](http://WWW.VOLVOVIC.ORG.AU) for more recent ads and photos!

1971 142. Rolling car. No motor or gearbox. Good condition. Sports suspension, correctly reconditioned steering box. Suit historic racer project. Includes quantity of good spares in boot. Unreg. Was daily driver for 15 years, no longer required. \$300. John Keane, Melbourne 03-9877-7754 Bus Hrs

122S with overdrive and fuel injected B20E engine. The gearbox has the short throw shifter. Carpeted throughout including boot, aftermarket tachometer, locking fuel cap. B20 engine means alternator rather than generator and thus the headlights and spot lights have auxiliary relays and thus shine better than most new cars. The bodywork is ok except for old damage on the front passenger side which is straight but a little wrinkly. There is a restored wing which has a dent in it from the cat relocating it to the floor and another front panel which requires a little work although the one on the car would only require a little work as well. The paintwork is average. Seat covers over multiple coloured seats. The engine is a little tired and both drops a little oil and uses a little. All in all the car needs work to bring it back to its prime but everything is there and works. For further info email me (James) at [lotsofmagnets@yahoo.com.au](mailto:lotsofmagnets@yahoo.com.au) or to see the car arrange an appointment with Derry on 03-9311-5205 during business hrs or 0408 332 753. Registration is NLY538 which expires late September. The car is located at Mount Macedon

1973 144DL. Almost complete car with nice interior. Ideal for race car or parts for same as has a B20 [150,000 miles] complete with twin carbies and 4 speed manual gearbox. Price: \$175. Bonus: 242GT body shell complete with M46 manual overdrive gear

box. Contact Lance on 03-9707-2724 AH or 0419480973

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](mailto: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)

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 Endersby)

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

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

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

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

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](mailto:tara18@vic.chariot.net.au)

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

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



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

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

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

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

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

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

DVS Coilovers for Volvo 240s available soon.

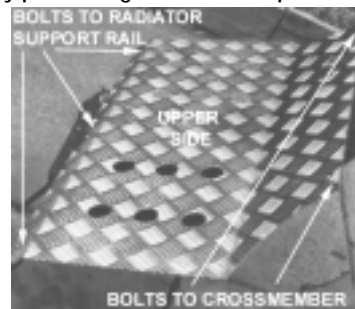
DVS Volvo 850 & P1 x70 strut tower to tower brace. Suit 850/C70/S70/V70 cars from 1993 to 2000. Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in charcoal metallic pearl. \$270.00

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



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

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



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

DVS Volvo 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

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performance braking components  
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**ashleigh davis**

0412 709 695

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

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](http://www.dvs.net.au) for more details.

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



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



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.

# VP Tuning

## Volvo Performance Parts

**Mark Richardson**

PO Box 2002  
Seaford Vic 3198  
Australia

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

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

Total income: \$1154.10  
Expenses:  
Printing of Rolling: \$1024.50  
Postage and delivery of Rolling: \$332.61  
Reimbursed expenses for nibbles at February meeting: \$26.40  
Total expenses: \$1393.51  
Net income: -\$239.41

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### Treasurer's report

Adrian Beavis 04 02 20 34 37 (AH)  
As at February 4th the account balance was \$3602.65  
The following is a summary of the club's major expenses and income for the period from January 1st until to February 12th.  
Income:  
Membership subscriptions: \$660.00  
Donations February night meeting: \$64.00  
Magazine contributions from interstate clubs: \$430.10

That's it, again, from the Treasurer for this edition.  
Adrian Beavis

\$\$\$\$\$\$\$\$



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](http://www.volvovic.org.au)



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



## VOLVO DEALER LISTING AUSTRALIA

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Telephone: (02) 6282 4888

### NEW SOUTH WALES

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

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Artarmon NSW 2064  
Telephone: (02) 9939 4072

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

Alto Volvo  
393 Pacific Highway  
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[www.bellbowriemotors.com.au/](http://www.bellbowriemotors.com.au/)

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Tamworth NSW 2340  
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Jason Wagga  
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Wagga Wagga NSW 2650  
Telephone: (02) 6925 3211  
[www.jasonwagga.com.au/showroom/volvo.asp](http://www.jasonwagga.com.au/showroom/volvo.asp)

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

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

Purnell Volvo  
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Blakehurst NSW 2221  
Telephone: (02) 9567 0000  
[www.purnellmotors.com.au/page/volvo.html](http://www.purnellmotors.com.au/page/volvo.html)

Southern Classic Cars  
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Wollongong NSW 2500  
Telephone: (02) 4254 2070  
[www.southernclassiccars.com.au/](http://www.southernclassiccars.com.au/)

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

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[www.trivett.com.au/Sydney/dealers/Volvo\\_City\\_Eastern\\_Suburbs](http://www.trivett.com.au/Sydney/dealers/Volvo_City_Eastern_Suburbs)

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

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

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[dealerpages.volvocars.se/au/en/dealerpages/2644/](http://dealerpages.volvocars.se/au/en/dealerpages/2644/)

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

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

## VOLVO FOR LIFE

On the Back Cover: Robert Bakker (1800/120 Club President) sent in this great photo of his Swedish beauties, enjoying the sunshine. As you probably have gleaned from Robert's stories, this is only a portion of his vast collection!

If undeliverable return to  
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