

ROLLING

AUSTRALIA
No. 184

May/June 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



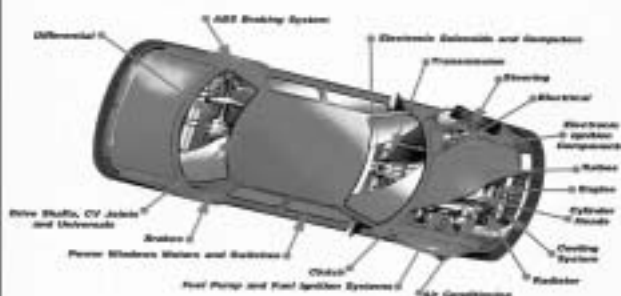
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Within the Volvo Car Club of Victoria, each model Volvo is represented on the committee by a "Register Captain" or contact person for matters concerning that group of cars. The role of a Register Captain is determined mainly by the individual, but 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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ROLLING AUSTRALIA

MAY/JUNE 2009 ISSUE NO. 184

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 June 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

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.

May 2009

- Wed 6th Night Meeting
Guest Speaker info see www.volvovic.org.au
- Sat 16th Pre-display Car Clean Day
John Johnson (1800 register captain) at Voldat (46 Roberna St, Moorabbin) would like to invite members to his shop on Saturday for a car clean-up day (1800s especially welcome). From 10AM. 9553-1091. Phone your model's register captain to see if there's a specific meeting place for your model, or show up at Voldat.
- Sun 17th Volvo Club of Victoria Annual Display Day, in conjunction with the RACV Classic Showcase (formerly the British & European Motoring Show).
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): \$15 on the day. Spectators \$15. Children under 16 are free.
Further info: The club will have a free BBQ lunch for all club members at around noon. People's choice judging for various classes. 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. Web site: www.aomc.asn.au
- Sat-Sun 30th-31st Historic Winton
Historic cars, motorbikes and sidecars. Featuring over 400 historical racing cars and motorbikes from the 1920s to the 1980s. Saturday \$20 (practice 9AM, racing 1PM.) Sunday \$30 (racing all day from 9AM). For info: www.historicwinton.org

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
- Sun 12th GVC Continental Vehicles open display day, from 10AM
Location: Gippsland Vehicle Collection, Maffra Shed. See www.gippslandvehiclecollection.org.au for details. If anyone's interested in driving down as a group, contact one of the committee members so we can organise a meeting point.

August 2009

- Wed 5th Night Meeting: Volvo Club of Victoria AGM
More info in next *Rolling* magazine

- Fri 21st - Mon 24th NSW Volvo Club Rally, in conjunction with the Shannons Eastern Creek Classic
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 and entry forms, see www.volvocarclubnsw.com and details published elsewhere in this edition of *Rolling Australia*.

September 2009

- Wed 2nd Night Meeting
Guest Speaker info see www.volvovic.org.au
- Sun 27th Bay to Birdwood Classic - Adelaide
The next Bay to Birdwood "Classic" is to be held on Sunday 27 September 2009. This event is open to all registered and road worthy vehicles (bikes, cars, trucks) manufactured between 1 January 1956 and 31 December 1977. More details in the SA section of May/June Rolling or the web site (including on-line entry forms): www.baytobirdwood.com.au/the_classic.html
It's a great event and we usually have a group of VIC members going over. Please contact Heino (0425-705-045) if you're interested in going so we can advise the SA club and organise to drive over as a group. The SA club will have a welcome event on the Saturday night for all members (details TBA).

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).

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: John Ware (1800/120 Club member from NSW) submitted this great photo montage of his 122 restoration project. Watch the 1800 section in the next edition of *Rolling Australia* for another photo and accompanying story. Thanks John!

President's Report

Heino Nowatzky

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NOW HEAR THIS:

What's Next?

The year is galloping along at a fast rate. This is the third magazine for the year and that means we are nearly halfway through the year already. Well not quite as we have to write the stories and editorials six weeks before you get it. Yes Greg I know I'm holding up the works again but I do want something new to report.

In this edition you will read a very emotional story. It is from Barbara and John Doyle and it is their story of survival. I have talked to John and the situation is still difficult. Someone needs to stay on their property at all times to protect from looters. Many club members have pledged their support and I have discussed a working bee with John. When things get back to normality it is our intention to hold a working bee at the Doyle's complete with the Club Trailer and a Barbeque. John says he is looking forward to seeing all the Volvo's and meeting Club Members. I will keep you posted.

Hunter is a Club member who lives in Bendigo and the first time we met Hunter was at the annual Picnic at Hanging Rock quite a few years ago. Hunter wasn't there with a Volvo but he came up to us and introduced himself. Hunter had an immaculate Holden Torana XU1, which was drawing quite a crowd, but Hunter had a secret.

Hunter's other baby is a Volvo 144. Read his interesting story on "things that go bump in the night". Thanks for a wonderful story Hunter and I feel privileged that I have been able to help get your pride and joy (Volvo 144) back in great condition.

The big event is the annual show and shine. This will be held on the 17th May 2009 at Flemington Racecourse. Please polish your cars give them some love and TLC and bring them along. As per usual we will have the club trailer and a barbeque with soft drinks and tea / coffee supplied by the club. There have been some changes to the show classes for this year. Due to lack of numbers in some classes we have amalgamated or expanded some of the classes. The main changes are, all 240/260 1975 to 1993 (other than 242GT 262C or 242) are in a combined class, and the little Volvo's or the Dutch built 300/400 and S/V40 up to 2004 are in their own class. This should see better coverage in the classes.

I would also like to thank Greg, our long suffering Editor, for his tireless work in getting this magazine not only printed but delivered, every two months. I do pass on the many praises I receive from not only club members throughout Australia but also from the public and industry who have seen a copy. The praise has been unanimous on both the quality and content.

We did receive correspondence from Volvo Australia in reply to Greg's musings about the possible sale of Volvo. As passionate Volvo owners and buyers we obviously wish to see the marque not only survive but also prosper and maintain its individuality in the marketplace. Volvo currently has great products and is still holding their own. The XC60 and C30 seem to attract many new people to the marque. To Volvo Australia and all the Volvo employees we wish you well during these difficult times and hope for a good future outlook. Quite honestly if we had the money we would buy Volvo. We accept that we should ignore rumours and will rely instead on official advice from Volvo Australia. We thank Volvo for their support and concern and now request that we be 'kept in the loop'. After all the Internet is real time whereas this magazine only comes out every two months.

*Until next time,
Heino Nowatzky*

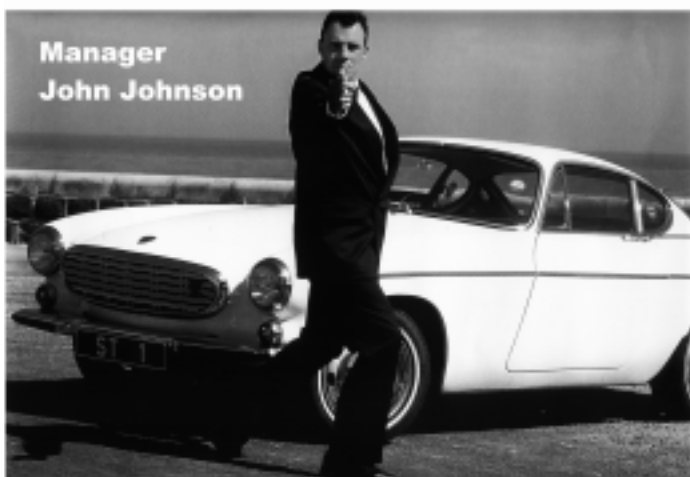
Welcome New VIC Members:
Robert Ferraro (242GT)

Andrew Marney & Vicki Milliken
(P1800)

Peter & Debra Topp (122S, P1800S)
Mathew Windebank (P1800S)



VOLDAT AUTOMOTIVE
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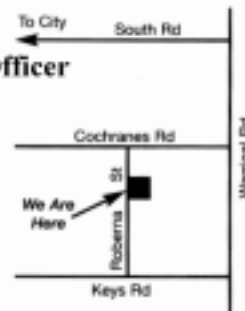
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THE EDITOR'S DESK

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Loo with a View

Welcome to the May/June edition of Rolling Australia. As you can see, we again have a good number of stories, photos and tech tips submitted by members of the clubs. Keep them coming! It's great reading and sure beats me cutting and pasting something from the web.

As I write this, it is Easter Sunday and very quiet around Williamstown. Many people must be away for the school holidays. I hope everyone who did get away was careful on the roads. Friday afternoon we drove up to our bush block (110 km from Melbourne) and spend the remainder of the day up there. One of my projects was to finish the "loo" which had been a work in progress for 2 years. I had procrastinated the final step of placing the "bucket" under the floor of the outhouse. If I had waited much longer, the local wombat would probably have had the hole deep enough that a bucket would become unnecessary! So, the deed is done, with the exception of the device being coronated (we'll leave that for an emergency!)

As you'll see in this edition, at least one of our members sustained heavy damage during the bushfires, including the loss of several Volvos. Fortunately our bush block was not harmed, although the CFA did plough a fire break through one end of the property. It is quite an eerie feeling to drive through the affected areas, and we've



Kevin Holden sent this photo of his tractor with the Daylesford fires in the background - too close for comfort. Nice touch the 240 seat!

only seen a touch of it whilst driving up the Hume freeway. I think that's enough for me.

With the struggling of the auto companies, we've been forced to take the week of Easter off to use up accrued annual leave. I have grand plans for getting work done on the EV project, and also tidying up around the house. Unfortunately one of the guys at work came in with a bad cold/flu on the last day before the holiday and passed it around. (THANK YOU VERY MUCH ALEX EVEN THOUGH I KNOW YOU'RE NOT READING THIS!) In the usual stereotypical sympathy-craving men's fashion, I'm suffering what seems like a near-death experience of aches/pains, coughing etc. It'll pass soon enough, but it would have been nice to make use of sick days instead of annual leave.

On the subject of the electric car project, we are close to having the controller in hand. We have one part of

it and the other part is in the post from the USA and should arrive this week. I now need to get busy designing the motor to transmission adapter plate (thanks to Andrew Gallagher for digitising the B230 rear face of block dimensions to give me a head start). The car is nearly all stripped of the non-essential parts. Most recently I removed the

heater/AC/fan unit under the dash (21 kg of it!) This will be replaced by a couple 12 volt hair dryers in the defroster ducts for ADR defogging compliance, and windows open on hot days. Maybe we'll add heated seats for cold days, but it's not really a necessity considering the car will be used for only short commutes. The space liberated in the tunnel area by removal of the heater unit is huge, and if trimmed out in the latest Volvo fashion with storage behind the "free-floating" console, you probably could fit an Esky there with your picnic lunch. I have yet to swap over the steering rack to a manual unit (may do that this week if I recover!) See Mark Richardson's information in this edition about electric power steering units available for the classic Volvos. While they are not inexpensive, it could be a great option for somebody who wants to use their 1800, 122 or 140 as a daily driver and have much-reduced steering efforts. No leaky hydraulic units with this technology as it is a motor unit that mounts on the steering column to provide assist when needed (much like the newer cars use for improved fuel economy compared to hydraulic PS).

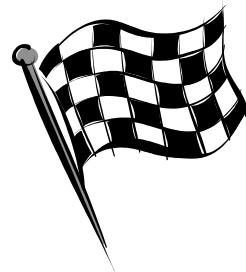
I'd better wrap this up as I have yet to organise the coming Saturday's drive to Woodend and Daylesford. Hope the weather is nice, and it looks like we'll have a decent selection of cars if everyone shows up. Don't forget about the Volvo Club of Victoria annual display day on 17th May at Flemington. By the time you get this it probably will be past the deadline for pre-registration, but you can turn up on the day (just costs an extra \$2). It should be a huge turn-out of cars as usual, and the committee will have a free BBQ lunch for all to enjoy (see details in calendar on page 2).

Regards,



Editor putting the final touches on the "Loo with a View"

MOTORSPORTS REGISTER



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

Motorsports Calendar

Events in May/June:

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

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

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:

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Noel Bruin (ACT)

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ph: 0423 663 036

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cam36023@yahoo.com.au

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Volvo scares V8's

Just a brief update of the Historic touring car class run at Bathurst over the Easter weekend, the Volvo mark was represented by Vince Harmer in his immaculate 164. Vince has been developing this car over the last 2 years it has only had a small number of events since it hit the tracks last May. We all knew it had the potential to be a Torana XU1 competitor as it had better brakes, a more stable chassis, and a stronger engine. Vince spent a lot of time with his friends to advise him on setting up his car well, and all his effort has paid off. His car was running in the top 10 in a 40-plus field of historic muscle cars surprising many competitors with the great handling and sharp growl from his newly up speced six. Vince harassed many of the V8's, in particular a very well prepared and driven

Chevrolet Camaro with a potent 350 cu in V8 that sounded fantastic. All were amazed that with the drag up the mountain the Camaro couldn't get away from the Volvo constantly looming in his mirrors and when it came to stop or hustle across the top of the mountain the Volvo would

slip in under the Chev to be just barely passed down con-rod straight by the Chev, to only again be harassed by the Volvo under brakes.

A great weekend was had and Vince is looking forward to getting to grips with pushing his Brick in future events. For more photos (purchase available) see www.marsta.com

Any other budding Volvo racers out there, we would love to hear from you.

Regards until next time.

George Opoczynski (0411 899 255)

[Reminder to members that George is setting up a Volvo 140 racing series. If you're interested, contact George at the number above. A big thank you to Marcel from MARSTA for granting us the right to use his photos. Ed.]



Vince's 164 in action

Photo credit: MARSTA Photography - www.marsta.com. Images are granted gratis for use only in *Rolling Australia* - Volvo Club Magazine (Issue No. 184). Images strictly cannot be used for any other purpose. Images cannot be transferred to other parties or resold.



Brickbats & Bouquets

with "Grumpy"

RUNNING ON WOOD

There seems to be a lot of discussion these days of what will fuel our cars when the oil wells around the world run dry. Some think electricity, others bio-fuel [from crops], others vote for hydrogen, or liquid natural gas of which Australia has large quantities and this might replace LPG, which will disappear along with petrol.

But no one has mentioned wood or charcoal which was used in thousands of cars and trucks in Australia between 1942 and 1945 when we were cut off from oil and petrol supplies by the war with Japan. We had no oil of our own at the time. This machine was called a "gas producer" and was mounted on the back of the car, usually in the boot or trunk.

The gas produced contains approximately 20% hydrogen (H_2), 20% carbon monoxide (CO), and small amounts of methane, all of which are combustible, plus 50 to 60% nitrogen (N_2). The nitrogen is not combustible; however, it does occupy volume and dilutes the wood gas as it enters and burns in an engine. As the wood gas burns, the products of combustion are carbon dioxide (CO_2) and water vapour (H_2O).

In the USA there are a series of emergency technology assessments sponsored by the Federal Emergency Management Agency (FEMA). This includes step by step design instructions on how to build a 2009 version of a gas-producer for a car. These instructions have been prepared as a manual for use by any mechanic who is reasonably proficient in metal fabrication or engine repair.

Gasification is a form of incomplete combustion. Heat from the burning solid fuel creates gases which are unable to burn completely because of the insufficient amounts of oxygen from the available supply of air. The same chemical laws which govern combustion processes also apply to gasification. There are many solid biomass fuels suitable for gasification - from wood and paper to peat, lignite, and coal, including coke derived from coal. All of these solid fuels are composed primarily of carbon with varying amounts of hydrogen, oxygen, and impurities, such as sulphur, ash, and moisture. Thus, the aim of gasification is the almost complete transformation of these constituents into gaseous form so that only the ashes and inert materials remain. In creating wood gas for fuelling internal combustion engines, it is important that the gas not only be properly produced, but also preserved and not consumed until it is

introduced into the engine where it may be appropriately burned.

Key to drawing S-1

1. The uppermost zone contains unused fuel through which air and oxygen enter. This region serves the function as the fuel hopper...
2. In the second zone, the wood fuel reacts with oxygen. Most of the volatile components of the fuel are burned in this zone and provide heat for continued reactions. At the bottom of this zone, all of the available oxygen from the air should be completely consumed. The

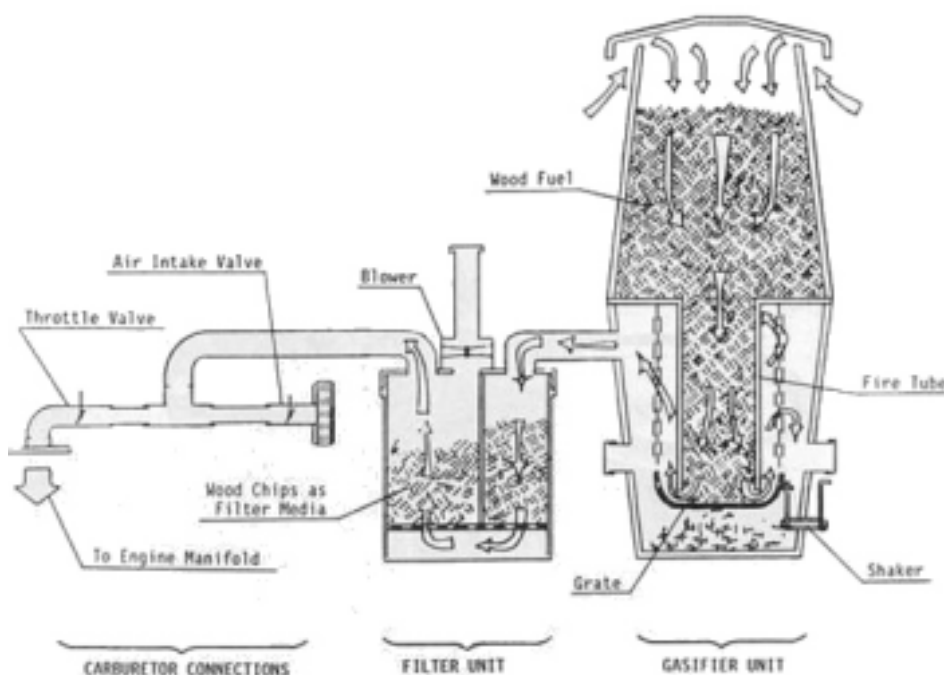


Fig. S-1. Schematic view of the stratified, downdraft gasifier.

open top design ensures uniform access of air to this region.

3. The third zone is made up of charcoal from the second zone. Hot combustion gases react with the charcoal to convert the carbon dioxide and water vapour into carbon monoxide and hydrogen.
4. The inert char and ash, which constitute the fourth zone, are normally too cool to cause further reactions; however, because the fourth zone is available to absorb heat or oxygen as conditions change, it serves both as a buffer and as a charcoal storage region. Below this zone is the grate. The presence of char and ash serves to protect the grate from excessive temperatures.

So there you have it. You can make your own gas producer and run it on charcoal produced from burning off operations in our state forests or dry wood chips no bigger than 50 by 50mm and

operate your car for free. The top part can be made from a 90 litre galvanised garbage bin sitting on top of a 140 litre steel drum, the filter container can be made from a 4 litre paint can. The fire tube can be made from a 150mm steel pipe. The pipe to carry the gas from the generator to carburettor on the engine can be made from a 50mm exhaust pipe.

Just the sort of project to keep the home handyman busy in the backyard workshop on a wet (!) winter weekend!

Would I fit one to my Volvo? Not bloody likely. First of all it would mean loosing my trunk space and I would have to butcher the body to run the gas delivery pipe over the roof and through a hole in the bonnet or holes in the mudguard.

Then there is the start-up which means running the motor on petrol in order to create a suction air-flow through the hopper



Pictures found using Google search

and fire-tube. The start-up time would be similar to lighting a BBQ to cook your steak.

Having got the contraption going and switched off the petrol you can only drive until the charcoal/wood chips have been consumed before you have to stop and get out and refuel the hopper. If you park in a shopping centre and shop for too long and the fire goes out you have to start the whole relighting operation over again.

Finally I can imagine the reaction of the Country Fire Authority if I decided to go for a Sunday drive through State forests on a day of acute fire danger!

If you want full details Google "Gengassidan" on the internet.

GRUMPY

New Electric Power Steering Option for Older Volvos

Do you (or maybe your wife) enjoy driving your classic car but find the steering too heavy? Would you like to cure this without changing the steering characteristics of the car? VP Tuning can now offer you a solution: An EZ Electric Power Steering system that is completely hidden underneath the dashboard.

The existing steering rack or box remains unchanged and thus retains the standard steering ratio and setup. The amount of assistance is fully adjustable and is speed & load sensitive. When we install the EZ system we use CNC laser cut bespoke brackets designed to fit the original mounting points of your car.

As no holes are drilled, and there is no cutting or welding to the chassis or body, the car can always be converted back to its original system. Under the bonnet there are no changes, everything remains as original. The advantages of an electrical system opposed to a hydraulic system are numerous. The electric motor only uses power when steering assistance is necessary whilst a hydraulic pump is continuously operating when the engine is running. A hydraulic setup generally uses around 4 horsepower and therefore consumes extra fuel even when driving straight ahead.

Because the electric power steering system is truly speed sensitive it will steer light at low speeds and not become lighter at high speed. The amount of assistance can be selected by turning a potentiometer; the driver can select the desired feel (i.e. more assistance with wider tires and/or smaller steering wheel).

The EZ electric power steering works without making a sound, it can not leak and is completely maintenance free. When will you turn around with an EZ Power Steering conversion?

At the moment we are gathering interest so that we can get an introduction offer for Volvo conversions and so far we have two 1800 owners. Units available for 1800 S/E/ES, 120, 140, 240 and heaps of other makes like Jaguar, Aston Martin, MB, MG, Triumph etc.

Mark Richardson
VP Tuning 0403 814 545



EZ Electric Power Steering Unit for 1800ES
(Standard steering column above;
power steering column unit below)

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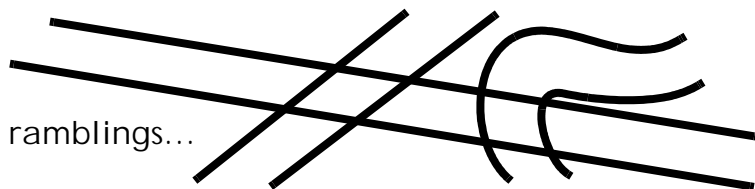
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YOUR SAY

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



Things that go bump in the night!

Some people have excellent driving records and they are prone to enlighten you to the fact generously. The pride of a safe driver is generally robust and they feel they hold the moral high ground when it comes to talking about cars.



The loved 144DL

The study of this safe driver situation becomes interesting when after forty-three years of safe driving something goes wrong - not seriously, just plain embarrassing!

Recently, one such driver who owns two cars, each vehicle being over thirty-five years old, did experience the situation for the first time. One car that he loves is a tidy Volvo 144DL and one he enjoys being a restored Rally Red Torana GTR/XU-1.

This safety-conscious driver wanted to take his distinctly rumbling Torana XU1 out for a drive - very late in the evening for that special experience. His loved but bossy daughter appeared at the window of the noisy car telling him to stop and not go for the neighbourhood's sake.



The dastardly Torana

The safe driver's stubborn streak showed through and he said he was going regardless. He then backed straight out with the immaculate Torana and crunched squarely into his loved Volvo on the other side of the road, waking neighbours. This was not good!

The daughter did not seem upset at all. In fact she appeared to quite enjoy watching the sight. The "former safe" driver then had to go through the extensive psychological counselling to accept the fact his safe record was history and he was left with two damaged cars to fix after finding the very rare parts. This was a bad Volvo moment, when mixing it with an impetuous showy bright red Torana in the dark of the

night!

[Name withheld to protect the guilty!]

Bushfire Losses

Dear Heino:

Further to my telephone call, I thought you may like to know about our experience with the Bushfires.

My latest copy of the Rolling Australia magazine was lost in my V70 (unread!) When I started to look at the damage that the fire had created, I began to realize how lucky we were. The fire hit us like a firestorm. The heat was incredible and the

smoke was so dense it was hard to see through. My wife, son and I managed to just save ourselves, house & dogs. A bit worse for wear but still intact!

It is often the little things that mean a lot. The generosity and human kindness shown to us since the fires has been overwhelming. We have been supplied with food, water, hay, a generator, etc. So many wonderful people - it is an

indication of the outstanding Australian character.

I surveyed my garage and found it and contents were totally lost. The garage contained my 2004 V70 Aktiv Turbo, a vehicle that was a prized possession. The temperature of the fire was so hot that the mag wheels melted. Also in the garage was my much loved 1987 740GLE which was fully serviced by Carson & Murphy and in top condition, as we passionate Volvo owners are known to do! The 740 was purchased new and has been treated with the best of care and still driven regularly by my wife and myself.

Parked outside the garage was my son's 2004 V70 Aktiv Turbo that was purchased on the same day as mine. Simon's (my son) car has melted from the radiant heat and is a write-off.

We are a Volvo family. My first Volvo was a Yellow 245 GLE purchased in 1979, which I still own. This car still runs well. It has done about 700 km (the gauge stopped some time ago). Of course, this is on the original motor. Carson & Murphy replaced a head



John's incinerated Volvos holding up the shed

gasket many years ago but that is all. Since 1979 I have owned a 1993 240, the 740 (lost in the fire) a V40 Turbo and, of course, the V70 (also lost in the fire).

My son Simon started off with an immaculate 144 sourced through an ad in the Volvo Club newsletter. He survived a nasty accident in this car when a young lady ran a red light. He walked away, of course, with no injuries although the car was written off.

With Simon's next 144, his new wife, Veronique, was driving it when a young 'bad' driver cut across 2 lanes of

traffic on a freeway and clipped her which forced her off the road hitting a tree. She suffered some bruising and a broken nose - but walked away from, what I consider, could have been a very nasty accident if she had have been driving a car other than the Volvo.

Simon replaced this car with another Volvo, a 244 for his wife. This one was eventually replaced with a 1987 240 wagon (which he still owns) then in 1999 he purchased a V40 which is still driven by Veronique and the V70 added to the 'stable' in 2004.

So you see, we are passionate Volvo advocates and always defend the Volvo brand when the ignorant, uninformed tell their Volvo 'jokes'.

We have to replace or rebuild our property. However, from the photos you can see that the garage's steel roof is being supported by the roofs of the 2 Volvos. We probably won't be able to replace our beautiful V70s, but we will be on the lookout for something when the dust settles.

I hope that this article and photos may be of interest to your readers and please excuse me if some of this is a bit emotional however it is good to get it off my chest.

Kind regards,

John Doyle

My Life in Volvo

By Dion Nowatzky

Hi. For those that don't know me, I'm Dion Nowatzky. I'm new to the Volvo Club of Victoria committee, but I've been an "unofficial" committee member for many years! As it's my first year on the committee, I thought I should write an article for the magazine. Some may remember the photos I make on a regular basis (featured on the Jan/Feb 2009 edition cover. Ed.). This is my story.

From the time I could walk, I've always been into things mechanical, from pulling Dad's lawn mower apart and putting water into it, and having

Dad take me by the hand and do it properly. Ever since then I've caught the bug of automotive fever. But my story with Volvos doesn't start there. We owned XD & XE Falcons, an HX Statesman and we also had a Toyota Land Cruiser (1981 model Troopie). Then we did a trip around Australia. When we finally got back to Melbourne after 3 months, the Land Cruiser just didn't cut it in peak hour traffic. My dad has a friend who had a Peugeot 505 diesel. Dad seemed interested, so his friend tells him to go down to Mason's where there's one for sale. In the end, it wasn't the right car. But in the corner, there was a 760 Turbo in blue. Dad looks and goes "Hmmm...." He had driven a 740GL for my auntie's wedding several years before, so he decided to take the 760 Turbo for a test drive. He was thinking it was a turbo diesel. After quietly restraining himself after having a nasty shock, we were hooked. This was the one. So it begins, going over to the dark side. This was the beginning of the end.

Dad met a colleague at work, who happened to be John Johnson's wife. They got to talking about the Volvo, and Sandra mentioned that John was the president of the Volvo Club. So we joined, and started going to a few meetings here and there. We turned up at the AGM one year, thinking it would be nice to be on the committee. As they went through the committee positions, there was sheer silence when it got to the "big job". So, my dad put his hand up. Little did we know what we were getting ourselves into! You do not realise how big the club is until the club brings you in and sucks you under. A whole new world opens up. Not a bad one, but a good one. The people you meet, the

places you go - it's all a very interesting life. This is where my story really starts...

I started helping the club plan events, and the most important thing - doing the BBQ - and loving every second of it! Then I discovered the world of classic cars. Someone mentioned there was a 144 that a guy was giving away. Since Dad was the club president, it was about time he owned a classic car. So we got the 144 (a 1972 GL), and fell in love with it. Then we started understanding why people love these old classics like they do. Then we got another one. And then "Oh God, what happened?" and we had more! We went from one to ten. I don't want to count the rest because it would be scary (just ask Chris).



Dion washing dad's new V70

Then we went to John Johnson's one day, where I lost my mind and bought an old bomb. Seeing it there, jammed between two buildings, I got all starry-eyed, and fell in love, despite the forlorn state it was in. I saw past the dent in the roof and the faded, two-tone paint that somebody had sprayed over the top after getting a repair. But I was hooked! Others thought I was crazy, but I spoke to John and asked "How much?" Somewhere in the back of my head I was thinking "Are you crazy?" But John said "No." He wanted to restore it in the future. Several years later I approached John again and asked for the second time, because the car was still sitting there. I told John I



Frisk's Garage

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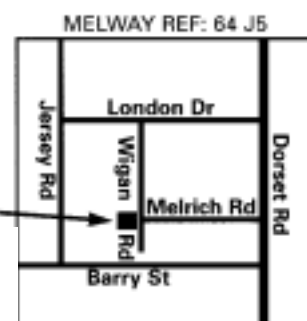
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We are HERE

NEW OWNER!
Michael Van Winsen



wanted to restore the car myself. At this point I did not know the history of the vehicle. John said I could have it for a certain price, so I said "cash, now?" as I had money burning a hole in my pocket. So it was mine! Little did I know what I was getting myself into.

I started getting the life story of the car. I did research, and I was starting to get nervous. None of the brochures or photos I was looking at were matching my car. So we bought more brochures. Interestingly, I found out it was not a B20, but it was a B18. So I dig deeper... I find out it has no rear wiper, then I really get a shock. The car was one of the very first wagons built in the 140 series. Much to my surprise, I find it's one of the first 9200 made in the first model year, and one of only a handful of 1967 145s in Australia.

My sister still thinks it's an old bomb. But, the car's my pride and joy, so I can understand the love people have for a 30-year-old car that they've had since new. The family trips, the learning to drive, the scratches and the dents that weren't funny at the time, but years later we can all have a laugh when someone points out that character line. You can tilt your head up to the sky and say "the story behind that dent..." and just start laughing as you recall the incident.

It doesn't matter if you have an old or a new car. You have fond memories, just like the other people that you meet at car shows. There's nothing better, after spending so much time, money, swearing and cursing at your classic car to get it ready for a show, then to have someone walk up to you and say "my grandfather had a car exactly the same as this one and it brings back good memories". It makes you feel proud. This is my experience in the car club, and I hope others have these same experiences.

Thanks to the car club, I have a life that I would never have dreamt of. Through the years, I've met people who have helped me get to where I am now. During this time, I have been assisted with my cars, and also I could help others with their cars. That is why I'm a "Bloody Volvo Driver." I have seen where Volvos have been and I enjoy the engineering and the quality of the build and materials. From PV444s up to the new XC60, they all are brilliant cars, and they all have stand-out features for their time, and they're only getting better. I am Dion, and I hope you

enjoyed the first part of my Volvo story, and I hope I didn't bore you.

Dion Nowatzky

[Thanks for the great story Dion! For the next instalment, Dion will talk about the other Volvos he's owned (if he hasn't lost count already). Ed.]

Congrats to Bob & Thelma!

The Volvo Club of Victoria would like to congratulate Bob and Thelma Mitchell on their recent 60th wedding anniversary, and Bob's 86th birthday a couple days later. Many of you will remember Bob and Thelma from their visits to Australia for various national rallies. They live in New Zealand and still get around well in their 240.

WHAT HAS BEEN IN MY GARAGE

My first ever car was a 1950 FX Holden purchased for £500 away back in 1957. A couple of years later I traded up to a 1957 FE Holden which was an ex-taxi and was a source of a few problems. In 1962 I purchased a 1960 six cylinder Fiat 1800 which was so very different to most other cars on the road at the time and I thought it was absolutely wonderful.

While working in Sydney in 1964 I purchased my very first NEW car, a 1964 Fiat 1500 which was extremely 'nippy' and I loved it to bits.

By now I was a 'Fiat Fanatic' and subsequently upgraded to a second-hand 1964 Fiat 2300 and this was the vehicle I owned when Margaret and I were married in 1967. The following year I purchased another new Fiat 125 for \$2,998. (Sounds damn cheap by today's dollars) As far as I know I had purchased the first 125 to come to Melbourne.

This Fiat served me very well until I was introduced to a Volvo 142 owned by a local doctor in Melbourne. I was most impressed and decided there and then that I would buy a Volvo next time around. Shortly after I had seen the doctor's car he was involved in an accident in which the car rolled several times and both he and his wife escaped injury. This convinced me and I immediately went looking for a Volvo.

At the time, late 1971, I was given the choice of purchasing a 144 from the last shipment of cars from Sweden or wait until 1972 and purchase a 144 built in Melbourne. Thinking the Swedes would be more experienced in building Volvos I opted to purchase one of the last imported 144s in November 1971.

Only a couple of months after purchasing the 144s I was invited to the inaugural meeting of the Volvo Club of Victoria. This was a great car, I loved it, but after putting radial tyres and a small sports steering wheel Margaret had trouble parking it without power steering. Maybe I should upgrade to a nice 164E.

In 1975 I found a 1974 model with 8,000kms for sale for \$8,000 and quickly snapped it up. The dealer offered me a pittance for my 144s so I decided to sell it privately.

I was a bank manager in Ivanhoe at the time and when, a few days later, a customer came in to obtain a personal loan to purchase a Ford Cortina I suggested he buy a nice Volvo instead. He protested that he couldn't afford a Volvo but when I showed him my 144s parked behind the bank and told him that the price was \$3,500 he snapped it up and agreed without even taking it for a test drive. I gave him the loan which he promptly handed back to me across my desk and my problem now was to explain to the Ford dealers (who were also my customers) why I'd stolen their customer.

After owning the 164E for just a week I arranged to take it back to the dealer to have a few minor things fixed the following Saturday. When I arrived



at the dealership I spotted a 1974 164E TE on the lot that hadn't been there the week before. "Don't bother fixing that one; I will have this TE model instead". He tried to discount the value because I'd owned it for a week but in the end I convinced him to refund the full \$8,000

and I drove away in the TE for an additional \$1,000. The car had being registered two months before and had only 2,000 kilometres on the clock.

Margaret couldn't believe it when I returned home with yet another Volvo and at first didn't believe me that I'd bought it.

Now we had power steering AND air-conditioning together with leather seats! This was really some car.

The TE was our main car, (Margaret had had a Honda Scamp, (YUK) a Morris 1300 and then a VW Type 3 Wagon.) for several years and in 1980, after spending twelve months touring North America in a motor home, we towed an old caravan to move to Queensland. This was my first effort at towing a van and looking back I realise that without the stabilizer bars etc fitted I had taken quite a risk.

A few years later in 1986 we added a 1973 Volvo 1800ES to the stable and we were quite content with the two Volvos.

Then in 1989 I weakened and bought a red 1966 122s Volvo to add to our collection and in 1990 we purchased a small 12 foot Millard caravan. I was anxious to try it out so hooked it up to the 122s and set out on several trips around Queensland. The following year we decided to drive around Australia towing the caravan with the 164E TE. During that trip of about 25,000 kilometres we only saw only one other Volvo towing a van. I can't say the 164 was economical returning about 26L/100KM, and the three speed auto box wasn't much fun descending hills with a caravan on the back.

I sold my wholesale business in 1993 and decided to use the money to indulge in a 1986 BMW 635CSI. What a wonderful car, it handled like a dream but the rear seat was unsuitable for older passengers and I reluctantly sold it in 1996 (I took an old 240 Volvo as a trade in!)

The 122s was sold in 1994 for a small profit and in 1998 we were once again back to two Volvos, the TE and the ES. Margaret kept saying - "We don't need two Volvos, sell one of them!" To appease her I agreed to do so and very reluctantly sold the 1800ES, a decision I've always regretted. A week later I purchased a 960 Wagon, a very rare model in Australia as I believe only 48 examples were sold here.

Margaret's response was - "I thought we were going back to having just one Volvo?" I replied - "We did, but you didn't say for how long!"

She has since resolved to be more specific in the future.

Now we had a six cylinder 960 Wagon we decide to take on another trip around Australia with the caravan and it performed excellently. I was to tow the van around 70,000 kilometres with the 960 over the next few years. When the 960 was 10 years old I decided to upgrade to a V70T and I purchased a 2000 model from Gerry Lister on my way through Sydney in February 2004. I wasn't very happy with the car as it had had rather a hard life prior to my obtaining it and 'I bit the bullet' and traded it on a new 2004 Volvo V70T in November 2004. This model had a little more 'grunt' with a 2.5L low pressure turbo engine which

has such good torque at low revs it is, in my opinion, a great tow vehicle for a small van like ours. The only down side, as far as I'm concerned, is the large turning circle which is a bit of a pain manoeuvring in tight spots. This is much more evident after driving the old 164 which has a marvellous turning circle.

We have just returned from our most recent caravan trip, this time to Tasmania and during the nine weeks on the road we clocked up over 10,000 and averaged slightly better than 13L/100KM overall.

Maybe I have set some sort of record having towed the same caravan about 120,000 kilometres with five different Volvos, especially as we have never seen another Volvo towing a van since that time in 1991.

We still have the 164E TE after thirty-four years in our garage so I've managed to remain a "two Volvo" family despite calls from Margaret to sell the 164E TE as we don't really need it.

I'll admit that it gets very little use these days but to sell it after thirty-four years would be like selling one of the family!

VOLVO FOR LIFE!

Kevin Greenaway

[Thanks for the great story Kevin. Thanks also for the nice photo spread - see next 2 pages of Rolling. I encourage other members to send pics and stories about their cars for a future edition of Rolling. Ed.]

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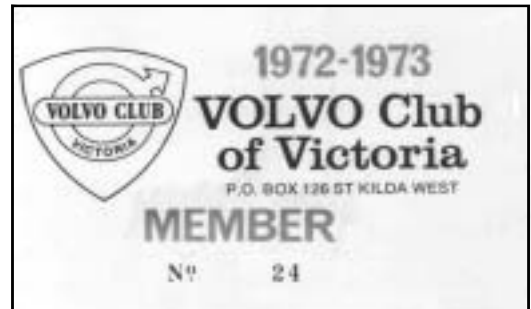
1950 Holden FX



1971 Volvo 1442



1957 Holden FE



Inagural Membership



1960 Fiat 1800



1974 Volvo 164E TE



1964 Fiat 1500 II



1973 Volvo 1800ES



1964 Fiat 2300



1966 Volvo 122s



1986 BMW 635CSI



1966 Volvo 122s



1974 VOLVO 164E TE



1974 VOLVO 164E TE



1993 VOLVO 960 Wagon



2000 VOLVO V70T Wagon



1993 VOLVO 960 Wagon



2004 VOLVO V70T Wagon



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The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

*Reminder to VCQ Members:
If you have not renewed
your membership, this is the
last issue of Rolling you will
receive.*

New Badges

Helen has a supply of the new VOCA badge. It is a one piece badge consisting of the green map of Australia. They look really great. You can purchase yours for \$40 including postage.

Coming Events

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

3 May 2009: Historic Mt Cotton Hillclimb (HRCC)

30 & 31 May 2009: Cootha Classic as part of Brisbane 150 celebrations (HRCC)

28 June 2009: (See elsewhere on these pages) RACQ Motorfest at Eagle Farm Racecourse, Lancaster Rd, Hamilton. VCQ will be having a display at this year's motorfest. If you wish to enter your Volvo please let Helen/Grahame know. Registrations close 28/5/2009. Registration cost is \$25. No registrations accepted at the gate. \$5 discount for club entries. For more details go to: 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 (HRCC)

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

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

October 2009: Weekend at Stanthorpe.

14 & 15 November 2009: Historic Noosa Hillclimb (HRCC)

29 November 2009: Christmas Party.

For more details on the Historic Racing Car Club (HRCC) events please contact Helen & Grahame or go to 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?

Motorfest

Those who have entered this year's motorfest will have received a letter acknowledging entry. You should also receive another letter with entry times. Our meeting point will be 20 minutes prior to our allotted entry time in Hamilton, down near the old wool stores in Macarthur Ave (Map 140 R18 in a UBD). Note we will leave approximately 5-8 minutes prior to our entry time so be there!!!! We won't be waiting for anyone.

Breakfast & Maleny Run

A good crowd turned out for breakfast at Brad's house on Sunday 8th March. In all 9 Volvos (& their owners of course) arrived hungry for snags and bacon & eggs. A big thanks to Peter (Brad's brother) for playing cook - everyone enjoyed their breakfast. Tummies full, we took a scenic drive to Alleyn's house at Peachester. We talked Volvo's for a while and devoured a delicious morning tea. We thank Alleyn and Steven for their hospitality. From Peachester we headed to Baroon Pocket Dam at Maleny via Beerwah and Landsborough.

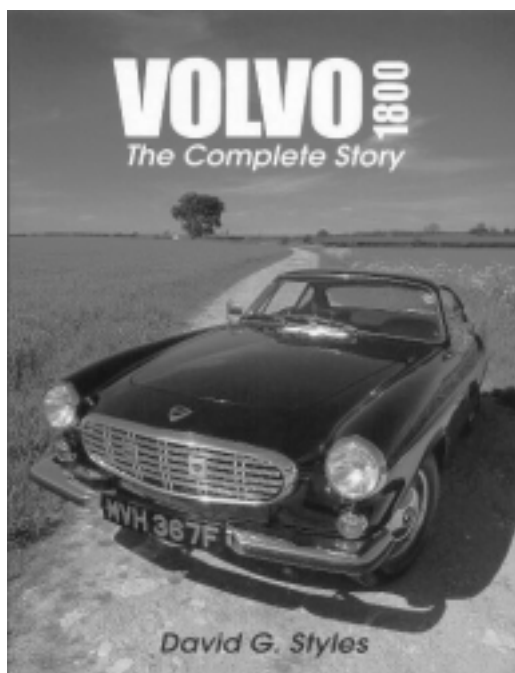


The Volvos gather at Brad's house (ignore the Nissan)



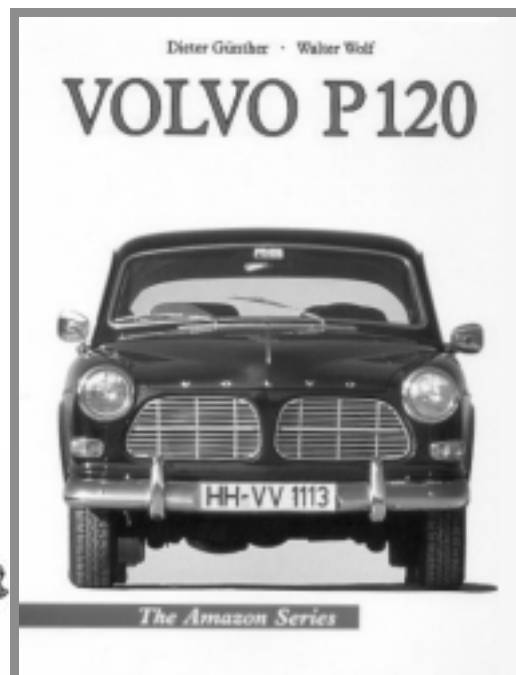
Members enjoying breakfast before a trip to Maleny

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

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

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

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

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



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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.

The 1800/120 Pages

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

President's Report

I fear club enthusiasm has waned somewhat of late.

Our scheduled drive event for 4 April was cancelled due to insufficient interest from members.

If members would like to have events, would they please let me know via email at robert@rblawyers.com.au or call me on (07) 3283 8067, so that I know what members want.

The Lismore weekend event will still be on (1st weekend of August), as this is something not to be missed. Members who are interested in a fabulous weekend away, please contact me so bookings can be made. The event will have a superb collection of classic cars, heaps of fresh country air and a nice drive away.

I also draw members' attention to the NSW Club's event for the weekend of 21 August 2009. [See full details elsewhere in this edition of Rolling. Ed.]

B & E Day

After having read about this event for several years now, I have decided to attend. The chance to eye off 100's of classics and several dozen Volvos of the Vic Club is too good an opportunity to miss. Full report will come in a future edition.

1800's for sale

I have seen 7 1800's for sale at the moment on the web. I do not know if this is a consequence of the "GFC", or a coincidence, but there has been a dearth of vehicles for sale of late. This still remains true of the 120's. Is the 123GT now the ultimate collectible Volvo?

Another Volvo joins the Bakker house

SWMBO's older son has for some time now been nagging that Granny's hand-me-down Pulsar did not cut the mustard. I have to agree. Initially, we heard disheartening ramblings about utes, Skylines and Supras, until recently when he confessed that a V70 actually took his fancy. He liked the look of the car, and the wagon meant that he can cart his surfboard in back. The Pulsar is literally disintegrating from the travel now to the Sunshine Coast Uni, and for his part-time work.

SWMBO was of course pleased as it means safety, peace of mind and enthusiasm from yours truly to assist in the search and in maintenance and repair.

A search for about 2 months has unearthed a 98/99 V70 20V in reasonable physical shape, but in need of some mechanical work.

This means a leap from the old rear-drive tech to FWD new-tech. (and if you have a car with OBD II, you must get an OBD II reader - very cheap on eBay).

Unfortunately for its past owners, a scan through the paperwork with the car showed a heap of cash having been spent on the car in recent times, eg on ABS module, steering rack and ETM. Amazingly for a car that is 10 years old, no-one has replaced the Timing Belt as yet.

(PS I have told the kid he has to join the club now!)

New Column - Vehicle Profile

This edition sees the debut of a new column that will continue until further notice. If you would like me to do a write-up on your car, please let me know!

This Month:

Vehicle : 1967 122S

Type: 122342M

Colour: white/brown interior

Engine: B20 (worked)

Owner: Robert and Tina Bakker

Avid readers will recall the history of this car from this magazine. Peer Skaarup of GLT Car Centre tipped me off to a car for sale by former actor Robert Colby. Inspection in a remote part of the picturesque Gold Coast Hinterland revealed a vehicle that had been in the family for about 20 years, but that was now not going and had some rust problems.





A restoration was undertaken at lightning speed to have the car ready for the Toowoomba Rally in May '08. This included rust repairs and a respray in code 79 pearl white. Brakes were overhauled with new seals, pistons and pads. New bushes in the front and rear suspension. Ford EL rims with new 195/60 x 15 tyres. Miscellaneous electrical repairs and upgrades. New clutch cylinders. Recored radiator, new water pump, hoses and clamps.

The most significant work was to the engine, which consisted of: rebore to accept B21E pistons; shaved and worked head; bigger valves and double valve springs; lightened and balanced flywheel with uprated clutch. Twin Weber 45 DCOE carbs with custom linkages (cable operated); new 2 1/4" exhaust to complement the R-Sport headers.

The vehicle has heavy duty anti-roll bars. GT interior was uprated with a new GT dash and extra gauges. New carpet. Seat trim was repaired.

The car is very impressive to drive, and great fun. The ride is firm but comfortable. Fabulous grip. Steering is light and direct.

The engine power is truly something, and I would say is on par with an early 850 T5 (without the lag).

It is a wolf in sheep's clothing, as you can see from the photos.

Until next time, Volvo for life.

Robert Bakker

50TH ANNIVERSARY

How many Volvo Club members would be aware that 2009 is the 50th Anniversary of the installation of the 3-point seat belt in Volvo motor vehicles?

Nils Ivar Bohlin was born in Sweden on 17th July, 1920 and he completed a Bachelor of Science degree in mechanical engineering in 1939. While working for Saab from 1942 as an aircraft designer he helped develop ejection seats and he brought a concern for



Nils Bohlin
Inventor Volvo 3-point Safety Belt

motorist's safety to Volvo when he joined them as a safety engineer in 1958. That year Bohlin invented the 3-point safety belt, and patented the "Basics of Proper Restraint Systems for Car Occupants". Volvo had been offering lap seat belts as an option in their cars since 1956 but in 1959 they introduced Bohlin's lap-and-shoulder belt as standard equipment in all of its vehicles, the first vehicle manufacturer to do so. The 3-point safety belt is now a standard safety feature in all cars and it has saved more lives in motor vehicles than any other single device.

In the 1950s the lap belt (similar to what is still used in aircraft) was the technology of the day and although they were mostly only used by race car drivers at the time, they were available in some auto shops. When I personally fitted them to my FE Holden in 1959 I had some resistance from my passengers, especially the girls, when they were asked to wear them.

Lap belts were crude implements for motor vehicles and although they were efficient in holding you in the car in the event of a crash they could cause internal injuries, but, in my opinion, they were better than no restraints at all. So I'm also celebrating fifty years of 'restraint'.

In 1970 Victoria was the first government in the world to pass a law making the wearing of seat belts mandatory. In the USA it wasn't until 1985 that the states of New York and Texas followed our example.

Nils Bohlin was inducted into the National Inventors Hall of Fame in 2002 and he sadly died on 26th September 2002.

Kevin Greenaway

Swedish Vintage and Classic

8 Somersby Road, Welshpool. W.A. 6106

Automobiles

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Alternate Ph: (08) 9451-6117

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Beware The Bonnet Hinges On Your Volvo 1800

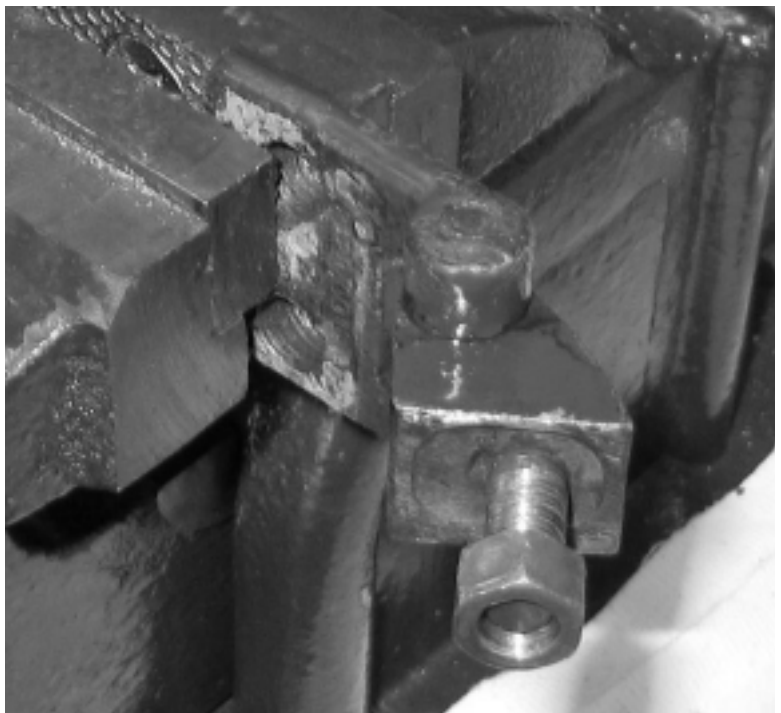
I have seen this happen a few times and it ends up being an expensive exercise.

Bonnet hinges on an 1800 get very little attention. What makes it worse, is the fact that due to the cars reliability, the bonnet is rarely opened. The two hinges have a very bad habit of seizing if not lubricated and 'exercised' on a regular basis. Their position up front where they get all the wind and rain when the car is being driven adds to the problem. This tends to bend the leading edge of the bonnet sheet metal when the bonnet is eventually opened.

Sometimes you might feel the slight resistance as you are trying to open the bonnet. STOP. Otherwise the bonnet will act as a lever and actually open the bonnet, except that the hinge(s) will not work and you end up bending the metal work of the bonnet close to the hinges. I've seen it happen! So, here is what you have to do. You will have to access the bolts holding the hinges to the car by removing the front grill. Not a major exercise. Undo the bolts and take the bonnet off, with some help, and remove the hinges completely from the bonnet. Now you can work on them on your garage bench.

I have a pair of spare hinges in my '1800 box of spares'. While doing a clean up, I noticed that one of the hinges was seized. I mean seized. I could not move it at all. Now I am sure they were OK when I put them there. See what I mean! So, I had to soak it overnight in WD40 and still had to work it until it came loose.

You've been told!



I Didn't Know That

Did you know that there are two diameter sizes of Girling clutch slave cylinders. The 1" bore is the most common and probably easier on the foot. The 3/4" although having quicker response is harder to push.

The one supplied now new is 13/16" size. Or else you can have the old one re-sleeved and re-kitted for almost half the price.

Volvo 1800 Water Leaks *George Minassian*

An email from a Club member last week has prompted me to write about this problem. The 1800s are notorious for leaking right over your left foot, or worse still over your passengers right foot. So here is what to check.

1. Fresh air vents. Remove air vent grille and plastic housing. Check that there is no obstruction in the drain hole and that the two vents close up tight. Seal them off if you get desperate! If it only leaks when cornering, then these are probably your main culprits.

2. Wiper post rubbers. There are two that seal the hole where the wiper posts go through. Both rubber, one above and one from below. These are available new. Off course, make sure the large nut is tight.

3. Windscreen rubber. Either cracked or not sealing properly. Get someone to hold a hose to the screen and check for leaks. You might have to reseal or remove and refit the screen. I will write about windscreen replacement another time.



***It Had to Happen
Chassis 7741 Queensland***

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Volvo 1800/120 Club
P.O.Box 6522

Tweed Heads South NSW 2486

Check out our books elsewhere in this magazine





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
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craig.s.rasmussen@team.telstra.com

BAY TO BIRDWOOD CLASSIC CAR RUN - 27 Sept. 2009

The next Bay to Birdwood "Classic" is to be held on Sunday 27 September 2009. This event is open to all registered and road worthy vehicles (bikes, cars, trucks) manufactured between 1 January 1956 and 31 December 1977. Note that eligibility has not "rolled on" by 2 years from the 2007 event.



For those new to the Bay to Birdwood Classic: The Bay to Birdwood Run Committee was formed in 1980 and is the organiser of the traditional Bay to Birdwood Run for pre-1950 vehicles. It is the largest most continually staged motoring event for veteran, vintage and early classic vehicles anywhere in the world. The inaugural Bay to Birdwood Classic was held in 1997 for vehicles built from 1st January 1945 (and at least thirty years old). The event initially commenced at Glenelg ("the Bay") with the Run finishing, as it still does, at the National Motor Museum, Birdwood. This is a 70 kilometre route which travels along metropolitan main roads, passing over 100,000 spectators, until it reaches the foothills where the remaining 20 kilometres are a one way route through the scenic Adelaide Hills. The Start is now located at Barratt Reserve, Adelaide Shores, to facilitate the increasing entrant numbers and to provide for spectator access amongst

the vehicles. Visit
"www.baytobirdwood.com.au/
the_classic.html" for more info.

The number of cars being able to attend will again be limited this year to 1700 entrants (t.b.c.) so it is advisable to get your entries in early. Interstate members who have participated in previous events should receive an application for this year's event in mid May. For new members who wish to join us this year, please contact an SA club committee member for an application form (also available on the website) and advice on accommodation, etc. if required.

The SA Club committee will organise a get together on the Saturday night prior to the event to welcome our interstate guests.

HISTORIC REGISTRATION VEHICLE INSPECTIONS

In conjunction with the CLUB BBQ & SHOW N SHINE on 28th June 2009 which is open to ALL club members and their vehicles, the required annual inspections for our conditionally registered vehicles will be undertaken. See Calendar for further details.

Note that this event is MANDATORY for historic registered vehicles IF the vehicle has not been to any other event during the year. So if we see your historic vehicle regularly, you do not necessarily need to bring it to this event.

Log books may be checked on the day. They will be endorsed at the AGM in July as usual. Please remember to bring your current Registration Papers to the AGM as well as these need to be endorsed also.

Contact Ken, Craig or David (contact details under Committee details) to advise attendance for catering purposes by Monday 15th June.



Pics taken at the last Bay to Birdwood Classic. A great group of Volvos and a great day out!

Cruise for Leukaemia

The Volvo Car Club of SA was asked by the Commodore Owners Car Club to join them on Sunday 8th March for a "SA Cruise for Leukaemia". It was very disappointing that only Tricia, Colin, Jessica, Annalise, Barry and myself were able to attend, but with our two cars we make an impact.

All the money for entries and money received on the day went to the Leukaemia Foundation, all costs were paid for by the Commodore Owners Car Club and I thought this was great. The Commodore Owners Car Club need to be congratulated. Their committee and especially "Kim" would have worked very hard to run this event. \$3,988.00 was raised and forwarded to the Leukaemia Foundation.

We arrived at 9 a.m. did the first half of the cruise, stopped for lunch then the second half of the cruise, incorporating signage to slow down for the official photographer. Late afternoon we arrived at the parklands where the entertainment started with a local band and the 2008 World Karaoke Champion singer. Balloons in memory of those who had past away were released. There was also an auction of forty prizes, this included a Commodore

bonnet air brushed of Peter Brock and a Falcon Bonnet air brushed of Dick Johnson. They were great prizes but didn't suit the Volvo. After the Auction people presented themselves for the "Great Shave" for Leukaemia. Trophies for various car were given out and we were lucky enough to receive a trophy for the best other make of vehicle.

It was a long day but all who attend would have enjoyed the day.

Helen Judd - Secretary

940 BOOT LOCK MYSTERY (Tech article from Ken Bayly)

My brother Rob recently purchased a 1994 940 sedan from a family in NSW. The vehicle was found via the internet and from the images and description and reason for the sale, he decided to acquire the vehicle. On arrival in



Detailing the 940GL



Lock cylinder on boot near tail light



Adelaide by car carrier the 940 was found to be in very good condition only needing minor detailing.

The boot of the 940 is like brand new with spare tyre, jack and car tools never used. Whilst cleaning the car the following weekend, Rob locked the boot with key. This deadlocks the boot so that the central locking and electric boot release would not open the boot. Unfortunately, attempts to 'undeadlock' the boot failed due to the lock freezing in the locked condition!

The first locksmith that Rob went to told him the lock cylinder would need to be drilled out and we imagine a new lock would be very expensive. Fortunately Rob decided to think about it. A lubricant spray was tried but still no joy. In the meantime, Rob's other car (a 2 year old Renault) failed to start so off to the dealer it went. The Renault requires parts to 'come from France' so it appears the Volvo 940 was a just in time purchase, save not being able to use the boot.

However the Renault Dealer suggested another Locksmith to try. Result - boot open in a flash requiring only freeing up of the lock tumblers as they had gummed up from lack of use. The lubricant spray tried previously probably would have worked eventually, but the locksmith was able to help things along with the use a special key.

**I like cats too.
Let's exchange recipes!**

VOLVO CAR CLUB OF SA - 2009 EVENTS

MAY
8TH

Club Meeting
7.30pm – Glandore Community Centre

17TH

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.
Entries close 30 April 2009.

JUNE
28TH

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

JULY
10TH

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

12TH

Mid Year Lunch (Details closer to the event)

AUGUST
16TH

Keep an eye out for event details

SEPTEMBER
11TH

Club Meeting
7.30pm – Glandore Community Centre

26TH

Pre Bay to Birdwood Get Together
Details closer to the event

27TH

Bay to Birdwood
Classic Run
Details closer to the event

OCTOBER
25TH

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

VOLVO CAR CLUB OF SA - 2009 EVENTS (continued)

NOVEMBER

13TH

Club Meeting

7.30pm – Glandore Community Centre

14TH

Christmas Pageant

22ND

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



Heaven is Where:

The Police are British,
The Chefs are Italian,
The Mechanics are German,
The Lovers are French
and
It's all organized by the Swiss.

Hell is Where:

The Police are German,
The Chefs are British,
The Mechanics are French,
The Lovers are Swiss
and
It's all organized by the Italians.

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Volvo Car Club of NSW

(Inc.
Volvo Sporting Car Club)

40th Anniversary Rally

21 - 24 August 2009

**Holiday Inn
Rooty Hill RSL
Rooty Hill NSW**



The Volvo Car Club of NSW would like to extend an invitation to you to attend our 40th Anniversary Rally in August 2009.

This event is to be held in conjunction with the Council of Motor Clubs Premier event of the year,
The Shannons Eastern Creek Classic.

The main event for our anniversary will be held at the
Holiday Inn adjacent to Rooty Hill RSL Club.

The Schedule of Events are:

Check-In, Registration and Welcome BBQ on Friday evening 21st.
Show 'N' Shine on Saturday 22nd.
Presentation Buffet Dinner on Saturday evening 22nd.
Rally at the Shannons Eastern Creek Classic on Sunday 23rd.

See Volvo Car Club of NSW website for all details
www.volvocarclubnsw.com

Contact: Julie Williams (Secretary)
Phone: 02 9567 5556
Mobile: 0409 161 357 (after hours only)
Email: hollymist@bigpond.com



Volvo Car Club of NSW
(Inc.
Volvo Sporting Car Club)

**40th
Anniversary Rally**

21 – 24 August 2009

**Holiday Inn
Rooty Hill RSL
Rooty Hill NSW**



The event will begin on Friday 21st August with check-in and registration, where you will be given a run-down of the weekend's events. You will then have the rest of the day free to explore local sites of interest or just kick back at the RSL Club next door.

The Club is easily accessed from the hotel without having to go outdoors. There is lots to do at the Club with several choices of places to eat or just grab a coffee; wander through the gift shop or go for a workout in the gym.

On Friday evening there will be a "Welcome" BBQ at the Holiday Inn. This is a chance to catch up with old friends or make some new ones.

On Saturday it's time to spruce up your 'Pride & Joy' to get ready for the Show 'N' Shine, which will start at Noon sharp. There will be several categories and opportunities to score yourself a trophy and a pat on the back.

On Saturday evening there will be a presentation buffet dinner in a function room at the Holiday Inn, which is located adjacent to the car park where we will be displaying our cars. So you can leave your car in the display area and have a wander around the cars again before going in to dinner or after dinner if you like. The display area will be well lit so you can check out the display under lights.

Bright and early on Sunday morning we will meet in the display area and travel in convoy to Eastern Creek Raceway; a short 15 minute drive away where we will have an exclusive area to park our vehicles and enjoy the magnificent display of some 1800+ vehicles. We will also have a few spots allocated to us on Pit Lane in honour of our 40th Anniversary. But, best of all, our group will take part in a Parade Lap around Eastern Creek.

I like to call it the Shannons Drool Fest. If you come along you'll see what I mean.

There is plenty to see and do at The Creek with displays, demonstrations and a plethora of merchandise to buy; there are several food outlets or you can take your own picnic if you like. We hope you can make it to help us celebrate our birthday. We promise to pull out all the stops to make the event as memorable as possible for you to enjoy.

Hope to see you all there.....Jules



Volvo Car Club of NSW

(Inc. Volvo Sporting Car Club)

40th Anniversary Rally

21 - 24 August 2009

**Holiday Inn
Rooty Hill RSL
Rooty Hill NSW**

Expression of Interest



Entrant name: _____

Club: _____

Model No. & Year : _____

Street Address: _____

Suburb: _____ State: _____ Postcode: _____

Phone Number: _____ Mobile No: _____

Email Address: _____

Please forward Expression of Interest to:

Julie Williams (Secretary)
C/- Volvo Car Club of NSW
PO Box 1065
Sutherland NSW 1499

Or

Email: hollymist@bigpond.com

Phone: 02 9567 5556

Mobile: 0409 161 357 (after hours only)

See Volvo Car Club of NSW website for all details and downloadable version of the
Expression of Interest & Registration Forms.
www.volvocarclubnsw.com



Volvo Car Club of NSW
(Inc.
Volvo Sporting Car Club)

**40th
Anniversary Rally**

**21 - 24 August 2009
Accommodation Details
Holiday Inn
Rooty Hill RSL
Rooty Hill NSW**

**The following are details of accommodation bookings for the
2009 Rally in August.**

I have booked a block of standard rooms, but if you would like to upgrade, please feel free to do so. The rooms have been recently renovated and are very well appointed as well as being generous in size. There are also cooking facilities in the family rooms and suites should you wish to cook your own meals.

**Please book and pay for your own accommodation.
You can call the Holiday Inn on 1800 899 960 or 9832 3888
Or book on line at holidayinnrootyhill@ichotelsgroup.com**

Please also make sure you advise the booking clerk that you are with the Volvo 40th Anniversary Function in order to get the Function Room Rate for standard rooms. .

Standard Room	\$ 125	1 Queen & 1 single bed (sleeps 3)
Family Room	\$ 145	1 Queen & 2 single beds, plus sofa bed (sleeps 6) Incl. Full Kitchen facilities
Executive Suite	\$ 425	2 separated bedrooms 1 king size bed in each bedroom. (sleeps 4) Price inclusive of both bedrooms Incl. Full kitchen facilities
Add ons	\$ 15	Breakfast per person.

For more details go to : www.ichotelsgroup.com; 33 Railway St. Rooty Hill, NSW 2766 1800 899 960

VIC Events Coverage

Treasurer's report

Adrian Beavis 04 02 20 34 37 (AH)

As at March 4th the account balance was \$3748.94. I cannot give the latest balance due to the ongoing problems with getting access to the bank account details on the internet. A phone call from them just before Easter implies we might soon have access back again ...

The following is a summary of the club's major expenses and income for the period from Jan. 1st until to Feb. 12th.

Income:

Membership subscriptions: \$720.00

Donations March and April night meeting: \$97.40

Magazine contributions from interstate clubs: \$818.77

Total income: \$1637.17

Expenses:

Consumer Affairs of Victoria annual statement fee: \$39.70

Reimbursed expenses*: \$130.83

Total expenses: \$170.53

Net income: \$1466.64

*Made up of trailer wheel \$85.88, Nibbles for March meeting \$30.65, and other \$14.30.

That's it, again, from the Treasurer for this edition. Hope that you enjoyed the Easter break and your Volvos drove without a hitch. Fortunately when mine broke down, I had my hat to keep the sun out my eyes so I could see the tow truck coming up the Hume, from miles away.

Adrian Beavis

THE 2008 BLACKBURN DAY OUT

Now an annual event, Classic Volvo Service and Amazon Spares organise a combined Classic & Vintage car display and BBQ SWAP Meeting, and there is always something interesting to see and amazing bargains to be found. Last year the invited feature make was Borgward, and some beautifully restored examples came along, including a very rare 1957 2 stroke fuel injected front wheel drive Goliath! The only example of the super-rare Austin A 30 utility came down from country Victoria for the day. Only about 150 were ever made by the factory in 1957. Various Volvos were in attendance, including Walter and Sandra Gowans with their 1800 and Bill Benic with the 122S race car and a rare (non Club member) 120 wagon which has just been sold to a well-known Volvo racing identity with the appropriate initials G.O. and it will be fully restored. Indeed good news.

Some truly astonishing items were on view for sale for all makes and models, and stacks of 1800 and 122 parts. Elderly ladies and young children were knocked over in the rush to one seller's site when it was discovered he had several "as new" early red V hubcaps for \$10 each! A 164 owner was amazed he could buy the NEW clips on the day for his wheel arch trims that he couldn't obtain elsewhere, and a Jaguar XK 120 owner was stunned to find just the right mirror and a few other bits that he had spent 3 fruitless years looking for. Apart from all that, a mobile tool van vendor came along for those wanting quality tools (he did good trade) and the free BBQ and plenty of tea and coffee was on all day. To top it off, the weather was perfect. Try and come along this year...the date (October 2009) will be finalised soon.

MOTOR MAGAZINE to do budget Volvo racer!

Vic member Allan Abbott brought to my attention that Motor Magazine is doing a feature on \$10k budget cars for Gen Z drivers. The plan is to buy and modify 4 cars and compare them. The 4 cars chosen are a Mazda RX7, and VW Beetle, a Falcon, and a Volvo 242GT. Have a look at the May edition on newsstands now. They did some



Pics from the 2008 BLACKBURN DAY OUT



performance comparisons of the cars in unmodified condition. The Volvo and the RX7 were about on par, while the Beetle was very slow, and the Falcon a lot faster. They plan to put a Holden 5L V8 in the Volvo (doesn't sound too smart to me considering you could probably get as much power out of the B23E, and it weighs less!) It should be interesting to follow the story over the next few months.

Daylesford Drive

Watch for a full report and photos from the Daylesford Drive in the next edition of *Rolling Australia*. Pic at right is Walter & Sandra Gowans' 1800ES.

Some folks have suggested we do another Economy Run. If you're interested in attending and/or helping to organise something, please let Ben Winkler or another committee member know and we'll try to get it going.



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John Fleming & John Keane

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

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

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

TME / Simons order! Working on new TME/Simons exhaust order which we hope to complete in a few months! This order will be limited on Volvo models to choose from as a lot of European factories are not holding



stock due to the situation in the world so best to call Mark at VP Tuning on 0403 814 545 for more info on models or check www.tme.com or www.ray.se

New in 2009! Swedish stamp collection "cult cars" featuring two Volvo's, a PV and 120. Prices are \$2.50 for the 120 stamp,



\$13.50 for the collector's sheet and \$14.50 for the postcard collection. Limited stock! Call Mark on 0403 814 545

SALE! SALE! SALE! VP Tuning! At the British and European day in May '09 I will have BIG discounts available (up to 50%) on a lot of merchandise and parts. Please check website www.vptuning.com.au or call for which parts. Mark Richardson 0403 814 545

740 GL rego to Aug. As is. I might find a younger person who might be interested in keeping this old girl alive. It's Metal grey, armoglated, no rust, anywhere. Good



engine and all the extras, power windows, ABS, leather seats 6 CD stacker, not a mark on it. The best offer or any offer, only to a keen Volvo person. I will be sorry to see it go but that's life. John Barker. Cairns. 07-4059-0184

1986 740 Turbo sedan. NSW rego until August 2009. ONE owner car in very good condition. Manual overdrive. 360,000kms with full service history by same service



centre & serviced every 5,000kms with oil & filters. New radiator & cam belt. Lambs wool covers front & back. Boot is unmarked. As a country car has some stone chips on front. Car has never been in a panel shop. \$3,000. Car located in Albury. Rob Riley on (02) 6021-6563

122S with overdrive and fuel injected B20E engine. The gearbox has the short throw shifter. Carpeted throughout including boot, aftermarket tach, 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 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

1982 244GL. Immaculate condition. California White with Blue interior. (Winner best 200 series at Toowoomba.) Current Qld rego 626EPY. Comes with large supply of



spares. \$3,000 ONO. Car is located on the Gold Coast. Grahame Hunt. 0414 942 522

Door trim panels - two (pair) factory tan colour. Brand new! Suit 1965-70 122S/123GT. Asking \$375 pr., or very close offer if picked up locally and I don't have to spend 3 hours crating for freight! Contact John Fleming. Melbourne (03) 9877-7754



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

1987 480ES. Red with Grey upholstery. Car is located in Cairns. Car is unreg. Haynes



workshop manual included. \$1,500 ONO. Contact Dom 0418 770 920

1996 850R [SAZ 653]. Regd until August 2009. Red with black leather combo. Auto. Silver 17" rims. Toyo tyres. Full service history.



Excellent condition. Always garaged. Phone Rini on 8786 5407. Price \$11,000

1800ES. If you're looking for style, look no further than this beauty, back on the road after eighteen years in the shed. Bought at a liquidation auction from a garage that



had partly restored it, before I brought it to this stage. It has been resprayed a gorgeous red from the original burgundy red, and has been looked after in a rural garage. Mileage is 93,000 on the clock, but can't be verified with service books, but the fact it has been off the road for eighteen years, and with the condition of the interior, I can only assume, that mileage is correct. Manual four speed with overdrive, fuel injected, VIN/Chassis No.NINVS05738692; Engine Number 8230769. Price \$18,500. All enquires: Joseph Lafferty 0414 774 752

HMV Car Radio, 10 transistor Push Button Long Range 12 volt. Model circa 1965. Just serviced and in top working condition and appearance. Suit a 122 or 1800. Price \$200. John Fleming, Melbourne (03) 9877-7754

1990 740 Turbo soft nose. Last of the 740 series with the 940 front and interior. White dark grey leather. Just had head and radiator replaced with new items recently. 202000kms lady driver last 5 years. ABS brake, auto, power steering. Air (needs regas) \$4500. Phone Rob 0418 26 86 86 or email rob@robhoward.com.au

VOLVO 1961 122S - very rare B-16B model. Twin carbs, 4 speed, 6 volts. One of the first Volvos imported to Australia by

Regent Motors of South Melbourne. Known history, 2 previous owners. Chassis No. 80,544 Engine No. 124,939. Original reg. was HLC 222- expired Sep. 1994 and in dry storage past 15 years. Mileage 109,625, with a fully reconditioned warmed motor at 105,000 miles. Very original, body partly prepared



for repaint, some cosmetic repairs needed. Spares include several equally rare B-16 motors (dismantled), one M40 gearbox (B-16 bolt pattern) and a set of front disc brakes. \$1,800. John Fleming. Melbourne (03) 9877-7754

1966 122S PRICE REDUCTION! (JME 122) 4 speed manual 4 Door. Colour is Off white with red interior. Excellent condition Original motor and paint. Registered til April 09.



\$9000 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

1988 740 GL. Silver with blue interior, auto, PS, PW, AC, ABS. 180,000km. Nice clean car in good condition. Reg to October 2009. \$2200 ONO. Phone Paul 03-9794-0180 or 0408-055-908

1987 740 Turbo, 22,000 kms, Show winner. Dark blue, cream trim, First place in last 2 Volvo national's. This car is unmarked and could be the most original 740 Turbo



available. If you want the best this is it. \$25,000. Phone Rob 0418 26 86 86 or email rob@robhoward.com.au

1979 Volvo 244 DL. Available now for club rego. This 244 placed second in the Toowoomba Nationals. Could very easily win the next show as this car is full original without having being molested. This car has done 360,000 kms but is one of the best 244 available. Californian beige with oak trim.

\$4000. Phone Rob 0418 26 86 86 or email rob@robhoward.com.au

1979 242 GT. Needs paint. Dealer fitted auto from new for Astra Pharmaceuticals in Sydney. I found the car in Canberra so is rust free. There is also a donor manual car which was drivable when taken off the road. \$2500. Phone Rob 0418 26 86 86 or email rob@robhoward.com.au

1986 240 GL. One doctor owner. This 240 is perfect. 106000 kms. Log books - all services done by Volvo dealers. White dark blue trim. Freezing cold air, auto, power steering. This is the nicest 240 I have ever seen, genuine one owner doctors car from the eastern suburbs of Sydney. This car will win hearts wherever it goes or is shown. \$6500. Phone Rob 0418 26 86 86 or email rob@robhoward.com.au

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

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

Parts Galore for 142, 144, 145 or 164. I have complete cars ranging from very good condition to restorable body shells. Years starting from 1969 to 1974. Plus lots of parts for all models. Give me a call - I should have what you want. Melbourne. Ph Heino 0425 705 045

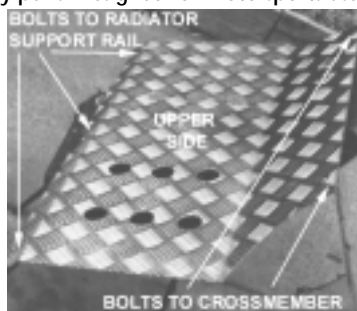
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DVS Volvo 240 strut tower to tower brace. Suit B21/B23/B230 powered 240s.



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 Coilovers for Volvo 240s available soon.

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 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

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 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.

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VOLVO FOR LIFE

On the Back Cover: Kevin Allen sent this pic of his 122 at Oran Park, with artistic rendering done by a keen motoring enthusiast/professional photographer he met in Italy. See Kevin's story in the March/April 2009 *Rolling Australia* mag.

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