

ROLLING

AUSTRALIA
No. 185

July/August 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



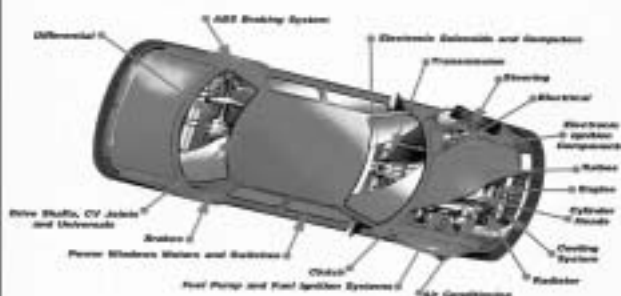
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Within the Volvo Car Club of Victoria, each model Volvo is represented on the committee by a "Register Captain" or contact person for matters concerning that group of cars. The role of a Register Captain is determined mainly by the individual, but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

JULY/AUGUST 2009 ISSUE NO. 185

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 August 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.

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**
Free pizza and soft drinks for all members starting at 7PM. AGM starts at 8PM. Bilia Volvo and VP Tuning will have parts for sale on the night. Feel free to bring along parts to swap/sell. All club officer/committee positions will become vacant, and elections will be held to select the new committee. If you wish to nominate for a position, come along to the meeting and fill out a nomination form, or contact one of the current committee members to let us know if you can't attend on the night. Now's a great time to put your hand up to help run the club. It doesn't take a lot of time to help out with an event or organise a night meeting speaker, so if you have some ideas, join in the fun and offer to help out. Without member volunteers, the club wouldn't be what it is today.
- Sat 15th Club Dyno Day**
Location: Swinburne TAFE dyno, 369 Stud Road, Wantirna (near Knox city shopping centre). The dyno is located near the back of the campus.
Time: 9AM; pre-book as spaces limited!
Rock up and put your pride and joy on the advanced dynamometer at Swinburne. You'll be able to see how much power the car is really putting out, and compare it to last time if you have previously had the car on the dyno. Cost is \$40 per car to cover the cost of running the dyno.
Contact Alex 0403801742 for more info and bookings.
- 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.volvocarbclubnsw.com and full details published in the previous (May/June) edition of *Rolling Australia*.

September 2009

- Wed 2nd Night Meeting**
Guest Speaker info see www.volvovic.org.au
- Fri 11th - Sun 13th Corryong Historical Machinery Club Rally**
Club member Rick Dugdale, owner of the Clearwater Caravan Park in Tintaldra, has extended the invitation to all members to stay for the weekend @ \$25 per head per night, with dinner (Saturday night) @ \$18 per head (if enough people are interested). Please contact Rick via email uppermurraycaravan@bigpond.com or phone 02 6077 9207 if you are interested in attending. Note: there may be a nominal fee for spectators to enter the display area, but as we are a member club of the AOMC, classic cars should be allowed in for free. Contact Rick if you have any questions.

Sat 26th Bay to Birdwood Classic - Adelaide

-Sun 27th 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. Register early to avoid disappointment as entries are limited. 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 at least 5-6 cars from VIC 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 Saturday night for all members (details in the SA club calendar).

October 2009

- Wed 7th Night Meeting**
Guest Speaker info see www.volvovic.org.au
- Sun 11th Parts Sale & Swap Day!**
Location: Classic Volvo Service courtyard, 17-21 George St, Blackburn. **Time: from 9AM**
The featured group this year will be pre-1960s rarely seen MERCEDES-BENZ models. We hope to have up to 10 of the best on show. Should be great fun as ever, and being a sell and swap, always bargains. Sausage sizzle! For more info, contact John Fleming 9877-7754

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: a striking blue Volvo C30 T5 with R-Design body kit (image courtesy Volvo Cars media web site)

President's Report

Heino Nowatzky

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hnowatzky@ozemail.com.au



NOW HEAR THIS:

British & European

The club's annual show and shine was conducted on the 17th May 2009 at Flemington Racecourse at the Classic Showcase (also called the British and European Show). We had a good turn up of Volvos with forty-one cars counted on display. Silverstone Volvo provided an XC60 for the day and it attracted a lot of attention. The numbers appear to be dwindling with the earlier models with only two 120's and two in the 140/160 Class. The largest number was in the 700/900 Series. Nevertheless it was a great show and as usual the Volvo Club was one of the most prominent clubs on the day in both numbers and display. We had the club trailer and a barbeque with soft drinks and tea/coffee supplied by the club all set-up, and a big thank you to Wayne, Sandra, Dion and Chris for managing to feed the hungry club members. Also the committee members ensured that the cars were lined up and had the correct voting details. It is difficult to line the cars up in order when we have no idea how many of any one model may be in attendance so it is important that you do turn up early, we can only leave so many gaps between the cars. This year there was added pressure from other clubs that have previously only had a handful of cars on display bringing over twenty so space became a premium.

Robert Bakker, the President of the 1800/120 Club, came down to Melbourne for the weekend and agreed to be the Guest Judge of the Master Class. Time was tight, as Robert had to be on a mid-afternoon flight

back to Brisbane. I would like to thank Robert for his time and patience and I hope he enjoyed his time in Melbourne. Robert selected Erik Ullner's 164 as the Master Class winner. This was based on not only the quality of the car but also the fact that Erik and his wife had driven across from Adelaide just for the weekend and had still managed to turn out a good car.

There are not many planned activities over the winter months but keep checking the web page for updates. Talking about updates, Ben Winkler our Webmaster, has updated our web page and the new look is great. It should also be faster to load and easier to use. Have a look and provide feedback to Ben (only positive of course). Alex is organising another Dyno Day in August with the Swinburne TAFE. The NSW Volvo Club Rally is on the 21st to 24th August and the Bay to Birdwood Classic event is on the 27th September. The next big event is the Annual General Meeting (AGM) to be conducted 5th August in Camberwell. All Committee positions become vacant and we would like to see strong support in the filling of vacant positions. Us per usual we will have pizzas and soft drinks and the meeting starts at 7 pm. Bilva Volvo will have a selection of parts and goodies at discount prices available.

On a personal side I have been doing a bit of 'spring cleaning' of our collection. We have accumulated a large number of 140's and 164's that we were trying to save from the crusher. For those that were not aware, one of the sidelines of the 'boom period' was the price of scrap metal had gone up to a level where unscrupulous people were

stealing old cars off the street and out of yards for their scrap value. Many classics in good condition or in good restorable condition were nabbed and crushed. We have stored our collection in secure premises so at least these were saved. I have seen a marked increase in the interest of 140's and 164's this year and so far we have found homes for a 164 in Tasmania and two 142's have found new owners in Victoria. One of these cars is a (now rare) 142GL with air-conditioning and a sunroof. I have also acquired a rare 165 from the grandson of the builder in NSW. This car will undergo a restoration over the next few months and I hope to drive it to the Bay to Birdwood in September. If we can find a cheap way of transporting a 164 across Australia to WA we would even get another car to a loving owner. Anyway, for those in the colder climes of Australia stay warm and all of you stay safe. Now is the time to check those batteries, tyres and wiper blades and don't forget to keep your washer fluid topped up.

*Until next time,
Heino Nowatzky*

Welcome New VIC Members:

Stephen Couche
Peter Anderson (940GL)
Neville Thomas (1800E, 740GL)
John & Margaret Barnett (142GL)
Simon Barnett (122S, 144S, 144, 142, 840)
Frank & Natalie Duke (240GL, 740 Turbo)
Graham Bailey & Sharon Meere (262, 240, 570)
Warren & Robyn Turner (1800E)
Damian Calderwood & Derek Cheah (164TE, 244GLT)



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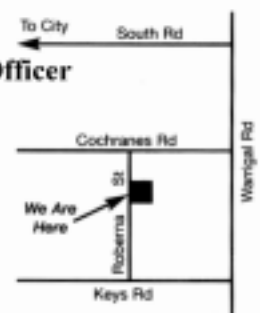
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Bankruptcy Fallout

Welcome to the July edition of Rolling Australia. You'll see some great articles, tech tips and pictures in this edition - a big thank you to the contributors as always. Of particular interest is the "new look" 1800/120 club pages (thanks to George Minassian for the new layout which makes my job as easy as cut & paste). There are also a number of articles and pics submitted by John Fleming (Classic Volvo Service), with more to come (thanks John - nice to have articles "in the bank" already for the next edition!) As I say every year, I want to refresh the look of the magazine, but I never seem to have time to mess around with it now that I have a routine in place to churn it out. Maybe next edition (assuming I'm still the Editor after the August AGM?)

As usual, there's quite a bit of confusing news on the automotive industry front worth reporting. I'll avoid speculation about the Volvo Cars situation, as nothing seems to be forthcoming in the media or from Volvo. I hope for the sake of Volvo employees worldwide that something happens sooner rather than later. I know what it can be like not knowing the future of your company. Yes, GM did just file for Chapter 11 bankruptcy protection in the USA, and yes, Holden is part of the "New GM" going forward. But unfortunately the employees still don't have much new information about our situation going forward (other than our managing director Mark Reuss stating to the media that there would be no job losses "due to the GM bankruptcy filing" - which leaves things pretty open-ended. Incidentally, Ford is the only one of the "big three" US automakers surviving without government hand-outs (that's got to be some consolation for Volvo!)

As you've probably read already, GM has decided to kill the Pontiac brand in the USA, as well as flogging off the Saturn and Hummer brands. The Hummer sale has been widely reported in the media for months, but the Saturn and Pontiac news came more recently.



Strange bedfellows: Dodge Ram "pick-up" and the diminutive Fiat 500.



Even more surprising was the partial divestiture of GM's European operations (including Opel and Vauxhall), in which a 55% stake appears to have gone to the Canadian company Magna, and the Russian-owned Sberbank (along with Russian carmaker GAZ). Fiat was in the running for Opel, but apparently lost out - maybe not a big deal as they also now control Chrysler, which just emerged from about 2 months of Chapter 11 bankruptcy in the USA. Both GM and Chrysler have been supported by the US government, but the Fed's stake in Chrysler is less than 10%. GM would appear to be more than half owned by the US government. Some have suggested they change the name to "Government Motors". A lot of Americans are not happy about the situation (including my aunt and uncle who always buy GM products - mainly the huge Chevy Suburban SUV. Hope

they don't switch to a Ford next time!) GM's Saturn division - which currently consists of a great dealership network and rather lacklustre products - now appears to have been bought by Roger Penske, who is also the distributor of the Smart brand in the USA.



Super Saabs to follow? Koenigsegg CCX supercar and the Saab 9³ Aero sedan.

mid-1980's Saab 900 Aero models.

The other recent news is that a Chinese company (Sichuan Tengzhong Heavy Industrial Machinery - STZ) may have entered an agreement to buy Hummer from GM. STZ makes agricultural, industrial & military equipment, trucks and SUVs (licensed by Chrysler/Jeep and other manufacturers) so the Hummer line may fit in with their truck-based products. Apparently the Chinese government would prefer Chinese companies produce more fuel-efficient



Hummer H2 - in good company with the STZ special purpose vehicles



vehicles, so they may not be too keen for the STZ purchase of Hummer to proceed. Time will tell.

In Grumpy's column this time, you'll get a taste for some of the history of electric cars and current EV battery technologies. We're making slow progress on our 240 wagon EV conversion. I mocked-up the adapter plate (which joins the electric motor to the transmission) and now need to source some really thick aluminium to machine into shape. I also made some cardboard box mock-ups of the batteries. This way I can move them around in the car and decide the best

place for them. Most likely some will be in the engine bay, and the remainder under the rear floor behind the rear axle where the petrol tank and rear muffler once resided. The other option I may explore is placing all the batteries behind the front seats but forward of the rear axle, meaning they would sit where the rear occupants and rear seat

once resided. It might be cleaner this way, but it means the car would become a 2-seater (sort of like a 245L "van" I guess!) Maybe not as practical for when people want to go for a ride in the EV once we get it done!

I've been watching the airfares back to the USA lately, and decided to bite the bullet



"Club spy camera caught early Volvo truck delivering the custom-made extension cord for Greg Sievert's new electric car project. Cord is long enough to allow travel to the Camberwell meetings." (Thanks to John Fleming for this one, from an old Volvo truck brochure!)

and get a flight back in August when they appeared to hit rock bottom (less than \$950 return from Melbourne to LA - not bad!?) I'm looking forward to visiting my relatives in Chicago and the Atlanta area, and will be in the country for my brother's 40th birthday. So, that means the September/October edition of Rolling may be a little bit late if I don't get it started until I return in late August. It also means I'll unfortunately miss the club's AGM on the 5th of August, and the dyno day at Swinburne TAFE on the 15th of August. I'm sure somebody will take some pictures at the dyno day, so hopefully we'll have them in the next magazine. Stay warm and be thankful the days are getting longer now!

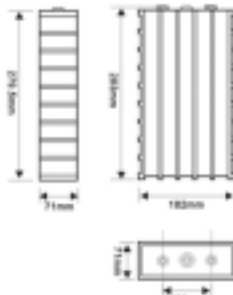
Regards,



EV motor on left, joined to 4-speed M45 transmission with mock-up MDF spacer plates.



Thundersky 160 Amp-hour cell



Cardboard mock-up of the battery pack (5 groups of 10 cells, for a total of 50 batteries). Each battery is 160 amp-hours and 3.2V nominal. Pack voltage: 160V. Cell weight: 5.6 kg each; pack weight: 280 kg

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Treasurer's Report \$\$

Adrian Beavis 0402-203-437 (AH)

As at June 14th the account balance was \$3360.51.

With access to the internet banking restored, I have been able to catch up on the books, and this report endeavours to give you a sense of how the finances have been for the club over the last couple of months. The following is a summary of the club's major expenses and income for the period from May 1st until to June 12th.

Income:

Membership subscriptions: \$1560.00
Donations May and June night meeting: \$111.70
Magazine contributions (Mar/Apr & May/Jun): \$1053.39
Total income: \$2725.09

Expenses:

Bank account fees: \$30.00
Magazine printing (May/Jun): \$1100.00
Postage and related for Rolling magazine: \$348.05
Reimbursed expenses*: \$541.16
Total expenses: \$2019.21

Net income: \$705.88

*Made up of White Pages rental \$173, nibbles for the May and June night meetings and for supplies for the Display Day BBQ.

The graph shows the balance held in the bank at the time of the issue of the monthly statement for the last two and half years. It shows that for the first six months of 2009, we have held deposits slightly above those held in the equivalent period in 2007 and 2008. There are no impending large expenses, so the club's finances - in so far as the monthly bank balance tells us - looks healthy. All this will be tested with the end of the financial year soon approaching, and the sharp eye of our auditor - Jim Dix.

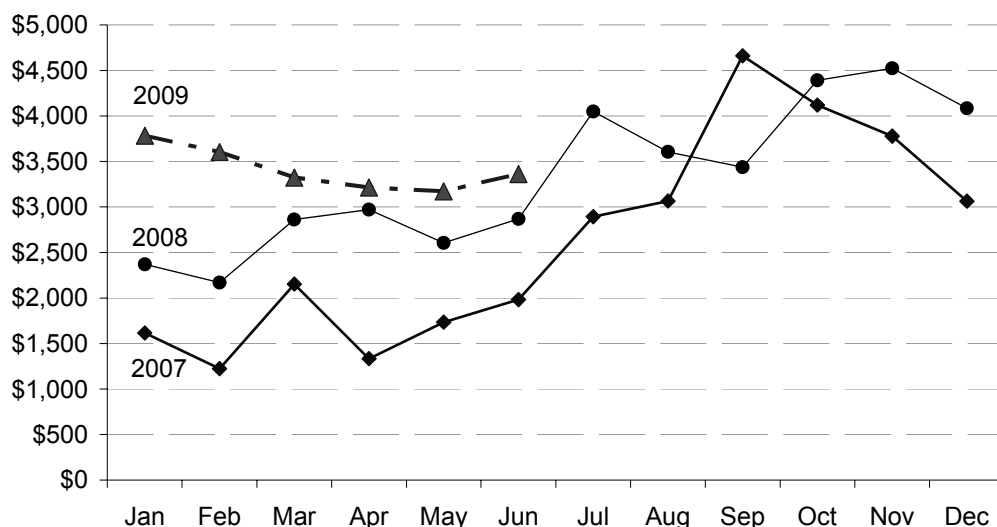
If you have any questions, please let me know and I will try to answer them. My apologies too for missing the June night meeting. The day I thought was Tuesday turned out to be Wednesday and then when Heino rang to ask where I was the previous night, it was Thursday, so I lost a Wednesday somewhere. All money related transactions from the June meeting have been processed.

Adrian Beavis

HIDDEN, LOST, FORGOTTEN CLASSICS

Two from the archives this issue, from about 1978-80. The white 1800E coupe on the left (Vic rego was IZI 064) was owned by Dirk Wainer when I last saw it. The 1962 122S at right (HRK

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



460) is still owned by James Gleeson from Wheelers Hill, a Melbourne suburb. It has been off the road for some years, and was/is undergoing a slow refurbishment. At one of the last Classic Volvo of Blackburn swap meets James obtained a few useful parts to assist this task. The '62 4 door was a very regular attendee at earlier outings, and the cars show here were on display at an M.G Car Club combined Concours at Akhnoonah Park, Berwick. Come on, James, we want to see that great blue 122 out and about again soon!

John Fleming



Dreams do come true! The new IKEA Volvo 240 flat-pack kit comes with instructions. Allow some time to assemble. No refund after packaging has been opened. Phone 1-800-IKEA if any parts are missing.



BIRTH NOTICES:

CONGRATULATIONS: It's a *VOLVO*!?

Mark's Baby Blue Baby

Mark couldn't leave well enough alone, and now has a "boy" baby to match their precious Laura. It's a blue 1970 145S - so quite rare now as it is the model with the split rear side windows.



The car is ex-Lance, who was "fostering" it for some time until Mark came along. The car will undergo a minor cut & polish (or full re-spray, depending on who is paying the bills in the family) and should come up great. We look forward to seeing it at upcoming events.

Noel's cars

Noel Bruin wrote to provide an update on the family's fleet. They now have a 2003 XC70LE which Noel says "is great (a huge car compared to the



V70R). This car has 236000 km on it now, so the usual squeaks and rattles. Have had the XC for about a year now and do lots of miles running around with the kids and going to Sydney and Melbourne. Canberra is very central to lots of different places, Coast, Syd, Melb and middle NSW. Very comfy...but still would prefer the V70R. I like the low hard, loud manual power of our old car but it had 300000 km on it when we sold it.

After the V70R we went to the dark side and had 2 BMWs, E30 323i (track car) and the "Boat" E32 735i - nice but not good enough. Just the one

car for a while but needed a second car with more ballet and drama classes (kids not me). Second car is a 1999 V40 T4 manual with only 132000 km in very good condition. Real happy with this.



Marian can get a CAMS license at the end of this year and do motorkhana events, so this is also our track car as well (don't tell Lyn!)"

Thanks for the update Noel - hope Lyn doesn't read the mag!

Holberry House 122S

Fiona Austin's 122S (JME 122) has been sold, and will now call Western Australia home. The car's new owner is



Chris Stokes of Nannup WA. Chris runs Holberry House - a luxury B&B in the heart of Nannup (www.holberryhouse.com.au). The 122 will be a fitting car for the business!

Another Rare 165

Heino Nowatzky has picked up a 165 recently - which makes it 2 in the club now with John Johnson's as well. The car is metallic burgundy and will



have some minor restoration to bring it to its former glory. Watch out for it at the Bay to Birdwood in September!

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



LOST, FORGOTTEN OR HIDDEN

by John Keane

Very definitely "lost" as a car, although valuable good parts still exist. This unusual early 1962 122S column change bench seat car was found one Saturday afternoon outside Sims Metal depot in Princes Hwy. Dandenong after they had closed. Scavengers were already at work ripping bits off, and John Fleming and John Eddellbuttel did the right thing and waited until



Monday morning to apply directly to the Sims manager and ask if they could have it. I think we paid \$20, and by this stage the front subframe, motor and box and some of the trims had been pilfered by passers-by! No record of chassis number unfortunately, but it had rego sticker prefix HNM. Totally stripped shell was taken back to Sims a week later. Those were the days!

VIC Events Coverage

Display Day at Flemington: Full Coverage in the Sep/Oct edition of *ROLLING*

Daylesford Drive - Saturday 18 April 2009

We had a decent turn-out for the Daylesford drive - 10 cars in all on the drive (9 Volvos + Ben & Tina's Subaru). There was no rain on the day, but it was a bit overcast from time to time, and quite chilly (especially when we got to Daylesford!)

After meeting at the BP station on the Calder Freeway, we took a leisurely pace on our way to morning tea at a bakery on Woodend where we met up with Kevin Holden. From Woodend, Kevin suggested we stop in and have a look at Trentham falls, which was a nice walk amongst the gum trees to view the falls. After the falls, we continued towards Daylesford and stopped in Musk to see Kevin's home and numerous Volvo projects. Kevin and his wife Ann have built a great mud-brick home, with a huge workshop for Kevin. They're totally off the electric grid, so have solar panels and a wind turbine to

charge their batteries, which provide power to the house. We had a chance to see Kevin's work in progress Bertone Coupe, which promises to one day be a real street rod.

We had planned to visit the Hepburn Springs area before lunch, but we didn't have time due to the falls excursion and exploring Kevin's place, so we took only a short detour to Lake Jubilee for a quick walk and group photo.

In Daylesford we split up and had lunch in one of the numerous cafes along the main street. After lunch, we reconvened at the cars (where we met



up with fellow member Hunter Gill and saw his very clean yellow 144). From there, most of us went on to The Mill antiques centre to browse the bric-a-brac and antiques. I only saw one Volvo-related item - the ubiquitous Haynes 140-series manual (there seems to be a copy of that at nearly every used book store from here to Toowoomba!) Since I already accidentally purchased a second one, I gave this one a miss.



On the way back to Melbourne, Wayne and I stopped at one of the fruit & veg markets in Baccus Marsh. It was a quick trip back to Melbourne from there with the new section of the Deer Park Bypass now open - linking directly in to the Western Ring Road.

Thank you to everyone who came along for the drive, and a big thank you to Kevin Holden for showing us around his house and lovely gardens.

Greg Sievert

Reminder - Classic Volvo Service are having their parts swap & sale and display day on Sunday 11th October

(see calendar on page 2 for details). There will be bargains to be had, so don't miss it! The photo shows one chap ecstatic at finding a cows-horn 1800 bumper for \$50 at last year's sale.

Night Meeting Video

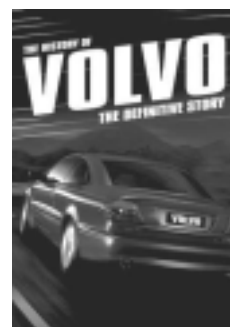
Anyone interested in a copy of the Volvo history DVD that was shown at the recent night meeting, Alan has provided this information.

The Pitstop Bookshop
33 King St ,
Perth WA 6000
www.pitstop.net.au
PH 1800 622 422

The history of Volvo DVD- the definitive story

Code 19226 \$17.95

Thanks Alan for bringing it along and thank you Lance for providing the computer and projector (2nd time is a charm!)



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 08 9350 9220

VOLVO 1800/120 CLUB PRESIDENT'S REPORT

Recently..... a few members got together to make the trip to the Macleans Bridge Mothers Day display. In amongst the 1800's the sole attendance of my 122 was notable. Our classics were however no match for the strong display of Jags, MGs, Porsches and Fords, not to mention a superb selection of Ferraris and even Triumphs. If you have never been to Macleans Bridge, you really should make the effort. Better luck next time?

Coming up..... a number of members will be displaying their cars at the RACQ Motorfest. By the time you read this, the display would have come and gone, no doubt enjoyed by all.

LISMORE....

This year I aim to have the club attend the annual Summerland Classic Car display on the first weekend of August. We have already booked our accommodation at the Lismore Wilson Motor Inn (02 6622 3383). Please members, let me know if you are going to this excellent event, so suitable arrangements can be made.

FUTURE EVENTS....

Members please email me on robert@rblawyers.com.au, for your comments and feedback on the sort of events, and other benefits you want from being a part of our club. Do you want Tech Days, rallies, or just informal get-togethers?

SPECIAL OFFER....

To those members who are unfortunate enough to have to part company with their classic, please pass on our club's special offer of a year's FREE membership to the new owner. Please see the website for a free PDF version of the form, or contact me on the above email address, anytime.

CARS FOR SALE....

I still haven't seen any 120s for sale in ages. This tells me that owners simply can't bear the thought of parting with their beloved classic. This

(Continued next page)

Membership

Joining fee\$5.00
 Annual Membership ..\$30.00
*Download membership form from
 Club website or email Secretary*

102 Financial Members

Club Badges



1800-120 Club Grill Badge
 \$20.00 inc. p&p



Volvo Car Clubs of Australia
 \$40.00 inc. p&p

Buy Both for the SPECIAL PRICE of \$50.00 inc. p&p (contact George)

(Continued from previous page)

must be putting upward pressure on values. Again, I will put it out there that the 123 GT remains the ultimate collectible Volvo at present.

RB project....

I have recently acquired an M41 gearbox. It's always nice to have a project to distract you from the boredom and pressure of the 9-5. I have all the parts now to install an overdrive into my 122. Would you believe that my 122 has always been meant to have overdrive, as on the steering column, the wand on the right hand side lies waiting to be used in anger to engage the O/D. Stay tuned for progress reports. Step 1....shorten the driveshaft.

FINALLY....

Members, please remember that the more each of you put into the club, the more you get out of the club, and the more the club benefits as a whole. I LOOK FORWARD TO HEARING FROM YOU.

Until then,

Volvo for life

Robert Bakker, President



Mother's Day at Macleans Bridge, Brisbane, Queensland 2009



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george@volvo1800-120parts.com or Ph:07 5524 7158 mob:0418 225121

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Carpet Sets - Door Panels
Suspension (New & Used)
USED PARTS

“Where do I find my engine number?” *George Minassian*

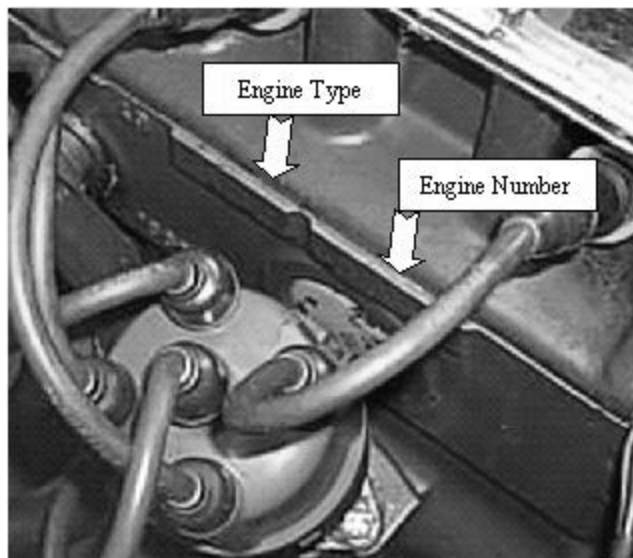
Probably the hardest numbers to find on an 1800 or a 120 are the chassis number, body number and the engine number. I get asked that all the time. I'll do the 'easy one' this time and leave 'the hard one' for the next issue

Engine Type and Engine Number

Although still a B18 (1800cc) or a B20 (2000cc), engine types varied with year models. Main differences being, for example, compression ratio, head, type of camshaft used and improved engine block (e.g.: provision for alternator anchorage) etc. The engine type and number are sometimes painted over which makes it even harder to read. Your registration papers or original owners book (if you are lucky to have that) would probably have that on it. If you do, you can confirm those by knowing where to look for these numbers. I am saying this, because some cars have had engine swaps over the 40 odd years since they were new. But most (according to the register) still have their original engines.

I list engines in the register like this: B18B,496861,1234. Now, what does that tell you? B18B = 1800cc engine with 'C' camshaft 115hp
496861 = engine type used in 123GT
1234 = engine number

Now those numbers are split up on the block but they are easy to find. They are easier to see on non fuel injected engines due to the less crowded engine bay. The 'B18' or 'B20' is standing proud near the front of the engine. The engine 'type' has a combination of numbers, some are standing proud (two or four digits) and the rest of the numbers are stamped into the block in the first flattish area. The engine 'number' is always stamped in the second flat area.



Engine Types

1800 Series

P1800	496800	100hp
1800S 1963 + early '64	496812	108hp
1800S 1964 & 1965	496817	108hp
1800S 1966	496819	115hp
1800S 1967 % 1968	496842	115hp
1800S 1969 B20B	496923	118hp
1800E All 1800E B20E	496942	130hp
1800ES Manual overdrive	498280	130hp
1800ES Automatic	498281	130hp

120 Series

The 120 series had many types of engines. Not only depending on year of production, but also on body type, seating (e.g. bench seat, overdrive etc) and other special models. That is, the many variants of two door, four door, wagon and GT. Here is a list of the most common engine types used in 120s for the Australian market.

B18 engines: 496802, 496820, 496840, 496871

B18B 123GT 1967 & 1968: 496861

B20 engines 1969 & 1970: 496911

I don't have enough data to produce numbers for B16 122S cars, as there are only a handful of these that have survived.

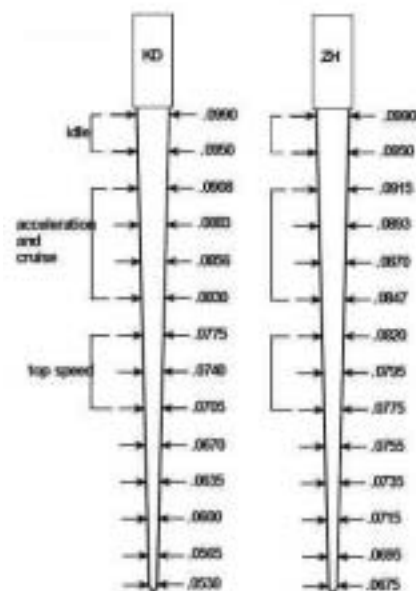
One of the easiest ways to improve horse power in the older engines is to replace the single exhaust manifold with a twin one from a later car. More on this in another issue of the magazine.

George Minassian

Volvo 1800-120 Club Membership Renewal

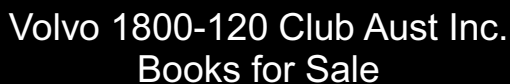
Membership renewals for the 2009/10 financial year will be posted to members in a couple of weeks time.

New members who have joined in the last few months don't need to pay and renew their membership. So you will not be getting a renewal form until this time next year. So don't panic, you are a member until 30/6/2010.



Needles: Now let's see if the needles (17) are identical This is a bit harder, you will have to take out the piston. Just lift it out and don't drop it. Unscrew number (13) screw a couple of turns and pull out needle. All this pulling would assume that the carburettors are not filthy and gummed up inside. If they haven't been apart for sometime then I would arm myself with some Carburettor cleaner (notice I didn't say a hammer) and be prepared for some X*#@. But then that's another story for another issue. The needles might be very hard to pull out. Careful you DO NOT DAMAGE THEM. The number of the needle (see diagram on left) is two letters, and it's stamped on the butt that is held by the (13) screw. Now you can see why it has to come out for this. Most common Volvo 1800 and 120 needles are SM, ZH, DX, TZ, and KD. Most common are KDs.

George Minassian

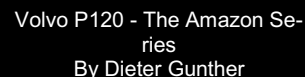


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Vehicle Profile

by Robert Bakker

This month, the vehicle to be profiled is a very interesting 122S with a lot of history.

Vehicle: Volvo 122S
Owner: Rick and Joyce Forno
Type: 12234 HL
Colour: 46 (red)
Engine: B18D



Rick tells the very interesting story of how he bought their 122 in February 1984. He saw an ad in the paper for an "old Volvo" for sale. Curious, he enquired and arranged to inspect the car.

Upon arrival, the seller's wife said she was expecting her husband very shortly. Sure enough, he turned up several minutes later, having just driven all the way from Melbourne!

Rick struck a deal then and there and paid an unusual amount of money for the car, the seller basically clearing out Rick's wallet for the car and the supplied spares! He became only its second owner. He narrowly beat old club stalwart Wayne Luckman to the punch!

At the time, the car had travelled about 400,000 miles. It has now done about 600,000. Rick has just had the front end totally refurbished, and the head too.

In 1988, it was fully stripped and rebuilt, in time to make it to the expo 88 display. The motor was rebuilt in '89. I can recall when that happened, the motor running so much quieter than it had before.

The car is still totally standard and to original spec, and is a real testament to a true Volvo enthusiast. The car has won several trophies in its time, and achieved first place for 120 in its class at our last National Rally in Toowoomba last year. It remains in tiptop condition as you will see from the photos above.

Rick and Joyce Forno have been long time members of the club, and their contribution to the cause should not go unrecognised. Our best wishes to Joyce in her recovery.

"OUR 122" still goes strong, and dare I say it, will probably outlast its owners!

BRITISH AND EUROPEAN WEEKEND

.....AN ADVENTURE by Robert Bakker

After years of talking about it, I finally made the necessary plans to attend this significant annual event on the Victorian Club calendar.

After an uneventful flight, I presented at the rental car desk. "Your car is over there, sir. Here are the keys". The key had an "H" on it, and the paperwork said "getzman". That sounded intriguing, until I got to the parking bay. A "getzman" was a Hyundai Getz, manual. Eeww!

The first part of my itinerary was a trip to "the factory" in behind the Monash University. Wow! How many old Volvos were there under this roof! 120s, 240s, 740s, 140s of all shapes and sizes. I even got to see the editor's EV project taking shape.

Outside, member Ben was prepping Barry the Beige Brick for the display the next day – very nice.

After a bit more of a cruise around the suburbs of Melbourne, I headed back to my hotel to get ready for dinner with Greg and Lance. This was an enjoyable chat over some nice food about all sorts of Volvo stuff.

Finally the display day had arrived. Time to catch up with old acquaintances from the club first before a good look at all the cars.

Previously, Lance Phillips had on behalf of the Vic Club asked me to judge the Masters Class on the day. After examining the available stock, I realised this was going to be a tough ask!

There were 242s, 262s, 850s, 240s 120s and even Len Ward's exquisite 1960 544. What a ripper car that is! It is so original, and unique. Not to mention the superb turnout of absolutely top Volvos from the Hoffman family.

There are plenty of pictures of the cars on display on the Vic Club's website, but there are a few more here for your pleasure.

Eventually, I made the decision to vote for Erik Ulner's magnificent 1974 164E as master car. A lovely car, and top marks to Erik for making the trip over from Adelaide for the event.

A lovely lunch put on by the club followed, then unfortunately it was time to return home, with many memories of Volvos on display for those quiet moments, or for those sleepless nights.

The Bay to Birdwood beckons!



Len Ward's exquisite 1960 PV544



Erik Ulner's magnificent 1974 164E



The SA Pages

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

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(INCORPORATING WESTERN AUSTRALIA)**
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NOTE: All SA Club-related Magazine
Submissions to Craig Rasmussen
craig.s.rasmussen@team.telstra.com

BAY TO BIRDWOOD CLASSIC CAR RUN - 27 Sept. 2009

Reminder: 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.

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. 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 has organised a get together on the Saturday night prior to the event to welcome our interstate guests (see events calendar for details).

Gorge Wildlife Park - 26th April 2009

This event started at the Modbury Shopping Centre and after a quick breakfast and a cuppa we headed of up into the hills, along some very winding roads to destination for the day. On arrival everyone bought tickets, peanuts for the animals and biscuits for the humans. After leaving the Kiosk it was easy to follow the paths taking us past the Australian and exotic animals, birds and plants while wandering around the 14 acres of bushland.

The open plains areas had kangaroos, wallabies, emu, ducks and swans all eager for a few peanuts. The farm animal house had goats, chooks, etc, and a pig who would make a hang of a noise if you did not pat, feed or scratch his back. One very unusual



Annalise & Krystal

animal kept at the park is a black panther in very good condition with it's winter coat of very shiny fur. The monkeys were up to their usual mischievous tricks with one picking up a small piece of cement and belting it against the fence to draw attention to itself for a feed or (as one lady



Joan with a koala



Pics taken at the Gorge Wildlife Park (L-R: Graham, Krystal, John)



Ralph

found out) to grab your hat to play with in the mud.

The park attendants brought out two Koalas for everyone to hold and be photographed with. Unfortunately one of

the bird enclosures suffered a lot of damage from a fallen tree the previous night, but none of the birds were hurt or escaped.

This had been a very enjoyable and relaxing day for all of us and thank you to all of the members that attended.

Krystal Bayly

The 2009 Copper Coast Classic Cavalcade

For many years now there has been a motoring event for vintage and veteran vehicles held at Kadina on Yorke Peninsula as part of a week long Cornish Festival - or "Kernewek Lowender" celebrating the Cornish heritage of the pioneering families that settled on the peninsula. And for a number of those years it was suggested that the SA Volvo Car Club members attend the



festival as a weekend getaway, but it never seemed to happen (or if it did - I missed it!) Well in the last year or two the event



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VOLVO CAR CLUB OF SA 2009 EVENTS

AUGUST

16TH

Tour of the Freemasons Masonic Centre

11.00am 254 North Tce Adelaide (located between Frome Rd & Pultney St), Parking available on both sides of the building. Enter through the eastern side gate (Volvo flag on Fence). Bring something to share for late morning tea, Coffee & Tea will be provided. There is no cost involved and we are able to leave our cars parked on the grounds while we venture down to Ayres House for that tour.

Tour of Ayers House, North Terrace

1.45pm – Meet Ayers House for tour followed by afternoon tea in the State Dining Room

Cost – \$8.50 per head

SEPTEMBER

11TH

Club Meeting

7.30pm – Glandore Community Centre

26TH

Pre Bay to Birdwood Get Together

4.30pm - 20 Cheltenham Parade, Woodville, Charles Sturt Industrial Estate, Building 15.

S.A. Club Captain Ken Bayly will give a special private look at the floats for the 2009 Adelaide Christmas Pageant. (This is a preview of the biggest Pageant in the World.)

6.00pm - evening meal at the Eagles Bar & Bistro private function room, 722 Port Road, Beverley.

27TH

Bay to Birdwood

Website: www.baytobirdwood.com.au

Only vehicles built between 1956 and 31st December 1977 are eligible. Closing date Friday 14th August 2009.

Limited to first 1750 vehicles.

For further information contact S.A. committee.

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

NOVEMBER

13TH

Club Meeting

7.30pm – Glandore Community Centre

14TH

Christmas Pageant

DECEMBER

6TH

Christmas Lunch

Buckingham Arms Hotel, Walkerville

12.30pm

Costs – Closer to the date

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) 8298 4941
0414 423 505

changed to include vehicles 30 years and older, and the Copper Coast Classic Cavalcade was born!

The new format of the event is much like a scaled down Bay to Birdwood Classic, with vehicles assembling at a grain silo marshalling yard on the outskirts of Wallaroo for breakfast. About 10am the vehicles set off in convoy on a tour of Wallaroo town centre, down to Moonta and back to Kadina (the three towns form a triangle with the area often referred to as The Copper Triangle) finishing up on a large oval for the afternoon static display and judging, etc. Food stalls and other displays, a selection of amusement rides for the younger folk and a presentation stage complete with Rock'n'Roll band are setup at the edge of oval.

This year an 1800 and an amazing four 122 sedans registered for the event which we decided to do as a day trip meaning an early start from Adelaide. The designated servo meeting point was an interesting sight with 20 or more other classic cars having the same idea. We set off for the 2 hour drive to Wallaroo sharing the road with groups of old Valiants, MG's, Mini's, early Fords and Holdens - well you get the idea. We arrived at Wallaroo without incident or delay and found ourselves in the middle 500+ throng of mainly classic and vintage cars! There were very few motorcycles and no trucks that I remember.



The convoy route was well set out with a good number of marshals and police at many significant intersections and turn points. However with the number of vehicles travelling the route it was bumper to bumper in a few spots. Not that it was a bad thing because just like the Bay to Birdwood event, there were a large number of spectators all along route waving and cheering us on, and not just in the town centres either. Many even had BBQ's fired up enjoying a late breakfast themselves.





Consequently it was nearly 1pm by the time we were parked up on the Kadina oval and set off to find some lunch and mingle amongst the assembled vehicles.

As with the trip over the in the morning, the return trip too was uneventful (apart from one vintage car creating a bit of a tailback leading into Port Wakefield) rounding out a very enjoyable day. The four 120's travelling nose to tail with the 1800 leading the way during the cavalcade certainly drew attention from the spectators. Hopefully in future years we can encourage a larger contingent of classics from our club to fly the Volvo flag.

Craig Rasmussen



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Coming Events

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

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

16 August 2009: Springbrook National Park. See details elsewhere.

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

18 October 2009: Observation Run with the Motoring Enthusiasts Club.

October 2009: Weekend at Stanthorpe.

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

29 November 2009: Christmas Party.

For more details on the HRCC meets please contact Helen & Grahame or go to www.hrcc.org.au

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland



The Volvos gather at Wivenhoe Dam

Wivenhoe Dam

A small group of members met at Wivenhoe Dam on what turned out to be a perfect, sunny Queensland day. The recent rain has made a big difference to the dam level as it was much higher than the last time we visited in back 2006. The grass was also much greener too. Vic showed off his 'new' 1994 940GLE sedan (I'm a little jealous) and we were visited by a potential new member and his family in a 760 Turbo.

Next Event - 16 Aug Springbrook

Springbrook, dominating the skyline west of Broadbeach, is a wonderful retreat with a choice of excellent dining at small cafes. Nestled between Lamington National Park and the coastline, Springbrook National

Park is renowned for its waterfalls and ancient Antarctic beech trees. Be sure to visit Purlingbrook Falls, Canyon Lookout and take a lunch break at Goomoolahra Falls picnic ground at the southern end of Springbrook Road or Springbrook Homestead.

Directions: Take exit 79 (Robina/ Mudgeeraba) and pull into the Shell garage (with Hungry Jacks) about 10 am - departure 10:15am for Springbrook.

Lunch will be in a café that will be decided on the day.

BELOW: Pic of the Heico C30 concept car, featuring a unique orange pattern on the white background.



VOLVO *Imagineering*

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

XC 90 \$ V8 \$-C "666"



U90 V8 4.6 \$ C 6 x 6 4 DOOR



C40 T5-R AWD POLICE



U50 V8 6WD



C70 T5 \$R



145 Express POLICE



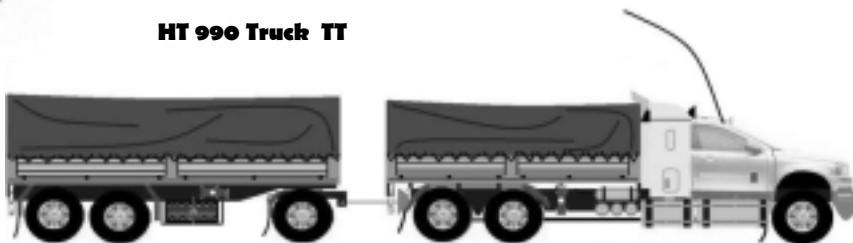
XC 90 V8 49 Woody



C90 E CONVERTIBLE



HT 990 Truck TT



XC 90 4+4 V8



Nilsson V70 T6R



XC 50 T5R AWD



U70 T6 6WD LWB



Brickbats & Bouquets

with "Grumpy"

BACK TO THE FUTURE?

No, I'm not talking about the film starring Michael J. Fox but the electric car. Did you know that the land speed record from 1898 to 1902 was held by electric cars? The most famous was the Jenatzy driven by a Belgian, Camille Jenatzy who set up a record of 105.8 kilometres per hour in 1899. This was beaten in 1902 by a petrol car that eventually lifted the record to 124 kph. Steam made an attempt in 1902 but could only manage 121 kph. After that petrol proved to be the most successful way to propel cars on the race track and on roads.



The technology for steam and electricity was better developed in 1900 and the **Stanley Steamer** was a steam-powered automobile produced by the Stanley Motor Carriage Company. In 1906, the Stanley Rocket set the world land speed record at 205.5 km/h (127.7 mph) at the Daytona Beach Road Course.

The internal combustion motor was a late starter but improved dramatically from 1905 onwards and was cheaper to produce and sell.

But a few electric cars were still sold as late as 1912 and were favoured by wealthy ladies as an ideal city run about as they were quiet, did not require hand cranking, no gear changing. Like today's automatics you just got in, switched on and drove.

Now comes the crazy bit with the oil shocks of the 1970's and the steady increase of petrol prices there was a renewed interest in the electric car and moves in California to reduce air pollution resulted in laws the required cars to have very low emissions. This resulted in General Motors developing the EV1 electric car which was made

available for lease in Southern California, after the California Air Resources Board passed the ZEV mandate in 1990.

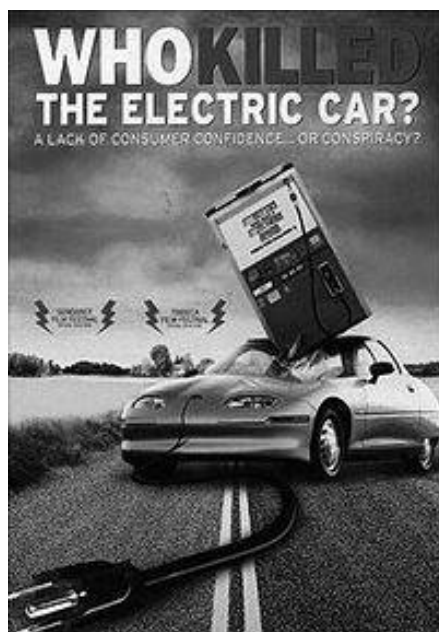
The law was repealed after suits from automobile manufacturers, the oil industry, and the George W. Bush administration. Bush's chief influences, Dick Cheney, Condoleezza Rice, and Andrew Card, are all former executives and board members of oil and auto companies.

GM claimed that in California there was no demand for their product, and then took back every EV1 and dispose of them. A few were disabled and given to museums and universities, but almost all were found to have been crushed.

The conspiracy theorists have had a field day. Was it a diabolic plot to kill the electric car because it would lead to a reduction in the demand for petrol and cause GM to spend billions to retool an assembly line to produce a car which might only have a limited sale in America and overseas?

For those who would like to learn more a movie was made in 2006 and should be available on tape or DVD from video shops.

The problem with the introduction of new technology is not only the design and manufacture but training and equipping garages across the country in the servicing and maintenance of the new cars.



It would seem that the problem has been put in the too hard basket. But help is at hand. Electric cars are being developed that will cover up to 200 kilometres on a single charge and big advances are being made at last in battery technology. More than enough for the daily commute and short trips around home.

***WARNING:** The following "science content" and "techno-babble" was provided by the editor at Grumpy's request - read at your own risk or in the case of severe insomnia!*

The new generation Lithium Iron Phosphate (LiFePO₄ is the common abbreviation based on their chemical make-up) are supposed to last anywhere from 2000+ charge/discharge cycles. The range will maybe be 50-100 km per charge, so that means the batteries could last over 200,000 km! Lead-acid batteries don't last as many cycles (maybe more like 500 cycles so maximum would be around 25,000 km. So about maybe 2 year's usage for lead-acid vs. 10 years + for LiFePO₄ cells....a big difference. Which is why, of course, the price is higher for the LiFePO₄ cells. In Australia, the lead-acid EV batteries would cost \$8,000 for a car, whereas the LiFePO₄ batteries will probably be around \$16,000, + \$3,000 more for the battery management system ("BMS") which is required for these batteries. Any way you look at it, the extra range and longevity of the lithium batteries seems to make them a better value (8x the driving km for only 2.5x the price of lead-acid). The initial outlay is so much higher with the Lithium batteries, which

is why most people end up with lead-acid and replace them every couple years. With lithium batteries, it's basically like paying for all your petrol up front when you buy the car!

The other big plus for lithium is it's less than half the weight of the lead-acid cells.

With both types of battery, it is important not to fully drain the batteries. The lithium batteries supposedly can be taken down to say 20% charge remaining, but the lead-acid should be kept well above that (say 30-40% charge) to ensure longevity. The other thing to consider is how much instantaneous power you can get out of the batteries for good acceleration. Lead-acid is good for this, whereas the Lithium batteries can be not as good, depending on the type. The other thing to talk about is the types of lithium batteries. The LiFePO4 is the latest "safe" lithium technology (non-toxic, won't explode, etc) but there are other types (lithium cobalt, lithium manganese) that are less inherently safe, and have to be carefully monitored to avoid nasty things like fires and explosions that you've probably read about in laptop computer batteries. Finally, there's the cost to charge up the batteries.

Assuming you go with a pack with about 26 kilowatt-hours of energy storage, and drain it down to about 20% capacity (so using 20 kW-h per charge) the cost to re-charge would be about \$4.00 at 20c/kW-h using green power from the grid. So, cost per km is about 4 cents (assuming 100 km range). If you factor in the \$16,000 battery cost (assuming it is a "consumable"), that drives the cost per km up to 12 cents. Still not bad compared to today's petrol cars (10L/100 km at \$1.20 per litre = 12 cents per km, right? Of course that doesn't count the cost of tune-ups, oil changes, engine re-build, etc. over the 200,000km comparison to lithium batteries!)

So there you are, all the questions about electric cars that you have been afraid to ask and probably didn't want to know. There will be an electric car in your future!

GRUMPY

Post-script: Recent articles in The Age may be of interest to readers:

1. Volvo announce they will start selling electric cars to the rest of the world after the Swedish roll out in 2012.

"drive.com.au/green" Sat 6th June.

2. **"Plug in cars: a pipe dream, says Holden"** - Environment Director, Richard Marshall. Drive section [in The Age] Sat 6th June.




Did Grumpy say "Back to the Future" before? Coincidentally, Mark Richardson (of VP Tuning) provided this photo taken of him stepping back into the year 2009 after a recent time-travel experience

[Back to list of items](#) Listed in category: [Cars, Bikes, Boats](#) > [Cars](#) > [Collector Cars](#) > [Post-1970](#)

1983 green VOLVO GLE immaculate condition Melb, VIC

Seller of this item? [Sign in](#) for your status



1 of 11

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Starting bid **AU \$15,000.00**

Your maximum bid: **AU \$** **Place Bid >**
(Enter AU \$15,000.00 or more)

Buy It Now price: AU \$18,000.00 **Buy It Now >**

End time: **20-May-09 21:34:38 AEST (9 days 2 hours)**

Postage: Check item description and payment instructions or contact seller for details


Posts to: **Australia**

Item location: **gladstone park, Victoria, Australia**

History: [0 bids](#)

Time warp? Maybe the seller of this immaculate 1983 Volvo 240GLE woke up and thought he was in 1999, not 2009, when he recently placed an eBay listing at a starting bid of \$15,000? No mucking around - "Buy it Now" for \$18K!

Frisk's Garage




VOLVO SERVICE & REPAIRS
4 Wigan Road,
Bayswater 3153

PH: 9762 9353
FAX: 9761 1593

Frisk's Garage

We are HERE



MELWAY REF: 64 J5

NEW OWNER!
Michael Van Winsen

240/260 Register

Mark Hoffmann

03-9335-3946 (AH)

vol240@freeuk.com

[Note: Due to space limitations, full Display Day coverage will be in the Sep/Oct edition of Rolling. Ed.]

Welcome club members, to this issue's 240/260 Series Register Page, the first following the club's annual display at the British & European Display Day at Flemington in May, a full account of which no doubt appears elsewhere in this magazine. Everyone who attended thoroughly enjoyed themselves I'm sure, and even the unpredictable May weather associated with holding the event that late in the year cooperated, and a total attendance of around 40 of our club members' cars is always an impressive spectacle to be a part of. From this Register Captain's perspective of the day, here are some of my observations...

For the first time this year, the club committee had decided that for the purpose of our people's choice judging, all 200 Series Cars would be grouped together into one single category, rather than segregated into a grouping for the early cars up to 1980, and a second for the later models covering the remainder of 240 production up to 1993 (GT models and 262s of course occupy a category of their own, as do heavily modified examples such as Greg and Wayne's custom supercharged 240). As disappointing as this amalgamation is, it's a sign of the times and a matter of necessity I think, as the number of 200 series attendee cars has waned to a rather low level in recent years as members have either traded up to later models or opted to bring other cars to the show, and a total of only four 240s turned up at this year's display mirroring similar turnouts over recent years.

One notably missing 240 on the day reminds me to extend a few words of sympathy to my fellow 240 enthusiast, friend and club treasurer Adrian Beavis who made it to Flemington in his always well-presented 1984 240GLE only to have to turn back for home immediately with the symptoms of food poisoning from an allergic reaction, thus missing out on the day altogether and the opportunity to bolster the 240 numbers. Adrian's wife Imelda was also en route to the show in a car of her own, but unlike last year where she graciously

drove another of Adrian's 240s to Flemington, his blue 1979 244GL, this time Imelda was attempting to overlook the Volvo Club display altogether and make her Fiat Club debut in her new Fiat 500! Of course, Imelda followed Adrian home in the morning so it wasn't to be on either front.

Among the 240s at the display was my blue 1985 240GLE for which I proudly took home the category trophy, repeating its achievement from last year, but in the absence of another driver on the day my equally-worthy white 1976 244DL unfortunately remained at home in the garage, as I assume did many club members' fine cars when faced with the decision of choosing one of several to bring to the display. I had heard a rumour that club member Thorben Hughes was planning

from curb scrapes, surely the bane of any car enthusiast's existence! I can't recall ever seeing this useful if not necessarily elegant feature on any tyre variant before, no doubt a relic of a bygone era, so I can't imagine there would be too many examples of the kind on the road today and it was rather interesting to see.

The "theme" for this year's Volvo Club display was clearly 700 & 900 series cars, with no fewer than 12 examples of various models including my gold 1991 740 wagon attending, whilst numbers of P1800s and 120s for example were notably down on previous years. It seems to repeat the unpredictable nature of attendances at these club events where a particular model series can dominate in one year and be conspicuously absent in another, and the

mentioned lack of 200 Series cars also extends to the 140s and 164s with only a pair of cars, albeit fine ones, representing that model series.

Speaking of which, one of the most well-presented cars on the day would have to have been Erik Ullner's resplendent burgundy 1974 164 which was justly rewarded by winning not only the 100 Series category but also the "Master Class" trophy for the best overall car among the individual category winners as selected by the guest judge (Robert Bakker). It proves that

even a car that has travelled an interstate distance from Adelaide to be there can still be presented at its very best, and Erik had ensured that the interior and engine bay as well as all of the obvious outer areas were also looking their finest. Given that people are often asking me for car-care tips and that the display day is still fresh in our minds, here are a few suggestions that might give members some food for thought for next year's event, or simply some ideas for next time they are spending a leisurely weekend day cleaning the car:

1) Interior & Exterior Rubbers & Plastic Trim:

The harsh Australian sun takes a heavy toll on vehicle trim, particularly on cars that are routinely exposed to the elements, and these areas need protection and rejuvenation in a similar way to that of our own skin to prevent lasting damage and a weathered appearance. Whilst most car-



to bring his freshly resprayed bright red 1984 240GLE to the day which no doubt would have provided some worthy competition for the judging, but I believe the car was not ready in time and remained in primer at the time of the show, so Thorben was consigned to bringing along the impressive new XC60 demo vehicle kindly provided for the day by Silverstone Volvo - not a 240, but almost as good in some aspects I guess, and better luck next time Thorben!

One of the most noteworthy cars at the display, I felt, was a 1975 244DL complete with bright orange duco as was popular in its day, with an amazingly-low approx. 57,000 original kilometres on the clock and recently acquired by club member Paul Kennedy from the original owner I believe. The car is in very original shape and even appears to have its original factory set of Michelin tyres with the unique feature of a raised ridge around the outer sidewalls to prevent the incidence of wheel damage

care lines offer rival products, I find it hard to go past that old classic, *Armorall*, as a good general protectant for interior and exterior application alike. I've heard many an enthusiast swear against it, claiming it is akin to covering oneself in oil and lying in the sun, to which the obvious response is whether they would like to lie in the sun with no protection at all! As an example their dashboards, particularly on 240s, dry out and crack badly, and black rubber bodyside and upper bumper mouldings deteriorate to a dull grey and porous mess that's unsightly and beyond repair. Conversely, the regularly-*Armoralled* dashtop on my 1976 244 has retained a rich satin finish like new in spite of initially nearly 20 years of being parked outdoors in a company carpark, as have the original bumper rubbers, so that's testament enough for me!

The key with protectants is to apply the product with a rag to avoid overspray from the trigger action, as these types of product have no place on glass or clear plastic, nor on grip-reliant surfaces such as steering wheel rims and floor mats. Allow time for penetration then importantly, buff off the excess to prevent a greasy appearance that will otherwise attract dirt and dust. The down side is that on outside trim, the first drops of rain will tend to wash away the product or leave a spotted appearance, so regular reapplication is necessary. For older and more weathered trim which requires a stronger and more restorative treatment, I suggest *Mother's Back-to-Black* which works equally well on rubber or matt plastic of any colour, and is of a creamier and stronger consistency than typical liquid products like *Armorall*. For modern Volvo interiors with large sloping expanses of dashboard consider a product with minimal reflection such as *Armorall Low Sheen Protectant*. Following these suggestions will have those dashtops, vinyl interior door trims, black plastic grilles and rubber or plastic bumpers on 240s looking at their best and staying that way.

2) Exterior Chrome and Brightwork:

On any type of car, gleaming exterior metal trim can really offset its appearance and make it shine, and on a 240 this can include window frame surrounds on early models, grille surrounds and side mouldings, and even timing belt or valve covers in the engine bay which were initially shiny but coated at the factory in a clear lacquer that peels and dulls and turns an unsightly yellow over time. Polished alloy wheels are also typically covered with a clear lacquer, so determine if this is the case before approaching any wheel surface or coated metal with a metal polish! If the coated metal surfaces are dull and yellow, the original lacquer can be stripped off with an appropriate solvent, and the underlying metal polished to a mirror finish, although

without the protective layer of lacquer, the surface will tend to dull off and need to be maintained. Keeping the genuine multi-spoke alloys of my 1976 244, as well as it's bare aluminium valve and timing belt covers up to a mirror-finish standard involves a fair deal of elbow grease with my choice of product, *Mother's Aluminium Polish*.

Even us enthusiasts commonly use the generic word "chrome" when referring to what may actually be chrome plating over steel (or over plastic such as grilles), polished bare aluminium or stainless steel, and knowing which is which is the key to using the correct product for the job. There are generic metal polishes that claim to be suitable for all metals and plating, but the fact is that a dedicated aluminium polish is too harsh for real chrome which is a soft plating that is easily scratched, and needs a proper chrome polish to gently remove in-ground surface dirt and staining and restore its sharp lustre. Conversely, a chrome polish is unlikely to be strong enough to restore a bare aluminium surface which has become pitted and dull. Freshly polished metal surfaces will be afforded a level of protection from the polish itself, but can further benefit from the application of a generic car wax to maintain the finish.

3) Tyres: I remember travelling to last year's event and pulling up alongside a vintage Porsche that was pristine in almost every respect. What makes me remember the car was not it's gleaming paintwork or timeless design, however, but the fact that it's overall appearance was let down by a set of dirty brown old tyres that had clearly received no attention in the owner's preparation or at any time in their lives. The moral of the story is not to neglect your tyres, as a nice black satin finish on your sidewalls can lift the appearance of even a modestly well presented car. There are a large range of tyre care products available ranging from paint-on dressings to pricey glide-on all-weather applications, and of the latter my personal favourite is *Mother's Duration Extended Wear Tyre Care*. But for inexpensive simplicity, particularly if you want a quick-fix for a club event or just a quick way to enhance your car's overall appearance, it's hard to go past the simple "spray and walk away" pressure packs that these days do exactly what they claim to do with very little effort, as the foam clears to leave a fresh and uniform glow with no buffing required. Don't forget to protect your wheel surfaces and

mudguards from the overspray during application.

I think that covers most of the more visible areas apart from leather care perhaps, or of course a vehicle's paintwork itself, which would require a lengthy article in it's own right to do justice to, so I think I'll leave that for another issue and finish off here! Inside and outside trim & upholstery cleaning and preparation are other areas again, which should provide me with some future content for this space, but meanwhile I hope that members might find some of the above suggestions useful and informative. I should note that never before have car enthusiasts like ourselves been more spoiled for choice with the range and quality of car-care products on today's market, and spending a bit more over the counter for quality brands with comprehensive product ranges such as *Mother's* or *Maguire's* as examples will yield fine results for your efforts. Members might have guessed that my brand of choice is California's *Mother's* range, and I recommend their website at www.mothers.com or the *Maguire's* site at www.maguire.com.au as references for the complete range of products that are available and their intended uses.

Thanks to all those members who attended the Flemington display day and helped to fly the flag for the Volvo brand in general and specifically for the Volvo Club of Victoria amongst the various other European car club displays. Thanks especially to those who complimented me on the standard of my 240 and 740 at the show which I always appreciate, and I hope they provide inspiration and help generate enthusiasm for these cars among members. Please remember to feel free to forward any and all Volvo 200 Series tech-tips, anecdotes and personal experiences if you would like me to share them with other club members in this space, as I welcome any contributions for content. Until next time, I wish all club members pleasant and safe motoring.

Mark Hoffmann, June 2009.

Photo: Mark's immaculately-detailed 240GLE and 740GL Wagon. Taken at the Flemington display day.



From the Classic Workbench

by John Keane - Classic Volvo Service

This is the first of what hopefully will be a regular series dealing with all the problems encountered with repair and restoration of Classic cars. Much of the information will be from my experience, and also what has been gleaned from older engineers and specialists. And, of course, one never stops learning. Hardly a week goes by that another useful hint or bit of technical information isn't stored away in the brain somewhere! And there is also the thousands of books and workshop manuals, catalogs and engineering literature gathered over many years that never ceases to provide insight into a problem.

These books cover not only our Volvos, but everything Vintage and Classic going back to about 1900.

Seeing there has been some considerable talk recently about hydraulic brake and clutch cylinders and the like, I thought I might kick-off this column with how to deal with dismantling rusted and corroded wheel cylinders, calipers etc.

Firstly, clean as best as possible what area of cylinder is exposed internally, and then obtain a suitable grease nipple to screw into the cylinder or caliper. In most cases for the old Volvos, it will be 3/8 inch 24 TPI N.F. thread. Block all other openings with a suitable bolt, probably also 3/8 inch National Fine. Then you simply attach a decent lever grease gun and pump away to slowly force out the seized piston. In even the most stubborn cases, I have never known this method to fail. It also has the advantage the piston isn't damaged, nor is it expelled with dangerous force, as each pump stroke only moves it a mere fraction. Clean out the grease and have the offending cylinder resleeved, and you have reclaimed it all. With disc brake calipers the procedure is similar, just remember to block all other holes except the one to which the grease nipple is attached.

Disc calipers of the three pot type use 2 and 1/8 inch diameter single piston which is easy to buy locally as same as many Holdens etc from the 1970's, and the two smaller

pistons are 1 and 1/2 inch diameter...unfortunately, a special. They can be purchased only from the classic Volvo specialists and have also been locally manufactured from stainless steel in small batches. This is better than new though, as like resleeving cylinders, stainless pistons will never need replacement again, so well worth the \$70 odd each.

MORE ABOUT 122 & 1800 CLUTCH CYLINDERS

Following on from George Minassian's coverage of the clutch slave cylinders used in the 122 and 1800 series, here are a few extra handy bits of information. Both the 122 and 1800 went to cable mechanically operated clutch when the B-20 motor was introduced.

The original Girling slave cylinders are of aluminium, and whilst they don't rust like grey metal, they do wear. I have always had cylinders re-sleeved in stainless steel. They then will outlast the life of the car (and probably ourselves!) and all that is needed is to re-rubber them every 5-10 years or so. The same applies to the master cylinders. It is preferable to keep the car looking original, and only the old Girlings had the polished aluminium filler cap which looks so good. If originality isn't of concern for an average daily driver however, a direct new replacement clutch master cylinder is made by "PROTEX" under part number P6575 and is 3/4 inch as per original. It is only of grey metal though, and has the black plastic lid, but will last a few years and is cheap at around \$50. You will have to remove the push rod and yoke assembly off the original VOLVO master cylinder and fit it to the new PROTEX, as the one supplied doesn't suit our cars. Be careful to refit the dished retaining washer under the circlip the same way as it was in the Volvo master cylinder.

The clutch slave cylinders supplied as per original are best retained, as they are getting very hard to source now. Anyway, simply by stainless sleeving they are reclaimed to better than new. The only rubber in them is one seal, and in over 40 years of working on hundreds of 122's and 1800's, the two factory sizes I know are the earlier 3/4 inch and the later 13/16 inch. The changeover was around 1965 to the slightly larger size, which reduces the clutch pedal effort a little. I have never seen a 1 inch slave cylinder on a 122 or 1800, so can assume it must be an aftermarket fitment. It would greatly reduce pedal pressure,

but you would have to be very sure of getting full stroke of the pedal to ensure correct clutch throw at the fork.

The PBR part numbers for slave cylinder rubber seals are: 3/4 inch, P4366 and for the later and slightly larger 13/16 inch the part number is SC4521R. Most local brake firms can supply. I use a brake master cylinder boot on the clutch push rods as it is better than the small cup supplied in many cases. As the new PBR Volvo 122/1800 brake master cylinder kits include a new brake cylinder boot, you will find the old boot on the brake cylinder is also in good condition, so transfer that to the clutch slave.

When adjusting the clutch push rod, make sure you do have a couple of mm of free play before the pushrod starts to push the fork, otherwise the poor old release bearing is always in contact with the clutch fingers and will wear very quickly.

ABOUT AMAZONS

Hugh Shorten from Shoalhaven Heads in NSW has a magnificent 4 door 122S of

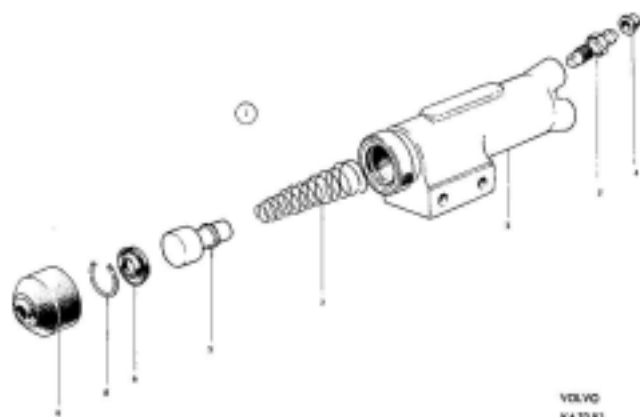


1964 vintage, acquired at only 29,000 genuine miles! Photograph No. 1 shows this lovely grey car which is still only nudging the 40,000 mile mark. Car was found in Sydney. Just how lucky can you be! So pleased with the 4 door, Hugh is seriously considering trading in his equally well kept BMW 1602 coupe on a 122S 2 door. Just shows...once bitten by the Amazon bug, sold on 'em for life!

Meanwhile, in St. George, Queensland, Jeff Moon is very proud owner of a terrific 123GT and the ex Brendan Corr Victorian



P1800S. About 8 years ago John Keane from Classic Volvo Service in Melbourne spent hours and hours fastidiously converting a LHD custom air conditioning kit into a RHD, then integrating it into the 1966 P1800 coupe. It was a magnificent effort, and caused much comment whilst in Melbourne.



After Jeff purchased the car, via Sydney, he was amazed to learn we knew the car very well indeed.

Russell Goffin from Melbourne has been driving 122's for many years, and recently had an engine freshen up for his 1965 model 4 door. This included a better block and cylinder head overhaul and the



other bits and pieces you replace as time marches on. Sadly, my supply of neoprene front crankshaft seals is dwindling, and as they are no longer made as a direct felt ring replacement, we will have to engineer something else. You simply CANNOT tolerate felt seals on the crankshaft anymore. With the B-18 and B-20 (early) motors, this was about the only flaw in an otherwise perfect design.

A while ago, Terry Pert from Ballarat sold his very nice grey 1964 4 door (was HWE-734) to Adelaide. Since then, quite a few parts, both new and used, have flowed across to be installed in this good original car. Coincidentally, back in 1970 when Terry



Pert lived in Glen Waverley and had just traded in his Porsche 356 at Henleys on the 122S, I purchased a very nice 6 volt BLAUPUNKT radio from his (ex Porsche) to fit my 1953 Mercedes 220. It's a small world...and I still have the radio, now fully restored.

Peter Topp is the new owner of the ex Lindsay Brand, ex John Pearey 1968 122S 2 door. This car has a most interesting history. I first saw it in 1970 for sale in Dandenong. It is ex Swiss Embassy, and had just then been converted from L.H.D. Telltales to this day are the type and chassis numbers (V=LEFT HAND DRIVE) and the passenger side kick panel which still has the cutout for the now non-existent bonnet release. Also badly bitten by the Amazon Bug, Peter also has

just purchased another 2 door and also has a P1800 project car. A man needs a hobby!

OF MINORS AND MOWERS!

Caught by "spy camera" one Saturday morning, one can almost hear the staccato chatter of the 1959 Victa 2 stroke as the entrance gate grass gets a trim. BUT...what has this to do with VOLVO? Quite a bit....

Note, firstly, the Morris Minor convertible zipping in behind me. This lovely little car belongs to one of our clients (he also has two Rileys and an XK 120 Jag.) and is unique in that my colleague John Keane has done a masterful adaptation of an M40 Volvo gearbox up to the reconditioned 1275 cc Morris engine. This was not easy, as the Morris box has an integral bellhousing. The BMC box had to be sectioned to form separate bell housing, and then special



centering jig plates made to allow fabrication of a suitable adaptor plate to match the Volvo box. Then it all was welded by an aviation aluminium specialist.

The long 122 gearstick was even painted black and fitted with a Morris gear knob to make it look unrecognizable from standard Morris. It works beautifully, and improved the Minor no end. And the box is quiet and unburstable. So, there's Volvo connection No. 1.

As for the mowers, well the good old Aussie icon 2 stroke was devised by the brilliant engineer Mervyn Richardson in NSW in the early 1950's. Not long into production, Richardson designed his own 125cc two stroke. I think this owes more than a bit to the 1950 BSA "BANTAM", but it was a clever 1950's modern design that developed twice the power of the older English Villiers. The metallurgy in the old Victas is equal to Volvo and early Mercedes...the best! When Volvo P1800S

owner Andrew Hallam from Geelong called in one day he spied a Victa engine being rebuilt on my bench. He was also a fan, saying he thought they ranked with the Volvo, Chev V-8 etc as the best motor ever



built. Andrew is an engine builder and tuner of note, and in fact Andrew father Frank was hugely responsible for developing the famous Repco cylinder heads. So, Volvo Connection No.2.

Finally, you wonder where the link is for photo number 2, don't you? This 1950's Ransomes cylinder mower was purchased new by John Grant to help him earn his way through University. John carried the mower around then in the boot of his Morris Minor side valve tourer to do his mowing jobs. Just last year this mower, after years of serving well for John caring for the family lawn after it's early working life, the Ransomes needed engine work. Sandwiched between Classic 122 and other work, the Villiers was freshened up, and even John Grant was astonished to find I had a new miniature AMAL carburetor for it. Nowadays, the mower when it leaves John's Brighton home travels in the boot of his lovely blue 122S, JUB 666. At last: Volvo Connection No.3!

BLAST FROM THE PAST

The attached shot shows the conclusion of the 1972 Classic 120 and 1800 Economy Run outside the Dromana Foreshore Hall on the Mornington Peninsula. One of the club members played the piano whilst lunch was consumed, and the results tallied. I recall Mal McMinn achieved almost 90 miles per gallon (!) in his single carb 120 wagon. It was great fun and a terrific turn out.



242GT/262C Register

Lance Phillips

03-9707-2724 (AH)

lancephi@cyberspace.net.au

There has been a bit of activity on the GT/Bertone scene of late. A number of cars have been bought and sold which has been interesting to try and keep track of.

Motor Magazine did a \$10k Challenge and converted a pretty nice looking GT with a 5 litre Holden V8. It had the potential but was let down by electrical gremlins. It is currently on the market for \$15k (see screen

shot from www.carpaint.com.au) but by the time you read this will have been sold to some lucky person wanting a Q car.

Vic Kalgovas got a nice surprise recently whilst in Quebec, Canada for work. He picked up a copy of Retro Cars



VIC KALGOVAS – VOLVO 242GT

Apparently there were only 500 silver 242GTs shipped to Australia, all between '79-80. That makes Vic's mint two-door example a very rare find down under. He's kept things as stock as possible, with the Volvo even retaining its original black and orange striping, although most badges have been deleted. The car has also been lowered on tasty Simmons wheels, seeing it win the NSW Volvo Club's annual Show 'n' Shine competition six years on the trot. Under the bonnet sits a mildly tweaked 940 turbo block, producing 152bhp at the rear wheels. It's not big power, but more than enough for Vic to have some tail-end fun.

122 RETRO CARS

(June 2009 edition) which is an English publication and found his 242GT in the "Reader's Rides" section. Vic had emailed the pictures and info some months earlier and had not heard back from them so assumed it was not going to be printed.

The words and pictures are courtesy of Modified Classics Retro Cars Magazine, June 2009 issue.

Lance Phillips
242GT/262 Register

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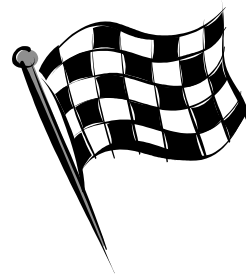
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MOTORSPORTS REGISTER



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

Motorsports Calendar

Contact Ash Davies for more info

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:

Ash Davies

ash.davies@dvs.net.au

ph: 0412 709 695

Noel Bruin (ACT)

volvocrazy@virginbroadband.com.au

ph: 0423 663 036

Cameron Tuesley

cam36023@yahoo.com.au

ph: 0425 791 817

140-series Racing

Anyone interested in getting a 140-series car up and running for "low-dollar" racing, contact George Opoczynski (0411 899 255) for more info.

2009 Targa Tasmania

Ted Warner - the Treasurer of NSW club - passed along the Targa Tasmania 2009 travelogue of Ashley Yelds. Andy White and Ashley Yelds competed in the blue #222 1961 Volvo 122 2-door coupe, and did very well in the event. In addition to Ash and Andy in car #222, there were two other Volvos competing, including George & Virginia Bevan (#206, 1961 Volvo PV544) and Paul & Mike Batten (#244, 1961 Volvo PV544). By the looks of the results and Ash's account, the Volvo did us proud! Thanks Ted for passing along Ash's story, and Ash and Andy - well done!

[The following story and photo are taken from emails sent by Ashley to Ted]

Targa 2009 is "GO"!

Hi all.

We made it to the "Hot Laps" day at Symmon's Plains yesterday (a media day to promote the rally) and also to the Prologue today - not without some last minute dramas (worthy of another email for those interested in tales of woe...).

The new* car is feeling very strong, and we managed a quite respectable 5th in Early (cars built up to 1971) Classic (out of 43) at the Prologue today. Our time of 3:47 places us well on the road (running order for the week), improved by about three seconds from last year and compares very well with the Late Classic (cars from 1972 to 1990). This bodes well for the performance potential of the new car, but we're being quite reserved in our expectations given that everything on the car is new and unproven. We are keeping in mind being the amateur mechanics that we

equipment and a few other tweaks.

Leg One complete

Hello again,

We've managed to complete Leg One without drama - an alternator wire fell off early in the day (easy fix), and there's a small vibration under load once we get over about 170 km/h...normally something that wouldn't worry us that much however we seem to be spending more and more time in the 160+ km/h range this year. We'll keep an eye on it as the week progresses and hopefully it does not get any worse. We clocked up 1,000 kms on the car at the end of the day so promptly gave it a first service and oil change (we figured the new engine is probably well run in by now).



#222 122s driven by Andrew White and Ashley Yelds in the 2009 Targa Tasmania

are, the first diagnosis of any problem is "what we did touch last?" when a problem occurs. Well, for this year the answer will be "...everything!"

To the extent we keep going for the full six days, you can follow along on our stage times on the Targa site.

Will aim to keep you updated with success and failure as the week plays out.

*For those who have managed not to be caught up in this year's prep for Targa, we have built a "new" car: another 1961 Volvo 122s. Yes, kinda the same as before...just, well, newer, but with more contemporary safety

Although we're still taking it easy, we've had promising results for each of the competitive stages today. The first three stages are "cleanable" (base time set high enough that a spirited drive won't accrue any penalty time). The next five are full-on competitive, and this year the competition is very hot. We moved back in the field (amongst the faster modern entries) during the day as we did some checks after each stage to ensure all the big bits were still on the car and to investigate any new buzz, rattle, vibration or other oddity. This had us setting off into the later stages sandwiched between some



Line-up of cars including #244 red 544 driven by Paul & Mike Batten

rather rapid GT3 Porsches and the like - on the last stage of the day we crossed the finish line at about 180 km/h door handle to door handle with a Monaro CV8 that just managed to catch us over the preceding 9 kms - rather exciting stuff!

In the Early Classic competition, last year's winner (Siddins in a Nissan 240Z) and the Battens (father and son in the red Volvo) are already setting a blinding pace, with the Ullrich's lovely Jensen CV8 putting in another strong performance. We were pleased to place 10th on the Kayena stage, 6th on the Holwell and Moriarty stages, 5th on Merseylea, 6th on Sheffield, and finished the day with a 7th on Quamby Brook. We've accrued 2:51 of penalty time (2 minutes behind the leading Volvo of Mike and Paul Batten) that puts us in 6th in the Classic Comp at the end of Leg One.

Ideally, we can keep it all together and still be running strong by the end of the week.

Will bore you with more detail as internet access permits

Leg Two and Three

Hi!

Well, Leg Two was another challenging day. We made it through the first two stages without drama (not



#416 McClintock/Skinner BMW

taking any scalps on the Sideling as we did last year <http://www.youtube.com/watch?v=QD3P5edIBFI>), but a not so insignificant mechanical failure slowed us on the Ledgerwood stage. Volvo pioneered a number of safety items - collapsible steering columns being one of them, which, halfway through the stage, started collapsing resulting in a not so marginal compromise of steering control - thrilling to say the least! A \$3.00 exhaust clamp secured it properly and we were on our way.

Some casualties for the day included the magnificent Torana XU-1 of Brian and Linda Dermott, rolling the car through a chicane and putting themselves out of the rally. As the day progressed, we began to tie things together well, picking up 4th's on the Sideling, Moorina, Pengyana, and Elephant Saddle, a 5th on Weldborough, and only getting held up on the Rossarden stage behind a Mercedes coupe blowing so much oil smoke we had trouble seeing some corners. We had some fun on the Longford town stage, putting on a bit of a show for the kiddies (and the

photographers) with Ashley driving - it is now confirmed Andy is not a good passenger or navigator (I am sure he was calling all the corners with a number or two lower [indicating sharper] than they actually were). Regardless, we were more than happy, and a little

surprised, that we'd placed ourselves 5th overall at the end of the leg, five seconds off the McClintock/Skinner BMW and one second ahead of the Kent/Kent Mustang.

Overnight servicing ran to just checking the source of the vibration once again, swapping tyres front to rear in anticipation of wet weather on Leg Three, and giving the car a wash!

Today saw us head off on a loop to the NW and SW of Launceston. The wet weather didn't eventuate, but two of the stages in particular suited our car/driver combo well and we are starting to get a good feel for the car's gearing and braking. The Batten/Batten Volvo and the Siddins/Ferguson Datsun were well ahead and looked set to consolidate their lead with the Ullrich/Ullrich Jensen CV8 right on their heels. However, on the Dunorlan stage the Datsun missed a corner at a railway



#383 Jensen CV8 driven by Peter & Sari Ullrich

crossing and bent a rim when they finally landed, missing two subsequent stages and effectively putting them out of contention. The day saw us battling the McClintock/Skinner BMW and the Kent/Kent BMW on most of the stages, but a solid batch of placings has gained us 3rd overall at the end of Leg Three, a few minutes back from the Jensen, and just three seconds ahead of the Mustang and eight seconds ahead of the BMW.

By no means are we getting our hopes up for a podium finish, for, as we've noted before, we consider this a "shakedown year" and are simply happy the car is still running and the performance potential is proven.

Tomorrow starts the run down the west coast, with an overnight at Strahan. It's unlikely we'll have internet access until we get to Hobart on Sunday night - ideally we'll get there safe and sound and drive across the finish line and will update you from there.

Leg Four (delayed report); one more to come

Leg Four was the run down the west Cost to Strahan. Much more comfortable with the car, and some wet and greasy roads in the later stages saw us consolidate a Top 10 placing, if not our chance at a podium finish.

First up was Mole Creek, where, on the very first corner last year we broke our gearbox. As was becoming a pattern, the red Batten Volvo set fastest time (on handicap), with the Siddins' Datsun setting an equal first (the Datsun though was out of contention



#403 Dermott Torana

for line honours having damaged a wheel on Leg Two). Two seconds back was the Jensen, another five to a hard charging 1971 Porsche 911 (Black/Cole). Interestingly, although our car, the Mini and the BMW all have different handicaps, we achieved equal times, each dropping only one second over the Porsche for the Stage (the Porsche actually having the same Base Time as our Volvo). Notably, placings down to 16th were all within another five seconds in penalty time.



The 544 in action

Cethana saw the Batten Volvo and the Jensen in 1st and 2nd, with the McClintock BMW posting a solid 24 sec advantage over our car, pushing us back to fifth for the stage, with the Draper Mini only seven secs behind us on the memorable 37.48 km section of road. Dampness on Gunns Plains saw the Mini put in an impressive 3rd ahead of the BMW, the Jensen and the hard charging Kents in their 1965 Mustang, posting an almost 20 second advantage over our Volvo.

The next five stages saw the Black/Cole Porsche begin to emerge as a threat together with the Kent/Kent Mustang and the BMW. Dry roads would suit each of those and we were hoping for some rain as the afternoon progressed. We held a 7th on Lowana, picked

up a 4th on greasy Hellyer Gorge (the BMW getting psyched out by the wet roads), but the Mini really making a mark with a 2nd on Mt Black and a 1st on Roseberry and a 3rd on the final stage Rinadeenah, five seconds ahead of us and 25 secs ahead of the BMW. The Black/Cole Porsche crashed out on the last stage, unfortunate, but one less threat in the wet or dry!

For the overnight stop in Strahan, this placed us at an overall 3rd, just five seconds ahead of the BMW and 1 min 49 in hand over the Mini. Wet weather in Leg Five would see a further threat from the Mini. Any advantage we had over it in the dry would be upset by the significant advantage the BMW would have over us - so we weren't sure what to hope for weather-wise the next day. We surmised the BMW would be looking at both us and the Mini as a threat in the wet, if it dried up, the BMW would likely be able to haul us in pretty significantly.



The Datsun falls on hard times

The car was running strong at the end of the day, requiring just a thorough check of suspension and brakes at the end-of-day service, allowing us a relaxed dinner at day's end. Although we'd only just gotten to the level of performance as the old car, with still a lot of potential (in car and crew) to go, we felt ready now for a solid run to the finish, and, weather dependent, holding at least on to Top 10 placing.

Leg Five report, the race to Hobart, to follow...

Leg Five: all done for 2009

A belated missive of our final run down to Hobart in Targa Tasmania 2009.

As we left off in the last update, we held a very small margin over the



Roadside check-up

BMW for third place in the Early Classic completion, and a little over 2 mins to the Draper/Draper Mini. Wet weather would favour the Mini over us, and us over the BMW. Dry weather would see the BMW reel us both in. For us then, we were hoping for a little bit of both, the BMW team had come over for a chat and noted we were a threat to him in the wet. We strategised that it would be best to run as close in running order as possible to the BMW so that we

got the same road conditions (earlier we might get a wetter road, later we might get a drier road, but would be amongst the faster Moderns.)

Our start order number was about thirty cars ahead of the BMW, so on the transport (road speeds) to the Strahan stage we dawdled a little, stopping for fuel and checking tyre pressures, using up some of our late time only to bump into the Ullrich's who were also applying a similar strategy so as to run closer to us and also on dryer roads. Of course, this strategy would go out the window if it got wetter as the day progressed...

Strahan, the first stage, is an exciting 33 km section of road that was very wet and greasy. We had a lot of trouble getting any sort of grip, and went through as hard as we could, only to be caught by the Jensen at about the 10 km mark just ahead of the first chicane. We managed to stay with them for a few kilometres, overtaking a Nissan Skyline GTR and an Alfa, but soon saw the advantage of a 6.9 ltr 580HP V8 in a fibreglass-bodied car as the Jensen shot ahead up the road. In chatting with the Ullrichs at the end of the stage, we expressed admiration (amazement really) as to how they caught us, whereby they expressed dismay at how we stuck with them. They also said they needed to drive like that because of our handicap over them - in discussion we found they'd been miscalculating it all week and thought they needed a much bigger margin to stay ahead, especially with the long stages on Legs Four and Five. Navigator and driver wandered off to take some heart pills I think as apparently it was all rather exciting in the cockpit of the Jensen on the previous 35 kms trying to make time on the old Volvo... The Mini picked up 2nd as expected, the BMW ahead of us in 5th.

Queenstown saw it also very wet and greasy, and was the undoing of the BMW. At about the 5th corner, they'd gone straight ahead into a guard rail post, fortunately not falling over a rather steep cliff, their desperation to make time on the Mini (and us) all to naught. This meant we had just the Mini to

deal with (the Jensen and the red Volvo too far ahead) and held hopes for dryer roads as the day progressed. We later found that we set fastest time on the Queenstown stage - not sure if this was from motivation of seeing the BMW out of the race, or that we relaxed a little and did everything a bit more smoothly.

Our favourite stage, Mt Arrowsmith, was next. On this we placed 5th, but only dropped 3 secs to the Mini even with their 2 min 13 sec handicap, so their shot at a massive advantage was largely over. This really consolidated our third place, and chances for a champagne finish suddenly looked good. The throttle had started to stick a little (not something you want heading in to a fast downhill wet and greasy corner), but a quick adjustment at the end of the stage got it sorted. Some more fuel was added (we'd run as light as we could over the Mt Arrowsmith stage), and then the penultimate stage, Tungatinah, saw a Volvo 1/2 finish, dropping ten secs to the red Volvo and holding a one sec advantage over the Jensen (still just seven secs in real time!) We were on a roll, holding an almost two minute advantage on the Mini. "Shakedown" mode was well and truly over...

The final stage, Risdon Brook, was wet and greasy on the way down into the valley, but reasonably dry heading up the other side and saw the Mini place fourth ahead of our 6th, picking up seven seconds but not enough to knock us out of third - we were on our way to the Podium! We'd managed a

third in Early Classic, behind the red Batten/Batten Volvo, and the Ullrich/Ullrich Jensen. We were also rather surprised at our 22nd outright in the overall Classic Competition (all cars up to 1990). The Batten Volvo had placed 5th (incredible!) and the Ullrichs' 8th - the cars that those teams beat (Carrera Porsches and A9-X Toranas etc) a rather impressive list!

The drinking started early, even before the Champagne shower (which by the way stings your eyes). A champagne soaked race suit doesn't smell too good either later in the day, but the glory (in our little sphere of the world) easily overcame the discomfort factor. We'll be back again next year, with a well "shookdown" car, but expect the completion will also turn things up a notch or two, so it will be hard work once again.

Although this will be the final missive for this year, we'll try to further bore you with some in-car video and a few professionally taken photos of the week's action in the next few weeks. Thanks again to all for your support (mechanical, emotional and financial); we've enjoyed indulging ourselves and having you along for the ride.

*Cheers,
Ashley and Andy*

[Thanks for a great story guys - and well done on your podium finish! We look forward to next year's instalment! Ed.]



The 122 in action

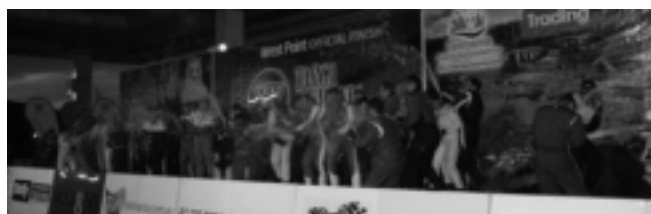
Final Classifications



Targa Tasmania Shannons Early Classic Classifications Outright

Listed By Classification

Veh No	Crew	Vehicle	Cat/ Class	Capacity	Total Time	O/All Pos	O/All Margin
244	Batten - Batten	1961 Volvo PV544	2LMSD	1946	16:09	1	00:00
383	Ullrich - Ullrich	1963 Jensen CV8	3LMSF	6901	25:55	2	09:46
222	White - Yelds	1961 Volvo 122S	2LMSD	1950	30:03	3	13:54
233	Draper - Draper	1961 Morris Mini Minor	2LMSA	998	31:41	4	15:32
405	Kent - Krawczyk	1971 Ford Falcon GT	4LMSH	5800	38:18	5	22:09
467	Latter - Latter	1967 Datsun H510 SSS	4MSC	2000	38:36	6	22:27
492	Wheaton - Endersbee	1971 Alfa Romeo GTV	4SSB	1962	39:24	7	23:15
431	Byrne - Stoopman	1972 Alfa Romeo GTV	4LMSB	1962	39:59	8	23:50
421	Lowe - Lowe	1971 Datsun 240Z	4LMSC	2480	40:57	9	24:48
246	Clark - Richardson	1961 Jaguar E Type	2SSF	3781	43:19	10	27:10
372	Bruce - Bruce	1967 Morris Cooper S	3LMSC	1360	44:38	11	28:29
303	Moylan - Chance	1964 Ford Galaxie	3MSF	7000	47:13	12	31:04
210	Waldron - Gregory	1955 FIAT Abarth 750	2LMSA	997	48:22	13	32:13
355	Henry - Poynter	1965 Alfa Romeo Giulia Super	3SSC	1570	54:29	14	38:20
445	Growden - Pelusey	1970 Ford Falcon GT	4LMSH	5853	57:48	15	41:39
388	Killick - Leary	1965 Ford Cortina	3LMSD	1650	59:09	16	43:00
411	Livingstone - Livingstone	1971 Ford Capri Perana	4MSH	5686	01:00:28	17	44:19
406	Schmidt - Young	1968 Fiat 124 AC	4LMSC	1592	01:03:28	18	47:19
423	Byrne - Newbold	1975 Alfa Romeo GTV	4LMSB	1962	01:03:34	19	47:25
404	Walker - Walker	1971 Porsche 911 T	4SSC	2341	01:05:54	20	49:45
596	Keating - Ford	1974 Alfa Romeo Spider	4SSB	2000	01:16:02	21	59:53
311	Williams - Chugg	1965 MG BGT	3LMSC	1798	01:17:58	22	01:01:49
410	Kenny - Jackson	1971 Jaguar XJ6	4MSG	4200	01:18:16	23	01:02:07
302	Jenkins - Goode	1965 Morris Cooper S	3LMSB	1292	01:19:29	24	01:03:20
415	Smith - Smith	1966 Holden HR X2 Premier	4MSE	3300	01:22:25	25	01:06:16
206	Bevan - Bevan	1961 Volvo PV544	2SSD	1844	01:28:18	26	01:12:09
230	Davison - Davison	1955 Austin A30	2MSA	1098	01:30:44	27	01:14:35
276	Utber - Kaye	1961 Vauxhall Cresta	2LMSE	2600	01:32:29	28	01:16:20
371	Currow - Amori	1965 Steyr Puch TR Europa	3MSA	836	01:36:10	29	01:20:01
465	Siddins - Ferguson	1970 Datsun 240Z	4MSD	2966	04:02:00	30	03:45:51
407	Goodwin - Molocznyk	1969 Datsun 240Z	4MSD	2850	05:10:36	31	04:54:27
350	Lynas - Letcher	1965 Ford Mustang GT350	3MSF	4900	DNF		
416	McClintock - Skinner	1972 BMW 2002ti	4LMSB	2000	DNF		
208	Smith - Smith	1958 Austin Healey Sprite	2MSB	1293	DNF		
255	Blake - Blake	1955 FIAT 600	2MSA	955	DNF		
260	Bischof - Fuchs	1961 Porsche 356 GT Abarth	2MSC	1588	DNF		
351	Kent - Kent	1965 Ford Mustang	3MSF	5000	DNF		
352	Batkin - Ramsdale	1967 MG BGT	3SSB	1800	DNF		
403	Dermott - Dermott	1971 Holden Torana XU1	4LMSE	3352	DNF		
408	Pfingst - Loth	1971 Holden Torana	4MSE	3310	DNF		
439	Banks - Banks	1971 Porsche 916	4MSD	2700	DNF		
485	Black - Cole	1971 Porsche 911 Coupe	4SSC	2341	DNF		



Classifieds: Cars & Parts

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

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

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

1985 240 GLE (CXH 224) pale met.green, auto, all options incl. sun roof. Factory alloy wheels. Complete Carson and Murphy service history with bills. Rebuilt driver's seat. Fairly new battery and radiator. New



headlamp reflectors and steering rack (2008). New Kenwood CD/tuner stereo, original Volvo speaker boxes. Completely original and fastidiously maintained: no children or pets. \$2000. RWC. Contact Simeon on 0438 008 188

1982 244GL. PRICE REDUCED!

Immaculate condition. California White with Blue interior. (Winner best 200 series at Toowoomba.) Current Qld rego 626EPY. Comes with large supply of spares. \$2,500



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

WANTED: AMAZON. Looking for a 4-door Amazon in good running condition in Red, White or Light Blue colour with original

good condition interior. Would consider a 2-door. Do you know of any? If so please send on contact details. Email Joetanham@yahoo.com.au or Mobile: 0450703416

1969 164 (KFW 403) Red with blue leather interior. Bought by current owner second hand in 1976. It has original instruction book and service book. This car is in great condition for its age.

Good straight body with no rust that I could



see. Interior is in good condition and still has original rubber boot mat. Registered until April 2010 but comes with no RWC. Would not need much for RWC. Car is located in Ferntree Gully. Inspection welcome. Price \$2500 ono. Contact Stuart Beard. Mobile 0413 583 615 or Email beardstuart@optusnet.com.au

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

ipd & TME / Simons order! ** Last chance for your order if you want to take advantage on the bulk order pricing for IPD wheels and sway bars and TME / Simons sport exhaust kits. Some parts will be in



stock but limited. I urge anyone that is thinking about a part...now is the time. Call Mark at VP Tuning on 0403 814 545 for more info on models or check www.tme.com or www.ray.se

VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

mobile: 0403 814 545
fax +61 3 9778 8302
mark@vptuning.com.au

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

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

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

740 GL rego to Aug. As is. Metal grey, armoglazed, 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. John Barker. Cairns. 07-4059-0184

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. 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. Manual four speed/OD. \$18,500. Joseph Lafferty 0414 774 752

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

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. 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

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. \$6500. Phone

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VOLVO CLASSIC CAPS. Logo 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. CHILD5-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

Part; 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

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



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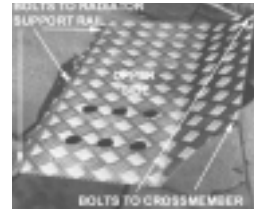
DVS Volvo 240 strut tower to tower brace. Suit B21/B23/B230 powered 240s.



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. Bolt up in place of the original plastic belly pans.

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

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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. Call **DVS** or email for details.

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DVS Volvo 850 & P1 x70 aluminium checkerplate sumpguards. Suit 850/C70/S70/V70 cars from 1993 to 2000. Bolt up to the subframe rails using machine screws supplied. Pre-drilled holes for the machine screws and an opening for the sump plug. **\$215.00**



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<p>() <u>New Application</u> (1 year membership from date of payment.)</p> <p>() <u>Renewal</u> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>																																																						
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<p><u>Car(s) Details:</u> (You must list vehicles with CH plates. Engine number can be found on Registration Certificate)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Model</th> <th style="width: 10%;">Year</th> <th style="width: 15%;">Colour</th> <th style="width: 15%;">Reg. No.</th> <th style="width: 15%;">Engine No.</th> <th style="width: 20%;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table>		Model	Year	Colour	Reg. No.	Engine No.	Body Style
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VOLVO FOR LIFE

On the Back Cover: Dzulastra of the Volvo Owners Club of Malaysia with his red 240 manual. He hosted Lance Phillips during a visit to Malaysia, where Lance met a large contingent of their Club for an enjoyable evening of talking Volvos.

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