

ROLLING

AUSTRALIA

No. 191

July/August 2010



Member Magazine for the Volvo Clubs of Victoria, South Australia, Queensland, New South Wales & 1800/120 Club of Australia



1800/120 CLUB AUSTRALIA





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Volvo 1995 850 T5-R 4 DOOR Sedan: Trans 5 SP MANUAL, Km 162,498, colour Cream Mustard Yellow Solid with black leather. Comes with 1 year unlimited KM AWN warranty and 1 year roadside assist, Vic rego, RWC, fully detailed, fully serviced, safety check. Rego NHH751 **Price: \$12,990 DRIVE AWAY**

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ROLLING AUSTRALIA

July/August 2010, Issue No. 191

THE MAGAZINE FOR THE VOLVO CLUBS OF VICTORIA,
QUEENSLAND, NEW SOUTH WALES, SOUTH AUSTRALIA
(INCORPORATING WESTERN AUSTRALIA), & THE VOLVO
1800/120 CLUB OF AUSTRALIA

MARKETING & CORPORATE ADVERTISING

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DEADLINE FOR SUBMISSIONS

Next edition deadline is
10th August 2010

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Coming up in Future Editions:

- Dutch Volvo Happening 2009 Report
- More Volvo *Imagineering*
- Dion's Story: Part 3
- Adding Cruise Control to your P1800
- Peter Soko's C30 Road Test
- Your Volvo story! If you have a story about your Volvo or being a Volvo owner, send it to the editor for use in an upcoming magazine!

ON THE FRONT COVER: Len Ward's beautiful green 544; photo taken at the Victorian Club drive and picnic at Yan Yean reservoir.

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Volvo Club of Victoria Events Calendar

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 8:00PM 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 7th (Wednesday)

8:00PM Night Meeting. Guest
Speaker info www.volvovic.org.au

AUGUST 1st (Sunday)

Club drive and family outing to Point Lonsdale/Queenscliff (including photo op, lunch stop and Maritime Museum). Dust off your classic or bring your daily driver - the more the merrier! Meet at the BP service station on the Western Highway (near Rockbank - Hopkins Rd. exit) at 8:30 AM (breakfast at McDonalds if you so desire). **Depart at 9:00 AM.**

The drive will take us up the Western Highway to Baccus Marsh, then head south on C704 through Balliang and towards Geelong. We'll enter the new Geelong ring road and head south to the end point, and continue on C134 Anglesea Road. Turn left off Anglesea Road at the roundabout onto Mount Duneed Road, continuing to Barwon Heads. Over the bridge towards Ocean Grove (following C129) turn right onto Orton Street and head through Ocean Grove town centre, left at Hodgson Street, veering right onto The Parade, then left onto Tuckfield Street. Follow this to the roundabout where we turn right onto Shell Road and head towards Point Lonsdale.

Once we get to Point Lonsdale, turn right at the oval onto Point Lonsdale Road and we'll head down to the Rip View car park for a photo shoot (should be about 11:15 AM for those from the local area who would like to join us directly there) and a scenic walk (weather permitting). By now everyone should be getting hungry so shortly before noon we'll turn around and head back up Point Lonsdale Road to the Bellarine Highway and turn right towards Queenscliff, where

we'll have a lunch stop (at a local cafe/pub/restaurant as desired - nothing formally organised and everyone's on their own).

Finally, for those interested, the Queenscliff Maritime Museum is open from 1:30-4:30 PM - adult admission \$5.00 - and is located very close to the passenger ferry terminal on Wharf Street. Meet there after you've had lunch if you want to reconnect with the group. For more information, please contact Greg Sievert (03-9397-5976 AH, email greg.sievert@gmail.com) or Mark Icceton (0434-897-144). We hope to have a good turn-out of cars!

AUGUST 4th (Wednesday)

Night Meeting: ANNUAL GENERAL MEETING. **Free pizza dinner** for all members at 7PM. AGM starts at 8PM. All office positions will be declared vacant, and the committee for the next year will be elected by members in attendance. PLUS: Bilia Volvo spare parts at sale prices!

SEPTEMBER 1st (Wednesday)

8:00PM Night Meeting. Guest
Speaker info www.volvovic.org.au

SEPTEMBER 4th (Saturday)

Open day: VP Tuning with MTE.
POSTPONED - watch for new date or contact Mark Richardson - VP Tuning - 0403 814 545 for updates.

OCTOBER 6th (Wednesday)

8:00PM Night Meeting. Guest
Speaker info www.volvovic.org.au


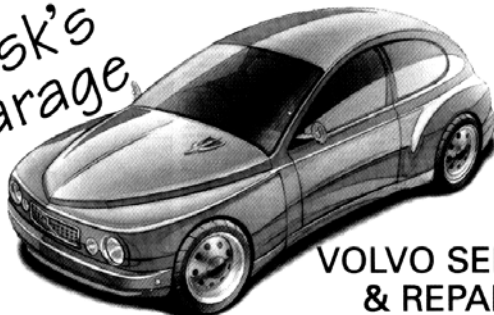
OCTOBER 23rd (Saturday)

Picnic at Muckleford. A great family day out - take your car for a drive to Muckleford Station (Muckleford-Walmer Rd.) Large display day, food and entertainment, steam train and machinery display. See www.vgr.com.au for details.

OCTOBER 31st (Sunday)

Cars of the World display day (*external event*). www.carsoftheworld.com.au.

Magazine printed by club member Rick Robey @ Fairkote:

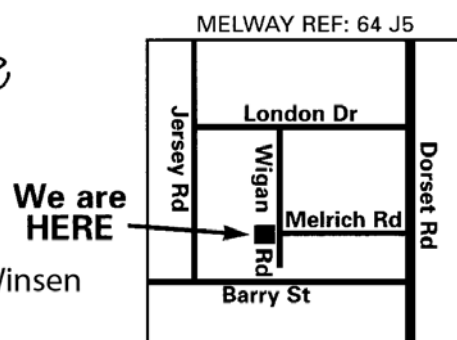



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Michael Van Winsen
Owner



President's Report

Now Hear This: *Life in General*

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I don't think I could ever be accused of living a boring life. If you want excitement I guess nearly 23 years in the Army would have provided that. I have had the opportunity to drive 4x4's and 6x6's in completely off-road conditions. I've driven trucks with crash (non synchromesh) gearboxes where you needed to be an octopus to keep up with the demands of changing gears and in between high and low ratios. I have driven Tanks and other armoured vehicles, heavy trucks and various forms of earthmoving equipment and cranes. I have even driven a hovercraft (100 KPH over water, sideways is a unique experience). If you guessed that I was employed as a driver guess again. I was a clerk in the stores. I have always had a passion for powerful and fast cars, owning at one stage or another most models of Australia's big three (well back then it was Holden, Ford and Chrysler). I have also prided myself on being able to keep all my cars intact and mainly accident free with no major accidents.

So why do I drive and prefer Volvos? Quite simply they tick all the boxes for me. I get enjoyment from driving each and every Volvo. My need for speed and performance (obviously at legal limits on the road, I didn't get to this age by being stupid) is addressed by our newer turbos. The comfort and driving position is second to none and the chassis dynamics are great. I get agitated when I read articles about Volvos both now and in the last 30 years where they say too slow, don't handle, boxy, too safe, boring

and so on. Is it just me? Or what the hell are they driving? I know many of you agree with me. Every time I drive a hire car, and that is frequently, I find myself grading it against my Volvos. No not even our newest V70T6, that would be unfair but even against our 1990 240GL or the 164TE. I keep on finding major faults and imperfections in the newer much more modern offerings from Australian and Asian manufacturers. Am I on my own? I don't think so.

Where am I going with this? Well I guess you know by now that Ford has sold Volvo to Zhejiang Geely Holding Group (also the owners of Geely, a Chinese car manufacturer). I am heartened that Geely is intent to keep Volvo as Volvo. This is important. Volvo has a DNA that is not only pure but is also recognised worldwide. It is my hope that I will enjoy driving new Volvos for the next 30 years. I don't care if the great driving journalists miss the point or don't get the same experience as I do because quite frankly I am beginning to think they have either flawed logic or worse still are jumping on a perceived bandwagon to maintain a certain reader base. Volvos have long been acknowledged as the thinking person's car, so pat yourselves on the back (you know what I mean). I do not want to give the impression that Volvos are the greatest cars in the world or that there aren't other desirable cars I would love to have in my garage. They aren't and there are. But I feel the most comfortable behind the steering wheel of my Volvo and since we own a large number and most of the range throughout the years that covers just about all of them.

Dion has just reminded me to say that I am a well-balanced guy. I have also jumped



out of perfectly serviceable aircraft (with a parachute of course) and been given the opportunity to drive a large, fully laden freight train (under instruction and intense supervision). Today I have a slightly less boring but still exciting job (well I think IT is exciting). I have grey hair and drive a new, expensive Volvo

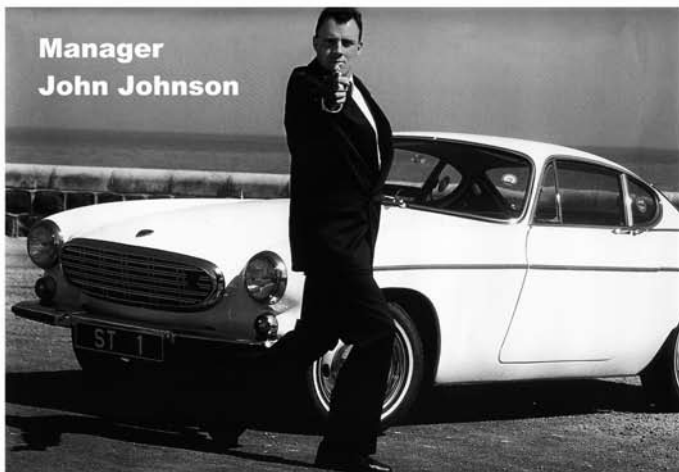
so they call me sir at the service station. Here is an insight for you: many years ago I had a Nissan 14-seater bus and the 760 turbo (I still have the 760 turbo). I used to fill both cars up at the local service station around the corner from where we lived in preparation for the week ahead. I did this nearly every Sunday afternoon. I would drive in with the Nissan, fill up and go in to pay. The attendant would always call me mate. I would drive home, change over to the 760 turbo and drive back (get the picture). Even though it would be less than ten minutes between one and the other, even though I was wearing the same clothes etc and even though I always had a chat with the guys, they would always call me sir when I arrived in the Volvo and mate when I arrived in the Nissan (to coin a well known polle – please explain?)

A few weeks ago we had a great day driving the 36-year-old 164TE on a club outing. We had a great turn out for Motoring Heritage Day and after a comfortable mid-morning start at the Tyabb Antiques warehouse drove for a while before lunch and then on to a motor museum. My only regret was changing the very sticky silica radial tyres and alloy wheels for the traditional narrow whitewall radials. I forgot about the run back down Arthur's Seat road and unfortunately was unable to keep up with Greg in the 1800ES. We had an enjoyable day.

*Until next time,
Heino Nowatzky*



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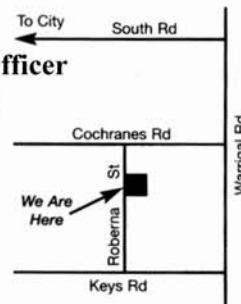


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The Editor's Desk:

Wagons Ho!

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If you received this edition of Rolling in mid-July, I must have finished it and gotten it off to the printers before we headed off on our Outback Adventure with my parents in late June. Thanks everyone for getting your stories and articles to me on time! If all went well, we will have had a great time taking the train to Adelaide and Alice Springs, and touring around the Alice Springs region for a week or so. [Funny, I can't tell if I'm writing this in the past, present or future... but I digress.]

Since the last edition, I managed to adopt another Volvo - finally back in a 240 wagon after a 10-year drought! [Photo in Birth Notices section.] I lamented selling our manual 240 turbo-intercooler wagon before moving over to Australia, and unfortunately we couldn't find a manual 240 wagon when we arrived so we settled for a sedan [AKA the silver supercharged 240]. Well, this new (old) wagon is not a manual, but it will be some day. It's a 1991 240GLE with only 92,000 km on the clock (unless Mark "smooth-talking used car salesman" Icelton wound back the odometer before he pawned it off on me!) The gold paint shines (not quite up to Hoffmann Family standards, but close...) and the interior is pretty much pristine, so I'm happy as can be. As Wayne can attest, I've enjoyed the countless hours of swapping "bits" from the silver sedan to the gold-mobile, with more to follow (still haven't had time to wrestle that supercharger from the engine bay of the sedan).

One of my workmates at Holden saw me driving the wagon in to work and exclaimed to his carpool passenger "Hey - there's another weird-beard that drives a Volvo - we must tell Greg he's not the only one" only to discover that I had swapped cars on the weekend and was no longer driving the 240 sedan that they had become accustomed to. Reminds me of a guy at GM in Detroit that they used to call Four-door (behind his back of course). I asked the old guys why, and they said "Four-door" would go on and on about how four-door cars were so much better than two-door cars, and he would never buy anything but a four-door sedan. Well, I'm starting to become "wagon weird-beard" I guess! There's just something to be said about the added versatility of a station wagon. It smartly provides a cavernous rear load area even though it retains much the same footprint (wheelbase, length, width) as a sedan, making it just as easy

to park and drive (and often easier to see out of when reversing or changing lanes - at least with the earlier, boxier wagons...) I suppose the only drawbacks might be the slight weight penalty of the sedan vs. wagon, a little extra interior noise (open rear cabin usually means a bit more exhaust and road noise), and the big one...style (some people think wagons are frumpy, boring or ugly, but if you're driving an old Volvo you probably don't worry much about what other people think, right?) Of course the newer wagons have from most carmakers have started to trade practicality for style by adding a sloped rear end, greatly limiting cargo space while also creating large, sloped rear pillars that obscure driver rear visibility (Volvo may be an exception, but I haven't seen the production version of the S60-based wagon...)

In the US, many people still perceive wagons as being the 1970s behemoths produced by the "Big Three" - take your mind back to the Oldsmobile Custom Cruiser (below) or the stereotypical



movie prop "Wagon Queen Family Truckster" from National Lampoon's "Family Vacation" (below). In the 1980s,



station wagons went out of style in the US and were replaced by "Conversion Vans" (or "perversion vans" as we called them in high school). Every family who was anyone had one (except us - we still had the pea-green 245DL and a beige Oldsmobile Cutlass diesel sedan with a brown vinyl top, but we were never trend-setters!) I can recall my brother and I being chauffeured around in a conversion van with our friends, sitting in the huge plush captain's chairs watching the roof-mounted TV/VCR and probably wishing our parents would conform and buy one too. Thankfully they did not, as I'm sure



I would have gotten car-sick if I had ever ridden in one of those wallowing vans on a mountain road during a family vacation. I still have a lot of respect for the mothers who drove the conversion vans, as there was virtually zero rear vision (this was prior to the era of reversing sensors) and they were huge and cumbersome to park. I don't know anyone who owned one and didn't

eventually back over somebody's mailbox and knock it over!



Alas, when the "minivan" was invented by Chrysler, all the "sheeple" in the US dumped their perversion vans and bought minivans. Then minivans were



replaced by SUVs (typically Suburbans - pictured below, Explorers, etc.) With the concerns about "foreign oil" and petrol



prices, the latest craze is "crossover vehicles" which resemble SUVs, but are often built on beefed-up front-wheel-drive car platforms. They offer much of the practicality of the SUV, but weigh a bit less and get slightly better fuel economy. I guess you could say the XC60 could

be considered a true crossover, given it resembles an SUV but is based on the S80 platform. So, the stigma still remains about wagons in the US, but everyone's basically driving one again - just don't call it a wagon!



Now, a couple tech tips.

Lug Nuts

First, does everyone know how to properly tighten lug nuts? Use a rattle gun to make sure they're really tight, right? WRONG! The only way to really do it properly is to use a torque wrench. If you want your wheels to fall off, over-tighten the lug nuts and stress the studs so they eventually snap. I think I'd rather have lug nuts that are too loose - at least you might get some warning (wheels wobble but they don't fall off?) The correct torque spec for your lug nuts can be found in the owner's manual. For the 240s, it's about 85 foot-pounds (115

Newton-metres). Interestingly, the wheel nuts on the gold wagon were tightened by a previous owner, who shall not be named again (using a rattle gun) to over 230 foot-lbs (311 Newton-metres) based on my calculations (my weight jumping on a breaker bar to get them loose). I should be replacing those wheel studs...

Foot Rest

Adding a driver's foot rest (or "dead pedal" as some people call it) to your 240 (probably also applies to 140, 122 and 1800). The right-hand drive cars didn't have one unfortunately. I don't know why, because it's simple to put one in. Kevin Holden tipped me off - he fitted one from a Commodore to his 240. I had a look around at Pick-a-Part and found that the 1980s/90s vintage Falcons have one that fits just about perfectly in the 240 - all you need to do is cut a slit in the carpet

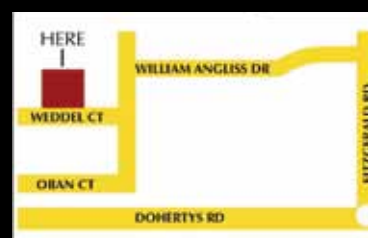


and padding, and drill two holes in the toe pan area. Voila - your car is so much more comfortable! The Falcon foot rest comes in 2 styles - early (metal bracket with adjustable angle - top in photo) and late (all plastic - non-adjustable - bottom in photo). Either one works, but the metal one with adjustment can be fine-tuned to suit your preferred ankle angle (to suit shorter or taller folks better). See accompanying pic of how I fitted the adjustable one in the automatic gold-mobile (picture at left). [Note: I also fitted one in the manual silver 240 and there's still plenty of room to actuate the clutch pedal]. You may need 2 people during installation as one person will need to hold the bolts from inside the car while the other tightens the nuts from the engine bay side.

Finally, since the last edition, another



4 Weddel Court, Laverton For Sale or Lease



4 Weddel Court Laverton comprises of 26 Warehouses, ranging from 80m² to 150m². Warehouses are 8m high, allowing plenty of room for vehicles and storage.

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- Car enthusiasts, plenty of room for more than one car plus storage and work space

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car make is being wound up. This time it is Ford's Mercury division (in the USA). I'd say it's about time, given that the current Mercury models are basically clones of one Ford or another. It will be difficult for fans of the 71-year-old Mercury brand, just as it was for Pontiac,



Oldsmobile, Saturn and Hummer enthusiasts. We should be thankful that Volvo has a strong future under the new ownership, and we know we can expect great things from the company moving forward.

Bio-ethanol

In answer to Robert Bakker's questions about bio-ethanol, yes, we will be able to run our old Volvos on a mix of petrol and ethanol in the future (with minor changes to the fuel system). I've seen info on the turbobricks.com web site where people in the US are running their Volvos on E85 (85% ethanol/10% petrol) with no major problems. In Brazil, most cars can run on any mix of petrol and ethanol (all the way up to 100% ethanol, although they have a separate small dedicated petrol tank for cold starting), and people buy whatever is cheapest at the pumps. Note they also have to calculate cost per kilometre before deciding on their fuel purchase at the pumps because ethanol has a lower energy content per volume, so the fuel economy is worse with ethanol than petrol. Brazil has a large sugar cane crop, and the ethanol is made from waste cane products, and the price of ethanol has seasonal variation. Also, the Brazilian government forced the switch to ethanol and most likely supported the infrastructure and ethanol distribution

network. Australia's politicians seem to be quite happy with our continued support of foreign oil, so let's hope our cheap supply doesn't get cut off in the future, catching us out big time. Whether there's enough sugar cane in Australia to support large-scale ethanol production, I don't know (probably not without cutting down the rainforests). The future seems to be in what's called "cellulosic ethanol" made from many different types of waste organic matter. There's currently a push to get one or more of these production facilities up and running in Australia. Google it and you can find a lot more information. As you're probably seen in the media, GM/Holden is working with several companies (including Coskata) on this technology, and they have announced the introduction of E85-capable Commodores in the near future. Great, but there are currently about 2 places you can buy E85, so it won't take off unless a wider distribution network becomes available.

More Volvo EVs on the web

A couple more electric Volvo conversions keep popping up on the web. If you want to have a look, here they are.

Electric Amazon: <http://evalbum.com/3249>

Electric 850 wagon: <http://evalbum.com/3240>

Electric 142: www.volvoadventures.com/142_Electric_volvo.html

Regarding our EV project, we've gotten everything we need except the batteries (which are now on order). If all goes well, we should have it on the road by summer!

Regards,

Greg Sievert
Editor, *Rolling Australia*
Phone: 03-9397-5976 (AH)
Email: greg.sievert@gmail.com

WELCOME NEW MEMBERS!

The Volvo Club of Victoria would like to welcome the following new members to the club:

Geoffrey & Ingrid Cummins (V70)
Peter Jackson & Gail Ashwood (C30)
Angus Campbell-Wright & Steph Nunan (760T, 242DL, 164E, 142S)
Syrus & Freida Udwadia (XC90 V8)
Christina & Ian Macfarlane (245L, 244GL, 240GL)

As of June 2010, the club has 183 members, with 9 having outstanding membership payments due. Remember, if you have a car on Victorian club (CH) plates, it's important to keep your membership current.

If you have any questions about your club membership status, please contact the membership secretary, Greg Sievert on 9397-5976 or email greg.sievert@gmail.com.

TREASURER'S REPORT

ADRIAN BEAVIS

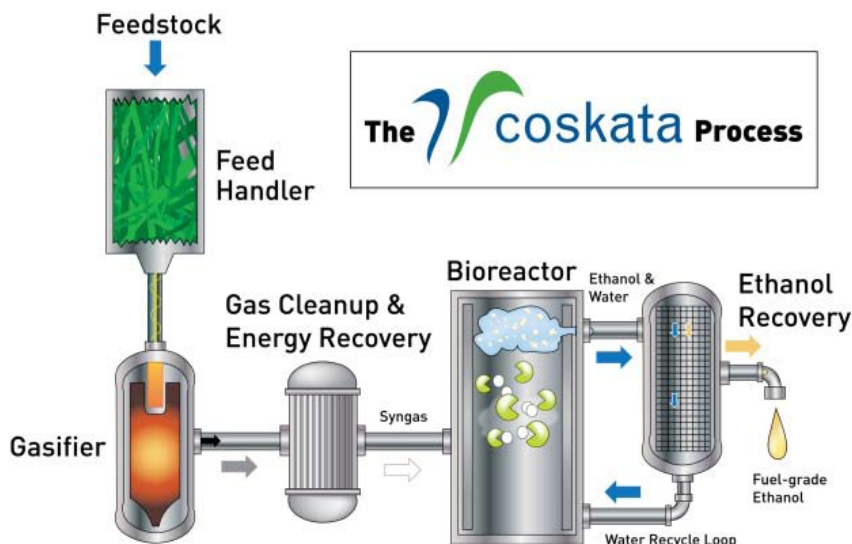
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The Victorian Treasurer's report for this Rolling is a little short because I have had my mother and my mother-in-law visiting for the last few weeks, which has meant I have been pretty busy on all things domestic and no things Volvo. With the end of the financial year approaching, I will be contacting our auditor again, and will be providing you with a full picture of the club's finances. As of June 3rd, the bank balance was \$2527.51.

For the period from 6th May to 2nd June, 2010, income totalled \$1028.94 and expenditure totalled \$2409.42. So, for the month the club's finances went backwards by \$1200.48. Income was made up of Subscriptions (\$620), magazine contributions (\$471.59) and door donations for April and May (\$112.35). Expenses were made up of: bank fees (\$10), Hall hire until June 2010 (\$225), Printing (\$1350), Postage and related (\$584.12) and reimbursed expenses (\$240.30). The reimbursed expenses were for: Lance for White Pages listing (\$182.60), Heino for trailer rego (\$36.70) and Lance again for nibbles (\$21).

Happy motoring, and happy new financial year.

Adrian





BIRTH NOTICES: Congratulations! It's a Volvo?!

Posh & Spice

Mark Iceton has just picked up a couple more cars. The luxurious S90 Royal, a special-edition long-wheelbase version of the S90 sedan. Plenty of room in the back seat for the baby capsule for Laura! Second is the black 850 T5R. Mark spent quite a bit of time thinking



about what number plate to put on it, as John Johnson already has "A T5R". "B T5R" was considered, but I think the verdict is "BLK T5R" due to the black duco.

Born Again

Due to the ever-multiplying Volvos in the Iceton household, something had to go, so your Editor picked up Mark's gold 1991 240GLE wagon (as described in the Editor's column). While the car



is fine for now, the automatic (slushmatic?) transmission is getting to me and a manual transmission will be the next major re-fit to the car, after which I'll either put the supercharger on it or turbocharge it with my 740HP turbo engine bits. Polaris wheels - check. ipd sway bars - check. DVS strut brace - check. Cruise control - check. Remote keyless entry/immobiliser - check. Power to spare - see me in a year's time - I have to work on it!

Up for Adoption

Now that I have the wagon, I'll be looking for a suitable adoptive family for my silver 1988 240GL. Note I have removed some of the "goodies"

(wheels, clear indicators, fog lights) and replaced them with standard late 240GLE items, but I'm up for negotiation as to whether I sell the car with or without



the supercharger. If you're interested, contact the Editor.

Lance & Pam's S60

A new Volvo has been welcomed into the Phillips' household. It's a brilliant blue 2004 S60T AWD. Unfortunately this



means another car needs to find a home - Lance's burgundy 144GL (see classified ad this edition and on the web site).

Resurrection Candidate

A dear by the name of Joan desperately wants to restore her 145, but the car may require divine intervention to



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save (or a suitcase full of cash!) The car is currently sitting out the front of Voldat



and is an ecosystem unto itself with thousands of lichens encrusting the car's rusty body. Not for the faint-hearted!

Lucky 13 (RIP)

They've been trying to talk me out of my crazed Volvo obsession lately. No, not the voices, my family. They've been dragging me around to look at Volkswagens, and I must admit, I don't mind the look of the Passat wagon. But where's the myriad of safety information?? What does the dealer know about how the seats work in a crash, or what the seatbelts do? Does it have head restraints or seatbelt pretensioners? How does its side impact protection work?

I've been in an accident before in a Volvo. The one we bought off eBay for a few hundred bucks. It was a side impact, so not much of a bang, it was wet, I spun around, I hopped out of the car unharmed and went on my way. I remember the tow truck driver handing me the grill and saying, "that's about all you'll get" and I caught the train and the bus almost home and walked the rest of the way with the grill under my arm, bawling my eyes out. In my uniform no less.

I got a little safety conscious after that to the point that, when asked to give an impromptu 10-minute talk without the benefits of research, in a "train the trainer" course, I happily chose Volvo safety as the topic and lectured my classmates at length about any Volvo feature with an acronym - WHIPS, SIPS, ROPS, BLIPS, TRACS - you name it, I covered it.

I was quite happy going about my driving business safely and then lucky 13 popped up. It was the same as any other day really, kids on busses to school, a day at work, lunch out with Noel. We had been thinking for ages that Adeline is now old enough to catch a bus off home as well, so for the first time, Noel met her at the interchange to get her onto her next bus. She had to run, but as he has officially watched too much Top Gear, he sent her on her way with the following announcement "I don't run on TV". Good one Captain Slow.

After we had finally finished work, it was dark (and when I say 'finally finished' it is the middle of winter here and the sun sets fairly early) so we were merrily driving and talking about what

to organise for dinner. Heading home, Noel noticed that the line of traffic hadn't quite taken off yet after the lights turned green, so he pulled up with room to spare behind a yellow Getz. Unfortunately, the next driver to come along either didn't notice the traffic wasn't moving, or he had no brakes (well it was a Mirage) so he smashed straight into us. Hard. And pushed us into the Getz.

I remember a big bang and then the car filled with smoke. Then after sitting there for what seemed like half an hour (although it must have been seconds) the Subaru behind the Mirage ran out of road and joined in. Another bang and another shove into the Getz. More smoke, more noise. We think the smoke was from the Mirage's radiator as our towbar probably went through it and there was fluid all over the road. The airbags didn't go off, probably because the impact at the front was minimal and only due to the domino effect. Noel saw them both coming and remembered to take his foot off the brake. It came as a complete surprise to me. Especially the second one. In the midst of the accident I noticed that somehow my foot had strayed up onto the dash and I quickly put it back on the floor where it came from. That might have been uncomfortable had the airbags gone off.

The traffic had impatiently diverted into the bike lane on our left so we sat and waited until it was safe to get out. The front doors opened a little stiffer than normally, but not much, so we hopped out to survey the damage. I remember thinking how lucky we were that the kids weren't in the back seat. Although the back seat was intact, they would have suffered much worse neck injuries than we did.

At first glance, the car looked not too bad (apart from the Mirage attached to the back), but on studying it, the rear guards were pushed onto the wheels, the doors were realigned so that they overlapped between front and back at the bottom. Although the back seat was intact, the cargo barrier had been pushed up to the roof (probably due to the car flexing and being widened), and the floor mat folded right up due to the shortening of the rear. The boot looks like an earthquake happened in there, the wheel well covers were pushed right up and the spare wheel is a different and much more compact shape. The back side window was missing due to the car being bent at that point,

and we later realised it had landed 2 lanes away when we saw the fire brigade sweeping it up. The car was bent down at the back and up in the middle. The back doors can't open easily, and once opened can't be exactly shut, and the car is bent outwards from the impact with some nice pleats in the hind quarters. The front seats were laying down slightly - I guess due to the WHIPS. In fact I'm sure the only reason my neck and back are sore is because there were 2 impacts, not just one and the WHIPS system had already deployed before impact 2. Mind you it's nothing a little Voltaren, heat pack and a quick check up by the physio won't fix.



We checked that everyone else was ok, especially the Mirage driver who had a bent car key and a sore knee. We called the police who came along shortly after and swapped phone numbers all round. We called the kids to let them know we would be late and arranged grandparents to go check up on them. After that we called our neighbour who lives 3 doors down and drives a tow truck and asked him to collect the car and give us a ride home. He mentioned that the



assessor was due in town the next day. Then he asked if we had a fireplace. I thought that was a very strange thing to ask someone who has just had a major prang, but it turns out that he had a couple of tonnes of firewood in his holding yard he didn't need (it used to be the wood yard where we got our wood from in winter).

When we eventually got home, we still had nothing to eat, so we wandered up to the shops for some bread and a bottle of champagne and our 12 year old made us toasted cheese sandwiches for our 13th wedding anniversary. Romantic!

The assessor came early the next day and pronounced the death sentence and the car was towed away to the Pickles auction yard. The damage to us was much less severe. Noel has a mystery bruise on his knee, a sore arm and a sore neck. I just have a sore neck. I remember thinking how lucky we were that the kids weren't in the backseat as they probably would have suffered much worse neck injuries than we did.

Noel gave me a funny look just after the accident and said "I suppose there's no chance of getting a Volkswagen now, is there?" Nope, sorry - when shopping for the replacement vehicle, I'll have the same again thanks.

Lyn Foster (& Noel Bruin)

P.S. If you're wondering how we are getting around now, we are driving our other Volvo, the V40 T4 wagon. Hot Tip: always keep a spare Volvo in the garage.



VOLVO NATIONAL RALLY EASTER 2011 Good Friday April 22 – Monday April 25

Armidale has been chosen as the city for our 2011 Volvo National Rally. 2011 will celebrate the 50th year since the release for sale of the 1800, surely one of the most beautiful small coupes ever.

As the event organizer, this year Rosemary and I visited Armidale. We live in Brisbane where the warm dry winters and hot humid summers are the norm. We do not have many autumn colours. Armidale, in contrast was a blaze of reds, yellows and oranges. We were entranced by the colourful tree lined streets. It is a beautiful city, lots of things to see and do, and is highly suitable as a venue for our rally.

We chose to approach Armidale from the East, driving up the Waterfall Way, entered from south of Coffs Harbour. This was a wonderful scenic drive up to the highlands

and could be the route chosen for both our Sydney and Brisbane contingents.

The city has a large number of motels with an extensive range of both price and size. It also has Bed and Breakfast establishments.

All evening catering activity is at the Bowling Club which is centrally placed and surrounded by accommodation.

Proposed events are as follows:

- **Good Friday** arrival with meet and greet BBQ in the evening
- **Saturday**, a drive to Dumaresq Dam and lunch. We may have the opportunity during this afternoon of viewing a private collection of vehicles. This evening a low key dinner is proposed
- **Sunday** will be our Show and Shine at the Racecourse with celebration & prize giving dinner Sunday night
- **Monday** return home.

We invite you to bring out your much loved Volvos, share their delights with us, and celebrate 'Volvo for Life'

Jeff Turner, Event Coordinator [email: randjt@dodo.com.au]

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PRESIDENT REPORT

On behalf of our club, this edition I would like to welcome the NSW Volvo club into the fore. It is excellent to see that we now have a national forum for our Volvo ramblings. The magazine is an excellent forum for us all to have contact, and to Greg and the committee, well done!

RECENTLY.....

A small group of steadfast 1800/120s made up a display at the Macleans Bridge event on 9 May 2010. Richard Brabazon, Jeff Turner in their 1800Es, George Minassian in his S and Martin Thompson in his 122 all attended. I felt that my lil' darlin' would prefer to have centre stage, so I displayed my 242 GT instead (and man, are those things fun to drive!)

Sadly, I learnt that this was to be the last event of its kind on this day (Mothers Day) at this venue. Next year's event details remain a closely guarded secret for now. I must say, I have never been able to understand why a boys' event is held on their #1 girl's day! (it will also stop me losing brownie points with SWMBO..... J)

There was the usual display of classic cars, and it really was enjoyable. There were Jaguars, Mercedes Benz, BMWs and lots of Triumphs and MGs, beautiful red Ferraris and the usual Yank Barges. There was even a couple of Rollers.

MORE EVENTS.....

Come along, show your car! Gasbag about what is really important (ie your Volvo) Please contact Jeff Turner or myself if you have any questions.

THE BIG EVENT.....

At last! The event you have all been waiting for....The next National Rally.

Our committee has decided on picturesque Armidale over Easter 2011 for the next Rally.

A National Rally! What fun! What anticipation! What will I display? Will I

(Continued next page)

Membership

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

109 Financial Members

Life Members: Kevin & Margaret
Greenaway



New Club Grill Badge (\$25.00)
and Key Ring (\$15.00)
available soon

Club Badges



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

take more than 1 car? Decisions, decisions.

Please read Jeff Turners accompanying story and please send in your expression of interest asap and mark your calendar NOW.

With the chosen location being central, we hope to see as many members from all states as possible.

All Volvos are welcome, even if you have the plainest old 144 right up to a new S80. Bring your car along, for all to see. If you can, bring more than one. The more the merrier.

LISMORE....

The Club will again be making its pilgrimage to lovely Lismore again this year for the Summerland Classic car display on 1 August 2010. Now with improved roads, Lismore is bit more than 2 hours from Brisbane. The friends, the food, the fun are all memorable, so come along for the weekend and get away from it all.

HOISTED ON HIS OWN PETARD.....

On a different note, I must confess I have finally succumbed to temptation and purchased a "parking lift".

These machines are very cheap these days. After measuring, measuring, measuring, and enquiry, enquiry, enquiry I established that I COULD fit one at the workbay in my shed. It is a tight fit, but now the 1800 lives on top(due to her diminutive size) with the 262 underneath, which has freed up enough space in the shed for SWMBO (the mechanical one!), so she can live at home and not at the coast unit. This is very welcome indeed, with the added bonus of making servicing the fleet much more pleasant. Not to mention the kids think it is pretty cool watching the cars go up and down.....

Until next time
Volvo for (your) life
Robert Bakker

Calendar of Events

- Sunday June 13th (Club event). Meet at Tamborine Village for lunch
- Sunday July 11th (optional). RACQ Motorfest
- Sunday August 1st (optional). Lismore Car Rally
- Saturday September 18th (Club event). Travel to O'Reillys on the Scenic Rim, overnight stay, home Sunday
- In October (optional). Peer from GLT Motors organises a day in Capalaba for all Volvos
- Late November or early December (Club event). AGM and Xmas get together.

**See VCQ Calendar for
RACQ Motorfest details!!**



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Volvos since 1971

By Kevin Greenaway.

Volvo 1800-120 Club and Victorian Volvo Club member

Volvo 164E TE.

Owned since 1975

Model: 1974

Chassis: A128211

Colour: Metallic Blue with pale blue leather interior.

Registered number: 164 EKG



Until 1971 I was a devoted Fiat enthusiast having owned a 1960 Fiat 1800 (my first 1800), a 1963 Fiat 1500 Mark II, a 1964 Fiat 2300 and then a 1968 Fiat 125 which was ordered sight unseen and the first 125 Fiat to be sold in Melbourne.

Early in 1971 I met a doctor and I was very impressed with his Volvo 142s and then I was even more impressed when, through no fault of his own, the car was involved in a multiple rollover at high speed and neither he nor his wife suffered any injury. I decided on the spot I had to have a Volvo for my next car and when I heard that Volvo were suspending imports and had made the decision to begin assembly in Melbourne I had to make a decision. Would the local assembly models be as good as the Swedish imports? I decided that the Swedes had much more experience in putting these cars together so I ordered a Metallic Grey 144s manual from Sweden and it arrived as part of the last shipment of imports to Australia. I purchased the car through Whitehorse Motors in Melbourne and when I arrived to take delivery there was a

chap patiently waiting to buy my Fiat 125.

I was now a very proud Volvo owner and in those days, if you saw another Volvo on the road you would flash your lights and wave frantically.

A few months after buying the car I heard that a group of Volvo owners were contemplating forming a Volvo Club in Victoria. Subsequently I became a foundation member of the Volvo Club of Victoria.

My order had included a sports instrument panel and I then added a small sports steering wheel and radial tyres which had not yet gained universal use. This combination coupled with the lack of power steering made parking manoeuvres extremely difficult to the extent that Margaret refused to drive it. I loved the car but 4 years later I gave in and began a search for a six cylinder 164E which had auto transmission (for Margaret) and power steering.

I was lucky to find a Royal Blue 1974 164E with only 8,000kms for \$8,000 at the Volvo Car Centre, Elsternwick and I quickly bought it. They wouldn't give me enough for my 144s so I decided to try and sell it privately.

At this time I was a bank manager in Ivanhoe and a chap came in to ask for a personal loan to purchase a Ford Cortina. I said, "Why don't you buy a Volvo instead?"

"I'd like to but I couldn't afford one of those." I took him out to my car park, pointed to the 144s and told him he could have it for \$3,500. He agreed on the spot, (didn't even wish to take it for a test drive) and I soon approved a bank loan which he used to pay me. I now had to explain to the Ford dealer, who was also a customer, why I had stolen their client.

I'd owned the 164E for only a week when I took it back to the dealership to have them attend to a few minor faults. While I was waiting for the repairs to be done I noticed a Metallic Blue 164E TE on the lot which wasn't there the week before. It only had 2,000kms on the clock with 10 months registration left and a price of \$9,000.

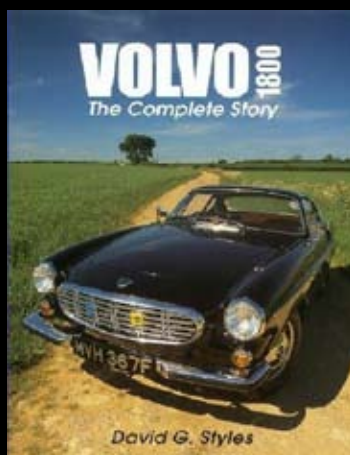
I immediately went to the salesman and told him not to bother with the repairs as I wanted the TE instead. At first he didn't believe me and then he wanted to reduce the value of the Royal Blue 164 because I'd owned it for a week. Much haggling and I finally convinced him to change over for another \$1,000.

When I arrived home Margaret found it difficult to believe that I'd changed cars after only a week and wasn't convinced until I showed her the paperwork. That was in September 1975. Although the TE had an ADR compliance plate dated 6/1974 it had not been sold until July 1975 and I couldn't really understand why some one would buy such a beautiful car and sell it after only 2 months. Les Commerford told me about 20 years later that EVERY 164E TE model that was imported into Australia had a 'soft' camshaft fitted which failed after about 1,500 kms. Now I could understand. The first owner had purchased a new car which had failed within 2,000kms so he got rid of it.

Had anyone at that time said to me that I would still own this car 35 years later I would have considered them quite mad. I'd owned 9 cars in the past 18 years, plus another 3 for Margaret to drive. However, here it is 2010 and 'Virgil' still has a place in my garage although he is somewhat retired these days and rarely ventures out.

In 1976 a year after buying the TE, I resigned from the bank and borrowed against the car to assist with finance to buy a share in a Caravan Park at Bonnie Doon in Victoria. The Volvo served as a park vehicle for three years until I sold my share and headed off to North America for a vacation. In San Francisco we purchased a small Winnebago Motor home and toured the USA and Canada for twelve months.

(Continued next page)



Volvo 1800 - The complete Story
By David Styles

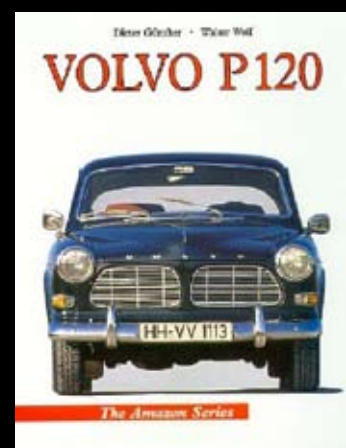
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Volvo P120 - The Amazon Series
By Dieter Gunther

(Continued from previous page)

I'd entrusted the 164 to a friend to look after for me and when we arrived back in Australia in 1980 I was wondering, after becoming so adept at driving on the right, how I would cope with driving on the left again.

I was soon to find out as my friend had brought the 164 to the airport and I walked out of the terminal, jumped into the Volvo and drove across Melbourne to my father's home in Berwick like I'd never been away.

Reality now became evident; we had no home and no employment. We owned the Volvo and our furniture had been in storage for 16 months. We decided to start again in Queensland and acquired an old caravan and set off. This was my first experience at towing and when I look back on that trip, without the benefit of stabilizer bars etc, I'm surprised we made it without incident.

'Virgil' was our only vehicle (apart from a workman) until 1986 when I saw a Volvo 1800ES for sale in 'Unique Cars'. The car was in Sydney and Margaret and I travelled by bus to Sydney, bought the ES and drove it home. A couple of weeks later John Todhunter called me to say he had heard I'd just bought a Volvo 1800 (some grapevine, I'd not met John) and that a few owners were thinking of forming a Volvo 1800 club and would I be interested. You bet and I became an inaugural member of the Volvo 1800 Club in March 1986.

In 1989 I bought a Red 122s two door and enjoyed owning that as well for about five years. We had now progressed to a three Volvo family.

I bought a small Millard caravan in 1990 and over the next few years we had several caravan trips in Queensland and interstate with the TE and the 122s doing the honours. In 1997 we decided to do the 'big one' and set out for our first 'Around Australia' trip.

Volvos towing vans were a very rare sight and on that trip of 25,000kms we only saw one other, a 240 in the caravan park at Norseman in Western Australia.

I can't say the trip was uneventful as while crossing the Nullarbor the engine began to miss every now and then. "Don't you dare stop out here" I warned Virgil. We camped in the bush that night and the next morning he started easily and we set off again but only managed about one kilometre before he stopped altogether. I correctly diagnosed the problem as a blocked fuel filter possibly from dirty fuel from the day before. A very considerate Road Train driver stopped to see if he could help but to no avail so he radioed ahead for a tow truck.

We were about 80kms east of Norseman and the tow truck soon arrived and he winched the 164 onto the back, hooked the caravan on behind, and we were off. The caravan had never travelled so fast and when I commented that I couldn't see the caravan (because of the folded up ramps) in his side mirror he replied. "You only have to worry if you can see it!"

We spent a couple of nights in Norseman while the local mechanic, who had never worked on a Volvo before, replaced the fuel filter with a BMW job and then tried unsuccessfully to track down why the car was missing.

Still with our 'missing' problem we travelled onto Albany where we had heard there was a Volvo specialist mechanic. He serviced the 164 and tried, also unsuccessfully by replacing several components, to fix the 'missing' problem. The car would miss badly under acceleration but stopped when just cruising.

By the time we reached Perth the situation was quite grim and I took it to Swedish Car Company who spent a couple of days and finally tracked down the problem to the dipstick. Yes, the dipstick! It was loose in its hole in the block and when I accelerated it would swing back allowing the finger loop on the top to short out on the wire on the side of the distributor. It turned out to be quite an expensive dipstick problem. The 164 now ran sweetly all the way through northern Western Australia and the Northern Territory but when we were about 100kms west of Camooweal there was suddenly a loud banging noise coming from the engine compartment.

Bloody hell, what now! I pulled over to the side and was surprised to hear the engine ticking over sweetly as I'd expected to see a piston hanging out or something else just as drastic. Then I noticed something laying on the road a few hundred metres back and when I went back I saw it was one of the horns off my car. The holding bolt had worked loose and while still attached by the wiring had been bouncing and banging under the car. Phew, what a sigh of relief. We still had one horn so I threw it in the back and refitted it when we arrived home and it is still working to this day.

In 1998, having sold the 122s a few years before, we still owned two Volvos and Margaret (my personal SWMBO) demanded I sell one of the cars as "We don't need two cars". What was I to do? Commonsense told me that if we were to sell one of the Volvos the most practical one to keep would be the 164 so I reluctantly (I still regret it) sold the 1800ES which went back to Sydney. A week later I found a second hand six cylinder Volvo 960 wagon (one of only 48 sold throughout Australia) and snapped it up.



Margaret's comment: "I thought we were getting back to only one Volvo!" - "We did, but you didn't specify for how long!" (I though I was being very brave.)

The 960 now became our 'first' car and it took over the towing jobs and daily usage while the 164 was retired to just participate in car club outings and special occasions. The speedo has yet to reach 300,000kms and it still looks great every time I take it out. It gets so little use these days I've even thought vaguely about selling it if someone made me a tempting offer.

In 2004 I sold the 960 after 6 years and I now drive a 2004 V70T wagon which is great except I tend to unfavourably compare its woeful turning circle to that of the wonderful old 164.

Kevin Greenaway



Our cars on display at **Maclean's Bridge, Brisbane.**

The **123GT** has gone to the painters after removing every nut and bolt off it, and I'll get to meet the owner, John for the first time. I will document more on it in the next magazine.

Meanwhile, I'm off to France for the **50th Anniversary of the 1800** and then on to Sweden to visit both my parts supplier and the Volvo Museum. The main highlight for me will be to see the **X1 prototype 1800** in France. I see that there will also be a **B20 1969 123GT** on the day. Should be fun! Report in the next magazine.

George Minassian

Volvo 1800-120 Club Membership Form

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Postal Address

Phone
Email
Car Model
Rego No
Chassis No
Colour code
Upholstry code

Joining Fee \$5.00 - Membership \$30.00
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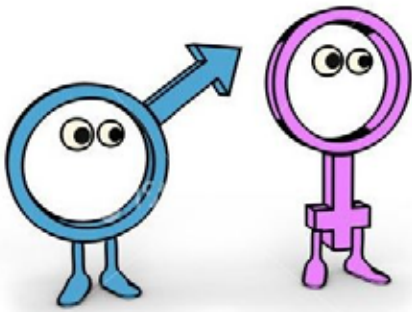
ROLLING EYES



As I look lovingly through my new Louvre addition to my ensuite (trade –off for S70...together with some very nice internal glass bricks to replace an existing boring ordinary old wall) I notice MIHOM was washing my fabulous C30. I so enjoy just looking at her and actually think her backside is her most endearing side. I then glanced through MIHOM's shed and noticed my C70 convertible (which I just love too!) and for just a moment I fantasised about an 1800ES right in between the two. (Oh my God as I write this I realised this exposes more about me than I am prepared to admit).

My point however is the fact that I lovingly look at my vehicles as “she” and “he”. I suddenly realised, while glancing over MIHOM's collection, that his cars also possess a feminine or masculine personality.

After my short vision of an 1800ES, I started thinking about what makes us refer to our cars as a “he” or “she”? And is there rhyme or reason to our conclusion as to the sex of our motor vehicle?



My C30 with her curvaceous arse and small compact appearance simply has to be a “she” MIHOM's 1800 too is small, compact and rather sexy so that too must certainly be a “she”. The 242, 264 & 262 with their square larger look must surely be a “he”. 122 looking somewhat meatier than the 1800 gives it a more masculine personality.

A C70 Convertible (soft top) being based on the larger Volvo with its muscular broad shoulders is a “he” but the new C70 hardtop with its smaller more compact wheel base is definitely the feminine energy to the older masculine version.

Generally speaking with other models.... A 164 can of course be made to look very butch and little like an elegant gentlemen, but also quite easily with the elegant appearance of more slender length than the 144 it can quite easily become a “she”, 850R is most definitely, no doubt about it, all “he”.

Hhmmmmm so far a no brainer, but believe it or not with the older cars it is so easy. Especially cars made in the late 50's, 60's and early 70's because in those days they made cars with character and personality. As time has “progressed” we have made our vehicles “progress” technologically but to the detriment of character and personality.

The entire range of Volvo today is rather, well, to put simply, androgynous!!!!!!!

This of course does have its advantages.

XC90, large, butch and commanding.....ok – that's a “he”. However I feminised very successfully the XC90 that I owned previously to my C30. With an androgynous vehicle that is very easy to do. I put personalised plates on her with Betty Boop, brushed chrome side plates, colour coded her wheel arches and put a set of bevelled edged tailpipes on her (Ladies, want to “she” your vehicle a little, the bevelled edge tailpipe is a good start). Anyway my XC90 was definitely a “she”. MIHOM has a S80 V8 and he is a very elegant proud man (the S80 that is) but with a little tweak I could easily transform him without any intrusive surgeries.

So, the topic is “Is your car a “he” or “she””? Go on admit it I know you are thinking about your car, and other vehicles, and putting a feminine or masculine tag on it, aren't you?

Now when I first wrote this column I did so firmly with tongue in cheek and as a bit of a joke that MIHOM had shared with Lance Phillips. I certainly don't want to outstay my welcome so I promise this will not be a regular column. But when I pondered this thought of “he” or “she” I had a wonderfully interesting conversation with some of my friends and then more recently with MIHOM and just thought you too may enjoy the same conversation.....Is it a boy or girl?

ENJOY! 🍷👉

Volvo for Life?.....you bet baby!

SWMBO xoxo

Volvo Car Club of NSW Inc.

President's Message

Ralph and I have been saddened, and I am sure this also applies to every member who knew Rudi Grgic, on hearing of his passing away on the 20th May after a courageous fight with cancer. Our deepest condolences go to his family Ingrid, Dallas & Demelza. We will all miss a great friend, a great person and a great member.



On behalf of all of our members, I would like to send Cecil Masefield our very best wishes. Cecil is not well and has decided to sell his 120 so that somebody can enjoy what is a very nice and original early Volvo Classic. If anybody is interested please contact me on 0412 267 878.

Our congratulations go to Anthony and Matheson and family on the birth of their 6th child. It's amazing that Anthony, as a member, still finds time to join us for some of our club activities, sometimes with some of his children tagging along.

At our last general meeting all the members were very happy to have received their second edition of the Rolling Australia magazine and they all really enjoy reading the articles. If any of you read the Presidents Report from Heino Nowatzky I can relate to when they mention the struggle to get the magazines ready for mailing with deadlines in place.

My son Gaudi and I took over the magazine many, many years ago; that is when I had to learn to use a computer and he taught me how to use Publisher and attach pictures etc. I was blessed when Julie took over a few years ago and I thank her for making my life so much easier. So if you have any articles you would like published, please don't think about it just put it down on paper and email it to Julie.

Our Show & Shine was a huge success and our last general meeting with Wally Guerreiro as our guest speaker was also very pleasing.

We have a few really busy months coming up with events but one of the major ones are the Shannons Display Day at Eastern Creek in August which is always very well attended and as Terry said at our last general meeting he has already received 1680 entries for the display day.

Ted has also been busy organising the Xmas in July at Crookwell weekend, so book in ASAP as there is only a couple of spots left. (details on our website under events).

Till the next issue keep well and safe driving.

Take Care Dolly Diaz

Committee 2010

Affiliate of the Council of Motor Clubs



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**Please, if you are emailing photos send them as
hi-resolution jpeg files**

Important Notices

**Please check the website for up-to-date
information regarding events.**

www.volvocarclubnsw.com

Social Events

Christmas in July

Spud Murphy's Inn, Crookwell - Saturday 24th July

Accommodation at **Spud Murphy's**

Rooms at approx. \$60 to \$85 per night per room.

One night (Saturday) only is quite acceptable

Breakfast could be extra i.e. continental \$5 and full brekky \$10-\$15 per head.

Some rooms have ensuites where others don't.

They also offered 10% discount on Bulk bookings.

Spud Murphy's full Christmas in July meal on the Sat night. @ \$40 p/h. (BYO)

Phone: 02 4832 1004

<http://www.spudmurphysinn.com>

12 Goulburn Street

Crookwell 2583

(Opposite Crookwell Courthouse)

OR

Accommodation at **Upland Pastures Motor Inn**

Rooms at \$95 per room (double) note normally \$110 p/n

No.2 Oram Street (off Laggan Road)

Crookwell NSW 2583

Phone: (02) 4832 1999

Fax: (02) 4832 1270

email: uplandpasturesmotorinn@hotmail.com

Sydney Vintage Car Restoration

\$30 per head (including lunch)

from about 10:30am to about 3pm including constant narrative (your host, and the owner Gill Skidmore talks solidly for approx 2 & a half hours) regarding Sydney Vintage Car workshop activities.

You will need to book your own accommodation ASAP
Ring or email Ted Warner 0412 244 144 tw@firstneon.com.au

OR

Julie Williams 0409 161 357 hollymist@bigpond.com

LUNCHEON RUN TO SUTTON FOREST HOTEL SUNDAY 12th SEPTEMBER 2010

As some members will recall we have been to this hotel before but out of all in Southern Highlands hotels I have enjoyed this one the most. I last ate there last March and the food was just as good

The Run itinerary:

- On route visit country markets
- Lunch at Sutton Forest Hotel

Details of trip are as follows:

Members to make their own way to Mobile Service Station, Pheasant's Nest, on the going south side of Hume Highway to meet there and be ready for 10.00 am departure to Sutton Forest (*for those members & guests traveling from South Coast or Canberra they can choose to meet us at the Hotel*).

All cars go together on Illawarra Highway and visit country markets on the way.

Sutton Forest Hotel - Lunch is scheduled for say 1.00 p.m. The Hotel's Carvery offers guests a choice of bistro style; a la carte and carvery meals.

As this hotel is very popular on weekends, booking tables for the lunch is must for this one therefore you need to contact me by no latter than Friday 3rd September next to register your booking.

E-mail: newcourt2@yahoo.com.au

Mobile: 0412 640340

See you on the day.

John Grist , Social Co-ordinator

Other Social Events for 2010

- * Shannons Eastern Creek Classic, Sunday 22nd August - more details on the CMC Website. www.councilofmotorclubs.org.au
- * Annual run to a Southern Highlands pub - **See previous page.**
- * Fun Show 'N' Shine, at Woronora - 31 October - to be confirmed.
- * Christmas Party, Saturday evening 11th December, the Thompson Residence, Bardwell Valley.

Plus more to come.....

As always, please make sure you check the website for updated details for all of these coming events.

www.volvocarclub.nsw.com

Monthly General Meetings

Ashfield Bowling Club

Cnr Orpington Street & Parramatta Road
Ashfield

8pm on the first Wednesday of each month
Next General Meetings
7th July 2010 & 4th August 2010
Social Dinner – From 6.30pm

**IF YOU HAVE PROBLEMS FINDING YOUR WAY CALL.
JULES ON 0409 161 357.**

Apologies

If for any reason you are unable to attend a General Meeting please forward all apologies to the committee or via email to: volvocarclubnsw@VolvoEmail.com

Attendance at General Meetings earns three points towards the club championship. Apologies received will be given one point.



Council of Motor Clubs Calendar of Major Events 2010

2010	Event	Venue
24 JULY	ALL FORD SWAP & DISPLAY DAY	EASTERN CREEK RACEWAY
25 JULY	ALL FORD FAMILY DAY	EASTERN CREEK RACEWAY
6, 7 & 8 AUGUST	FoSC WINTER INVITATION	WAKEFIELD PARK - GOULBURN
11 AUGUST	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN
21 & 22 AUGUST	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK RACEWAY
29 AUGUST	ALL BRITISH DAY	KINGS SCHOOL - NORTH PARRAMATTA
4 & 5 SEPTEMBER	MUSCLE CAR MASTERS	EASTERN CREEK RACEWAY
19 SEPTEMBER	BMC LEYLAND AUSTRALIAN HERITAGE GROUP REUNION	RYDE-EASTWOOD LEAGUES CLUB
1 - 4 OCTOBER	CAMS CARNIVAL	EUCHCA / MOAMA
6 OCTOBER	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN
27 & 28 NOVEMBER	HSRCA TASMAN REVIVAL HISTORIC RACING	EASTERN CREEK RACEWAY
8 DECEMBER	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN

2010 Invitation Motor Sport Events

Fiat Car Club Motorkhanas - 2010



Motorkhana Dates for 2010

August 15th R4 motorkhana
September 12th R5 motorkhana
October 17th R6 motorkhana

We need Volvo Car Club members to come out in force this year for the Motorkhanas. We have a great venue; the event is very well run; there's a sausage sizzle for lunch at a very minimal cost, or you can bring your own, as you choose. You don't have to have a Junior in the family to come out and enjoy the day. The grown-up kids have a good time as well.

**Motorkhanas are held at
Ansell Park,
Cnr Richmond Rd and Percival Street,
Richmond (across from Richmond
RAAF Base)
Access is from Percival Street**

See you there Jules

'OF SHOW & SHINE _ RATS & SAND'

We were able to hold our Show and Shine for 2010 and no it did not rain – well nearly!

Vic Kalgovas as usual turned up with his immaculate 242GT – (YAWN) – but as well he brought his camera – which of course most of us had forgotten and thoroughly photographed his car from every conceivable angle BUT fortunately did photograph all the cars there on the day and sent them to me as he said he would.

Casting my eye over the many photos I couldn't help think – Tony Matheson's beautiful 120 Estate should have won the prize for the coolest car there – whitewalls, classic shape and so, so European. – Mon Dieu!

What about Torben's dark green P1800 – charisma plus -

Dave's gold 1800 estate is just sensational but as you know I do like dark green Volvo 120s and should have bought a dark green 1800 when I had the chance – what kudos – matching dark green 120 and 1800 – would make your eyes roll!

YEAH YEAH I know there were other cars there – the 140s and 160s put on a good show – they always remind me of the solidity of Volvos – the 120s just look more classic but the 140s and 160 just look tough.

Then to the 240s – probably Volvo's best ever cars. The early 240s weren't fantastic as no new model is – but by 1985 the 240 was just brilliant – we happen to own two of them but I am not biased in any way. Probably every 240 from 1975 up until its demise in 1993 – (not bad for a model run 1975 -1993!) – could have benefitted from more power. Although I once drove a 5 speed manual 1985 wagon and it performed quite well. Speaking of this wagon This car was in fact our 240 – it was an absolutely sensational car bought from T****s in Sutherland, - we needed a wagon as we were camping and skiing with our children..

There were a few niggling electrical problems with the car but the repairs were absolutely no problem – the dealership was fantastic.

As I am want to do, I was lying under the car staring at its under parts and I just couldn't put my finger on what was not right with the car.

Everything about the car was perfect – paint – interior, carpets –you name it. Now I did not have another similar car side by side to make comparisons – but I started to get uncomfortable feelings about the car – so I went looking.

Pulled up the mats in the storage at the back – took off the rear door linings, then while poking around the back door I pulled off the roof lining – it is fairly simple to do and to put back – and then it happened – SAND!

Pulled out the roof lining up to the rear doors – MORE SAND.

Now I know these are sensational cars but they are not designed to operate submerged! – I was surprised the thing even ran – maybe the previous owners were trying it out as an amphibious vehicle???

Now the next bit is a bit theatrical – I rang the dealer and said that I had a problem and could I take it around to the service depot – I had the service manager sit on the rear seat with legs out the door and I pulled down the roof lining – and the sand cascaded into his lap!

He was a bit flummoxed by what had happened and called the GM – whom I knew quite well at the time and explained the situation.

Everyone was very embarrassed – most of all Mr T***n who drew a cheque that day as full refund on our purchase and gave us a brand new car to drive around in until we found a replacement – which was an 83 red auto 240 Volvo estate – a great car.

Oh so you are wondering what was the “couldn't put my finger on” thing – it was the exhaust pipe – it was rusty on the outside – we have never had this on any of our cars.

Anyway we sold the red estate a few years later and bought the white '85 that we still have – it had just come off lease from a business that dealt in farm products – the car was in excellent condition except sections of the insulating caps and expansion reservoir had been chewed by rats – yes RATS.

Not long after purchase this car developed a terrible shudder on take off – “they all do it “ I was told – but hey! I'd had two of these and neither of them “did it” – there was a lot of angst as the dealer tried to fix the problem – then an expert from Sweden tried, then the dealer announced “we are not prepared to spend any more on this problem” – something about trailing arm bushes being the soft or hard type - ?????? Which was the wrong thing to say.

To cut a longish story short – I took the car to my good friend Russell Maddern at SVERIGE MOTORS – he took one look at the trailing arm things– the big ones and asked simply why had they been put in upside down – he literally removed the arms , did what he had to do and –VOILA – no rumble on takeoff – I never went back to D***o Motors – but I still have the car – Jan loves it and does not want to part with it

So at 470,000 kms and 25 years later it is getting a bit of cosmetic work done on a few surface rust spots.

Bye for now - Ted

Uncle Ted's Tips



*Robert's 240,
Syd's 120,
Torben's green P1800 from 1800/120 club ,
Dave's 1800ES with Ralph in background.
Anthony's lovely 120Estate,
The cars on display ,
and Vic's 242 GT*



Huntley Hill Climb, Wollongong NSW

6th June 2010

The first event at Huntley hill climb since 2007, it was a major effort by members of the Wollongong Sporting Car Club to revive this once popular venue. A task that involved the local council, police and Cams officials to ensure a number of upgrades meet tougher safety standards for the safety of competitors for 2010 and forward.

Nice to see a motor sport venue opening up rather than the more common practice of closing down facilities as has happened to Amaroo Park Raceway and more recently the well used Oran Park complex. Well done to the enthusiasts from the 'gong', now lets see Sydney based Car Clubs support the WSCC events throughout 2010 and beyond by attending Huntley Hill Climb, come see what this side of motor sport provides as a spectacle or strap on a helmet and compete because this type of motor sport event will suit the most modest of road registered vehicles in a relaxed and friendly environment.

I have fond memories of Huntley Hill Climb and remember many pleasant Sundays spent in this pretty place just west of Dapto, a short 40 minute drive down the F6 from Sydney.

My 122 has under gone an engine rebuild following a major engine failure at Oran Park in January 2010 (very 'unVolvo') but this was the consequence of 30 years of day to day driving and many race meetings. A new set of pistons to replace the broken and worn out old parts, new piston rings, gaskets, oil filter and oil freshens up the compression and gives the car more power to compete at a speed event.



Even a Volvo requires some basic preparation before an event.

Checks and adjustments improve the reliability and speed on the day!

A rap for the 'Comp Tec' head gasket supplied by Gerry Lister, a multi use gasket which I have reused 3 times now and it works very well.

It was awful week of rain and cold temperatures leading up to the event at Dapto, but as luck would have it Sunday arrived bright and clear albeit cool and windy, an early start to set up camp in the pits which involves the orderly unloading of tools and equipment, food and furniture to sit on.



Drivers briefing on the start line.



The opportunity to have a chat with complete strangers is always present and one of the nice aspects of motorsport as 'every one has a story to tell'. A drivers briefing was held on the start line at 10 am and then followed a minute of silence to reflect on the passing of VCC and WSCC member 'Rudi' a tribute to the passing of a well respected enthusiast of motor cars, sport and life.

Huntley Hill Climb, Wollongong NSW

6th June 2010

A sighting lap allowed competitors a slow run up the hill climb track behind the clerk of course car to check out the twists, turns and finish line. Runs got under way shortly after and there were plenty of interesting cars including an array of HSV Commodores, WRX's, an EVO, utes and a few clubman type cars some choosing to do a burn out on the start line before their run.



*It's all 'up hill'
from here!*



There were some quick cars putting down very respectable times, so the pressure was on to put on a good show from the oldest car in the field, my 1963 model 122. The first run was always going to be an exploration of lines and the level grip and commitment for the following runs. Off the start it is a difficult balance of wheel spin and grip, accelerate through the gears to 3rd and hold your nerve to keep the throttle wide open for the full 683 metres to the top of the climb. It is steep in places so the engine works hard to maintain the speed through the turns and the gradient.

The event ran smoothly and just a half hour between runs gave the entrants good value for the modest entry fee of \$90, the weather was kind until the late afternoon when the rain returned putting an end to what was a great day.

Results - 1st in class for the Volvo 122 with a best time of 36.95sec, well maybe not the fastest time of the day (28.71sec) but by far the most admired car in the pits by far and cubic capacity can't compete with that!

Now lets hope that we can give WSCC the support they deserve, this is a great spot with picnic grounds and a beautiful coastal escarpment vista, a great place to spend a day.

Volvo for fun.

Kevin Allen

Laugh Lines

IRISH JOKE OF THE YEAR.

An Irishman walks into a bar in Dublin, orders three pints of Guinness and sits in the back of the room, drinking a sip out of each one in turn.

When he finished all three, he comes back to the bar and orders three more. The bartender says to him, "You know, a pint goes flat after I draw it; It would taste better if you bought one at a time."

The Irishman replies, "Well, you see, I have two brothers. One is in America, the other in Australia, and I'm here in Dublin. When we all left home, we promised that we'd drink this way to remember the days we all drank together."

The bartender admits that this is a nice custom, and leaves it there..

The Irishman becomes a regular in the bar and always drinks the same way; he orders three pints and drinks the three pints by taking drinks from each of them in turn.

One day, he comes in and orders two pints. All the other regulars in the bar notice and fall silent.

When he comes back to the bar for the second round, the bartender says, "I don't want to intrude on your grief, but I wanted to offer my condolences on your great loss."

The Irishman looks confused for a moment, then the light dawns in his eye and he laughs.

"Oh, no," he says, "Everyone is fine. It's me.....I've quit drinking!"



Some people are like Slinkies...
they're really good for nothing



...But they still bring a smile
to your face when you push
them down a flight of stairs



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Volvo Club of SA Pages

Dedicated to the Volvo Car Club of South Australia Inc.

2010 SA CLUB EVENTS CALENDAR

JULY 9th

Annual General Meeting

7.30PM – Glandore Community

Centre. All Historic Registration

Books to be signed

JULY 18th

Mid Year Lunch

9.45AM – Leave McDonalds at Tea

Tree Plaza. Drive to Lyndoch for

morning tea at the German Bakery

Arrive in Tanunda in time to browse

the shops.

12.15PM – Lunch at "The Clubhouse"

Basedow Road, Tanunda. Enjoy a

Two Course Meal \$16.00 per head.

Please advise numbers by the AGM

on 9th July.

Warrawong Night Walk - 18

April 2010

As the sun set Warrawong

came alive with 18 members of the

Volvo Car Club of SA enjoying a

90-minute guided tour to enthrall.

This is the only place on mainland

South Australia where you are able

to see the elusive platypus (which

we managed to get a glimpse of)

as they feed at dusk. We were

also entertained by the many other

nocturnal creatures like the rufous

bettongs, woylies, bandicoots,

potoroos and many more.

The Bilby Café was the perfect

way to relax after taking in all that

fresh air and getting up close and

personal with the Australian bush and wildlife during the walk through the sanctuary. We all enjoyed our evening meal in the Bilby Café overlooking the sanctuary and the occasional nocturnal visitor through the glassed-in café.



Hong (who was visiting from China) enjoyed getting up close to the Australian wildlife and the outings with the Volvo Car Club during her stay in Australia.

A great night.

Day in Pinnaroo - 23 May 2010

On a cold autumn morning members of the Volvo Car Club of SA met at 8.30am to begin their journey to Pinnaroo some 243 km east of Adelaide.

The morning began with the first stop at Taillem Bend for morning tea. Some members were undecided where to go so we split for a short time and rejoined after morning tea to continue on our way.

Next stop was the Mallee Tourist and Heritage Centre at Pinnaroo.

There was plenty to see with a variety of displays that provided an educational and historical picture of life in a rural community.

The Letterpress Printing Museum is set up as a typical regional printing office of the Letterpress era and has working printing presses, equipment and type.





concerning developments in the grain industry. As a young boy Don Wurfel was interested in the wheat varieties his father grew on the farm. Throughout his life he conducted trials to test the varieties for yield and suitability to the area.

A dryland farming display, with the theme 'CONSERVE THE WATER – CONSERVE THE SOIL', has six landscape dioramas and interpretive panels portraying agricultural development and production in the district over the hundred years.

The Mallee Women display focuses on the theme 'they stood beside them'. It is an evocative display demonstrating the contribution made by women as they supported the men in the settlement of the Mallee.

The "Spirit of the Mallee" has been interpreted with a series of clay plaques on concrete "motor tyres." The plaques bear information explaining the various aspects common to Mallee communities—Water, Fire, Mallee, Land Use, Settlement, History, etc.



After the tour it was across the road for a beautiful roast lunch and dessert at the local cafe. Then it was time to walk off the lunch before the long drive home. David and Glenys gave the group a tour (on foot) of the town (very chilly but managed to walk off lunch). We even came across "Elderly Citizen Cross".

Special thanks to David for organising the day.





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COMING EVENTS

20 June We will have visited Caloundra Air Museum - report next issue

11 July RACQ Motorfest. If you have registered for the Motorfest then you will receive a pack with the arrival time listed. We will meet up with the Volvo 1800/120 Club members 20 minutes prior to our entry time. The meeting point will be at the Hamilton Wharves in Macarthur Avenue near Remora Drive which is off Kingsford Smith Drive.

We want to line the vehicles in age from youngest to oldest before proceeding in convoy to the entry gate.

24/25 July Historic Racing Car Club of Qld National Historic Race Meeting at Morgan Park, Warwick. Sunday is the best day to go with a car display on the top of the hill. If anyone wants to go as a club, please let me know, so that I can arrange a

Volvo Club of QLD Pages

Dedicated to the Volvo Club of Queensland

good entry cost for you. Grahame will be working in the HRCC Merchandise tent whilst I am working as an Assistant Clerk of Course in the tower. So if you go – give up a hoy and say hello.

21/22 August Weekend at Stanthorpe. Members who wish to go are to make their own booking with the Vines Motel Stanthorpe for the Saturday night. Please let Gaye Carey know via email so that she can make a booking for dinner at Anna's at terryandgaye@aapt.net.au. From the Gold Coast the trip takes about 2 and a half hours to get to Stanthorpe, so use that as a gauge. Given that, we should meet up about 11am in Stanthorpe and then go from there.

October GLT Open Day (event to be confirmed)

16/17 October: Historic Racing Car Club at Lakeside Raceway

13/14 November: Historic Racing Car Club Noosa Hillclimb

28 November Christmas party in Springwood - details as it gets closer

Members please keep an eye on the website for more details about events and any changes that we may have to make.

Cruise to Byron 2 May 2010

Originally we had planned to have a BBQ at the Hunts place, but we received an invitation to join the Queensland chapter of Turbobricks on a drive to Byron Bay. We accepted the invitation and some of our members, James Lister (V50R), Tony Boulding (V70R) and Tony Forno (245 wagon) joined the Brisbane crew from Turbobricks at the BP Yatala. At the Hungry Jacks at Mudgeeraba the Careys (242GT), the Hunts (760T SW) and John Dempster (244) joined 5 cars from Turbobricks.

It was introductions all round with us all deciding to hit the road about 10:30am. So began the procession of 10 Volvos down to Byron which is about 1 hour south of our meeting point. The trip was great except for Zac in the lead 240 wagon having big wheels so his speedo was out, so after a stop it was decided to put James in his V50 out front. A funny thing that happened was Tony decided to pull into a rest stop and we all followed having no idea what was happening. After much jesting we resumed our trip.

Although it was a long weekend in Queensland it was a normal Sunday in Byron. The traffic came to a





standstill and we slowly made our way into the township and the park where we had

decided to stop for our picnic/BBQ. Well we managed to find spots for everyone in the parking area, all paid our \$2 per hour for the privilege of parking on the beach and unpacked the picnic stuff.



As it was lunchtime, the snags were a priority and after everyone was sated, discussion and checking out of vehicles began. As always once a hood was popped a group formed around that car.

This continued for a couple of hours when we decided to find a spot for a photo shoot. Zac took the lead

and found this beaut stop outside a community hall. We arranged the cars from youngest to oldest with a great line-up. Overall we had 6 240 series cars, 1 x 760, 1x 940, 1 V70R and 1 V50R.

We then individually made our way home. It was an excellent day out with the Turbobricks crew and a great opportunity to get to know each other.

Helen

QLD Concessional Registration

Kevin Greenaway sent the following snip from the Jaguar club magazine. Sounds like the rules in QLD are similar to those in VIC for drivers of vehicles on classic/historic plates!

NOTICE – CONCESSIONAL REGISTRATION

Members with cars on concessional registrations must be able to prove to police that the vehicle is on public roads for reasons within the approved limits of restricted use. At all times when the vehicle is driven on the road, members must carry Club membership card and current Club magazine, regional newsletter or other written evidence giving particulars of the event being attended. Failure to provide proof of legitimate use could result in the vehicle being regarded as unregistered and uninsured.

JDCQ President



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VIC Events Coverage

Anzac Day Parade

Anzac Day 2010 was "Ruby's", my 164E, television debut! I had volunteered to escort the elderly veterans through the official Melbourne Anzac parade after seeing a flyer at this year's Classic Showcase car show at Flemington in February.



It was a big day with me leaving the coast at about 6am. All us volunteers had lined up on Collins Street by 8am and were ready to hit the parade. Ruby didn't even pale in comparison next to other veteran-style cars with her paint job shining brilliantly after an application of *Meguiar's NXt generation* wax. There were thousands of people in the city, and the Melbourne skies threw us a break from their torment, gracing the parade with glorious sunshine conditions. Ruby and I eventually did two laps which took the best part of 2.5 hours.

Overall it was a great day and the veterans were fantastic. It was more than an honour to be involved in the Anzac March. I would certainly do it again. Anzac Day is an important part of Australia's history and it was a great feeling to officially be a part of it.

Fiona Hitchcock



Arthur's Seat Drive - Sunday 16th May 2010

14 Volvos descended upon the small town of Tyabb as our starting point for the drive to Arthur's Seat. There's a large antique mall at Tyabb, which provided a nice place for morning tea and a browse of the many antique vendor's stalls. After we rounded up the drivers, the convoy of Volvos headed to Arthur's Seat, lead by our resident octogenarian Travis Ellis in his white 940 sedan. We tackled the hairpin bends up the Seat and everyone made it safely to the top, where we enjoyed views back down to Melbourne and across the bay. The weather was beautiful, which contributed to quite a rush in the parking area and restaurant, but we were all

eventually served our lunch and went away with a full stomach (some of us more than full given we had already eaten a large breakfast at Tyabb only an hour or so earlier!) From lunch, we visited the nearby "Charlie's Motor Museum". It's a great little



museum with many unusual and rare vehicles. They also have a huge display of scale models, auto-related memorabilia, a gift shop and a nice picnic area. After spending time viewing all the exhibits in the museum, we departed (some of us for home, and others for a stop at another picnic area/viewing point). The drive down Arthur's Seat road was more of a challenge, given it was a lot easier to build



up speed than on the way up. Those hairpin turns can be a real bear with no power steering! Thank you to Travis Ellis and Lance Phillips for organising the event. We hope to see a good group of cars at our next drive -





1st August - for a drive down to Point Lonsdale and Queenscliff (see events calendar and web site for full details).

Guest Speakers - June Night Meeting

For our June night meeting, we had the pleasure of a presentation



and Q&A with LSC Nick Matthews and LSC Mark Woods, from the Victorian Vehicle Testing School (Victoria Police). Nick and Mark gave an entertaining and informative presentation about their role in training Victoria Police officers on how to spot and correctly assess vehicles with safety and other defects. They discussed the types of issues most often seen in defective vehicles (including unsafe tyres and non-functioning equipment such as lamps and safety gear), illegal modifications, and the types of infringements and/or warnings that can be given to drivers of vehicles with defects. We had many enthusiastic club members firing questions from the floor (including some who apparently are highly skilled in the topic - or so they think!) so it will be great to get Nick and Mark back for another visit during summer when they can have a look over



our cars and discuss potential issues and answer more questions. A big thank you to Nick and Mark, as well as Allan Abbott for making the arrangements.

Rolling Gossip

Peg Murray has just spent a month in Western Australia, and whilst in Perth being driven through the city, let out a loud yelp as she had just spotted another white 122S 4-door on the road there. It was almost certainly the ex-Fiona Robinson Melbourne car that was sold to the Perth area about 6 months ago! Wayne Coles from Swedish Vintage said he knows the car is there, but he hasn't yet seen it for a service.

You cannot beat Peg...first, scoop photos of Prince William, next sniffing out one of very few 122s in Perth!
[Thank you John Fleming!]

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- ▶ **Single-circuit brake master cylinder:** Suit 120 (1957-68), 1800 (1961-68).
- ▶ **Speedo nylon gear** in early overdrive. Part 380168.
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- ▶ **Nylon gearlever base bush:** Suit 1800 up to 1968.

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Brickbats & Bouquets:

NO CAR IS PERFECT (Part 6)

Those following my long search for the perfect car will know that I had great hopes for the rear-engined VW, but owning one was a different matter. Service at major agencies only resulted in additional problems. Then there was the diabolical oversteer when cornering fast.

So armed with the insurance money from the VW, I tried out a number of second hand Volvo 122s. I was impressed with the handling especially when thrown fast into corners. Eventually I test drove a car that had just been traded in. It was an early model 1.8 litre car that had been owned by an enthusiast. It had a wood rimmed sports steering wheel, four extra gauges on the top of the dash board, near-new Pirelli radial tyres and (according to the mechanic who had serviced it) the previous owner had the motor rebuilt to P1800 specifications. Needless to say it took off like a cut cat!

I went on a number of long city-to-city trips and was amazed at how comfortable the ergonomically-designed driver's seat was after four to six hours cruising at maximum speed. On one very long trip I was sharing the driving with a friend, and his comment was "who needs power steering and eight cylinders when you've got this?"

The original owner had fitted Koni shock absorbers all round and had them on the hard setting – the ride was too harsh for me so I had them adjusted to a medium setting. The turning circle was acceptable, but the manual steering while light and accurate when on the open road was heavier when manoeuvring in a parking lot.

It boils down to this: the VW was a handy little car in the city, but unsuitable for long trips, while the Volvo was fantastic on the open road, but not quite as hot in the city.

All too soon it was time to return to

Australia. I had thought of shipping the car back to Melbourne, but at that time heavy customs duties were charged on a car that had been owned for less than eighteen months, not to mention shipping costs. So I reluctantly sold off my near-perfect car to pay our air fares, and had the idea that as soon as we were settled down I'd buy a 122 in Melbourne.

However what little money we had soon went on furniture and a refrigerator, and renting a flat. My parents had a spare Morris Minor so we made do with that for few months. Unfortunately a second-hand Volvo was way beyond my means so I settled for a Peugeot. This was the oddest car I have ever owned. Displacing 1468 cc, the four cylinder motor employed pushrod-actuated valves and hemispherical or cross-flow combustion chambers to produce 65 hp (48 kW) at about 5000 rpm and 75 lb·ft (102 N·m) of torque at 2500 rpm. It had a wet sleeve motor which appeared too small for the body which was about the size of the then-current Holden. But it was a short-stroke motor with a single carburettor and could spin very fast. It had none of the fast acceleration of the Volvo, but once on the open road would cruise at 120 kph all day. The suspension was odd, with a single transverse spring in the front with a huge shock absorber at each wheel. At the back were coil springs, a live axle and torque-tube drive – it seemed the rougher the road the better it handled.

This combined with a very accurate rack-and-pinion steering meant that the car cornered as though it was on railway lines. The headlights were French (which were brilliant) with a knife-like cut-off when on dip. The body was incredibly strong, as a friend managed to roll the car when we were on a trip down a dirt track through the Big Desert National Park [which runs from Murrayville to



Nhill north/south parallel to the South Australian boarder]. The car rolled 180 degrees and landed on its wheels. After dusting ourselves off we drove down to Nhill and got back to Melbourne in a somewhat-battered condition.

Those were the good points. Now for the bad – typical for the time the Peugeot had a steering column gear shift. In building a right-hand-drive car, instead of modifying the gearbox they decided to use the standard box and have a series of rods with ball joints from the top, down the left-hand-side, under the box and the up the steering column. Even though I replaced all the worn ball joints and the gear selector on the top of the box, the use of the gear-shift was very vague. Most four-speed gear selectors have first and second in the same plane and third and fourth through the gate. Being French they had to do it differently. Reverse and first were in one plane, second and third in the next plane while fourth was around the corner in a position all on its own.



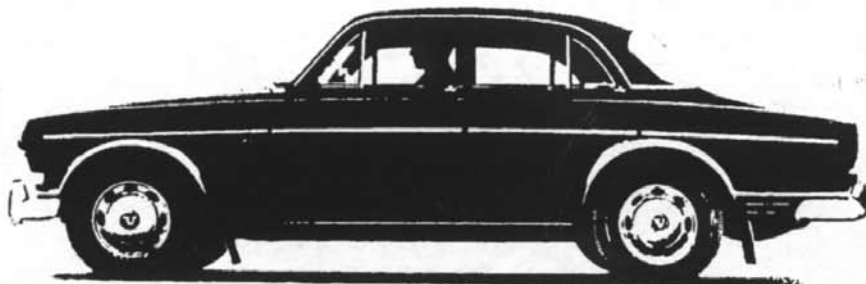
The front seats were a divided bench; passenger and driver's seats could be adjusted separately, but were flat and offered no back or thigh support. They were covered in the most glossy slippery vinyl it has ever been my misfortune to sit on.

But wait there is more – the headlight switch was on a stalk on the right-hand-side of the steering wheel. To turn on the parking lights you pulled the stalk towards you; dip was down towards the seat, high-beam was towards the front of the car. Often when trying to switch from high to low beam I only succeeded in turning off all the lights (!) much to the consternation of the oncoming driver on the dirt road on a dark night!

Next episode – I buy my first new and only Australian car!

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Volvo 122S:

Building a new Targa Tasmania car

By Andrew White

Retiring the original Targa 122SR

We have been running the original works-built 1967 122SR down at Targa Tasmania for some six years (2003-08).



The car came equipped from the factory with 100 litre tank, close ratio box, 5.1:1 LSD, 100 litre tank, tacho, Halda, sump guard, warm, torque motor and some underbody strengthening. Its engine no is 2737 gearbox no 430476 chassis no 288942 manufactured 1/12/67 and "build card" - now on microfiche with Volvo archives - has "racing car" stamped across it.

The car was imported by Swedish Motor Importers in Mascot, Sydney and remained with them until sold to Ossie Jackson on 28/8/69 (free 1000 mile service completed on 18/9/69). The car then finished with a class win and 11th O/R in the '69 Southern Cross Rally; a tough event with international competitors in which John Keran drove the 142S to 6th O/R and 2nd in class to Andrew Cowan's Austin 1800. Ossie continued to rally the car and then it passed through a couple of owners before being 'laid-up' for over twenty years. George Minassian bought the car and did a lot of restoration work before I twisted his arm and my wallet and completed the deal in 1999. After some club racing the car entered a second career as a very successful tarmac rally car.

For the first two years at Targa the car was crewed by Darwin based Education Director, Andrew White and Insurance Executive, Bob Pettitt and then for the past four years with co-driver Ashley Yelds, an economist living in Washington DC. Across those years the car has been run as standard as possible with standard brakes and SU carburettors. We were not keen to undertake modifications beyond the original factory specs.

We entered Targa Tasmania because it is the ultimate tarmac rally for both classic and modern cars utilising the most demanding and rewarding roads imaginable. In the original works car we have enjoyed good success with three top ten placings (10th, 7th & 6th) in the Classic competition (over 130 cars 1946 - 1992) across 2005-8.

In 2007 we made the decision to retire the original car, restoring it to its exact 1967 specifications, and to build a new car with modern safety equipment and exploiting more fully the modifications allowed in the tarmac rally regulations. We decided that the new car would be less restrained by

concerns about originality but nevertheless will compete in the 'Limited Modified' class. Key

developments would be 300mm ventilated discs and four spot callipers, overdrive added to the close ratio gearbox, 4.88:1 LSD, and a motor built by Gary Comerford - VOLPRO (with Webers).

The old car had its last run in Targa Tasmania 2008 and despite some nagging engine problems, managed to make the national news, 'You Tube' <http://www.youtube.com/watch?v=QD3P5edIBFI> and Tarmac magazine by chasing down a Lotus Exige across the famous Sidling Stage capturing on video the Lotus' demise as it rolled through a fence, slid upside down across a paddock and into a farmer's shed!



New car - new shell

We purchased a shell from Ray Andrech in Sydney who runs a Holden V6 powered 122 in the Variety Club bashes (crash test dummy theme). The shell had been prepared for painting and was to become a re-constituted 123GT. However, Ray had a re-think and offered the prepared shell for sale along with about two cars worth of spare parts! The 1969 model two-door shell was absolutely free of rust and accident damage. After careful inspections and a lot of help from Ray we managed to have the shell delivered to Rai Curry of 'FabRaiCations' in Mordialloc, Melbourne for the installation of a full 2009 spec chrome moly cage,



seam welding and the addition of strengthening and the necessary brackets.

Rai and his team are highly experienced car constructors and skilfully TIG welded a fully engineered cage within the shell that braces suspension pick-up points



to transform the torsional rigidity of the shell and provide an extraordinary level of safety to the occupants. Rai told us that this was the oldest car he had prepared to this standard. Photos show the bars running forward to pick up front suspension loads



and the twin A pillar bars and triangulation to the rear suspension pick up points. Also the seats are bolted to fabricated mounts



and the door capping and dash have been scalloped to wrap-around the cage. Note also triangulation though the roof, main hoop, rear legs to provide the required strength. The entire structure is TIG welded and is a work of art.

After all welding was completed and holes were made for oil coolers, wiring and accessories, the shell was delivered to Murry at Imperial Finish Body Works who completed a high standard bare metal re-spray to the entire shell in a Volvo light blue (circa 1979) which is close to the original 'Gulf Oil' blue.



Once complete the freshly painted shell was taken to Barry Brookes (Targa competitor in a Datsun 240Z) home garage (Thanks Baz!) where we were to build the car over an 8 month period whenever either Andrew was visiting from Darwin or Ashley was visiting from Washington D.C.!

Electrics and Interior

A wiring diagram was developed utilising the most efficient placement of switches and accessories throughout the car. The wiring was initially laid out through the car in clothes line string and then completed on the kitchen table back in Darwin. We utilised readily available trailer

wiring harnesses making up five looms for the front lights/horn, engine, instrument sensors, rear lights and dashboard. Connections were made using wiring blocks



sourced from a drag car fabricator which allows testing of circuits throughout the car. Where wiring passes through bulk heads screw-in fittings provide effective sealing. Wiring is kept minimal and neat and all looms come back to major distribution blocks underneath the dash. The circuit board

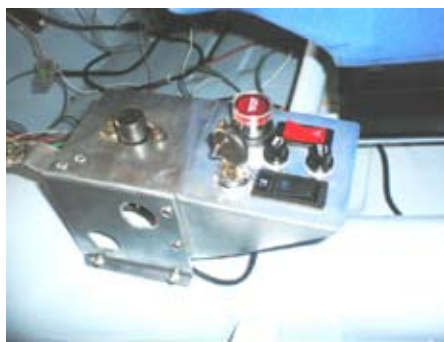


containing all 20 fuses and six relays (Car Builders Solutions UK) is attached to the underside of a hinged panel that covers the hole where the heater normally resides.



A centre switch panel between the front seats houses the battery cut off, ignition, start, hazard and interior lights. A separate circuit supplies power to the twin fuel pumps and their relays directly from the rear mounted lightweight battery.

On the dashboard a full set of Classic gauges (inc speedo, tach, water temp, oil press, oil temp, volts, fuel and clock) are arranged in an orderly way and, for 2010 sequential shift lights are being added to the top of the dash for an improved and intuitive indication of engine revs.



Switch gear on the dash includes lights, wipers, demist fan (operates small ceramic blow heaters), brake balance knob, fuel pumps (two way), overdrive, and for the co-driver - headlight flash, single wipe, navigation instrumentation, intercom and video camera. The dash mounted overdrive



switch was found to be difficult to find and operate (required at about 155kph when all movements need to be instinctive) and so a gear shift mounted slide switch is being fitted for next year's event. The steering wheel is a Momo and pedals are covered with super-grippy skateboard 'sandpaper'. The standard ashtray houses spare fuses and some special tools and the standard grab handle is retained. All interior trim (including dash top) is a vinyl-look light-weight material attached with screws. Standard door hardware is retained and map pockets were added to the lower doors. The seats are Sparco FIA approved fibreglass competition seats with five point harnesses. Harness mounts have been welded in optimal

positions on the floor for waist and crutch straps; the shoulder straps are wrapped around the 'taxi bar' element of the cage.



Drilled alloy foot rests are provided for driver and co-driver and the floor mats are thick foam pool surround mats. The cage is covered in strategic areas with self adhesive rubber used on ocean racing yachts! Camera mounts and intercom



systems are mounted in the roof as is an additional interior light. The boot contains twin fuel pumps and a 60 litre fuel cell. A two way switch (glows red/green)



on the dash operates twin relays and fuel pumps with circuits protected by an engine oil pressure switch to automatically shut off fuel when the engine stops. The spare is stored in a quick release alloy frame



and the wheel well has a hinged alloy cover and stores spares and recovery gear. A two level fabricated alloy tool box houses basic and specialised tools for on-the-road maintenance.

Engine and Drivetrain

Under the bonnet is a 1950cc B 18 engine built by expert Volvo engine builder Gary Comerford of Volpro. To date we had built our own engines which proved reliable but didn't realise a lot of horsepower, Gary's expertise supplied a 'knife-edged' lightened and nitrided crank,



polished rods, forged pistons (1950cc – just within 10% extra capacity allowed in the regulations), strengthening



bracket to uprated oil pump, baffled sump, big valves, ported head (exhaust ports totally re-shaped to landscape rather than portrait), shims to rockers, double valve springs, and steel timing gear. The sump was modified to take an oil temp



sender and the head to take an electric fan switch. The oil pressure gauge and warning light senders are connected to the engine by a remote braided line as is the oil cooler (with alloy scoop housed behind the fibreglass bumper). The standard



windscreen washers, radiator and overflow tank are retained. An oil catch tank and cold air intake ducted from the windscreen vent have been fabricated (the regulations don't allow additional holes to duct cold

air through radiator support panel). The radiator has an electric fan operated automatically from a switch in the cylinder



head (with over-ride switch on dash) and the alternator has a beefed-up mount to the engine. A small electric horn has been added in keeping with the light-weight theme.

A standard Volvo clutch transmits torque to a close ratio 4 speed box with standard casing and long throw gear lever. The close ratio gear set (same ratios as factory competition box) is manufactured by Albins in Victoria who specialise in off road competition transmissions. The gearbox was Mike Batten's spare but when Mike discovered the Albins 'solution' he didn't need the spare any more! At the back of the gearbox a rebuilt and upgraded 'J' Type overdrive (The Healey Factory) with a 0.797:1 ratio.



The rear axle ratio is 4.88:1 and fitted with a brand new Torson-Gleeson style Tru Trac LSD normally fitted to Jeep front axles. The diff has been 'tightened' for a rear-wheel-drive application. This combination of gearbox/O/D/diff provides five speed close ratios with speeds in gears at 7000 of 65, 103, 138, 163, 205kph giving an extra gear to play with.

Brakes and Suspension

Braking is substantially upgraded with front Nissan Skyline callipers mated to



296mm DBA 27mm ventilated discs. Discs are mounted to the standard hubs using fabricated aluminium hats. Alloy brackets

were fabricated to mount the new callipers to the standard fixings. The backing plates were modified to fit the larger discs and alloy scoops added to increase cooling to the discs and callipers. The rear



brakes are later 142 discs, callipers and integral (drum) handbrake mounted to a Dana 30 axle. Twin master cylinders (front and rear circuits) are arranged under the dash and operated through a fabricated



pivot assembly with bias adjustment. This system has proven difficult to bleed and so we are currently relocating the cylinders to a more conventional arrangement. Brake lines don't clutter the engine bay but run more directly through the inner guards to braided lines. A shielded fuel line runs within the prop shaft tunnel and then through an adjustable fuel pressure block to the Weber carburettors.

Suspension has standard pick-ups points and components (some seam welding and strengthening) using poly bushes. Front and rear anti-roll bars were fabricated and are adjustable by selecting a series of holes to vary the length of the moment arm. Front bar is 28mm with the rear at 21mm. Poly bushes and rose joint links connect the anti-roll bars to body and suspension mounts. Kings Springs are used and to date we have run 440# (220# effective) rate front and 170# rear lowering the car by 25mm. New springs are being tried for 2010 with 600# (300# effective) rate front and 225# rate rear and these will lower the car 50mm in total. Shockers are very special 'big-bore' race Konis with special valving (from sponsors – Toperformance). Steering is standard with 3 degrees negative camber (thick alloy spacers made up) and 3 degrees of caster (spacers to the cross member). Upper 'A' arm bushes are poly with lower arm bushes standard rubber. Rear suspension is all poly sourced from IPD in Oregon, USA.

Finishing touches

The body work is standard apart from minor mods to present the car as a 1961 model. All badges, boot handle, etc are as for a 1961 model. New badges, trim pieces, headlight buckets (plastic), rubbers, grommets and a host of other genuine



Volvo parts were sourced from Mikael at CVI Automotive in Sweden. The standard fuel filler has been covered as the tank is now filled from inside the boot with a 'frying pan' splash shield. The rear windows have been modified with 'sprung' hinges to allow them to be fully opened to give access to the rear seat area. Dzeus fasteners are used for quick release and new profile (and thinner, lighter) toughened glass panes were manufactured. The windscreen air vent now provides cold air to the carburetors and also houses a remote pull handle for the battery kill switch. Standard wipers are retained.

We have made the car as light as possible. Within the regulations we are allowed to run 5% under the standard kerb weight. If we take that as 1070kg then we can be as light as 1020kg but in reality we can't get anywhere near that. We are not allowed any lightweight panels, toughened glass needs to be retained, the interiors have to remain trimmed and holes cannot be drilled. We have removed headlining, mats, seats, bumpers, trim, tank, battery,



heater and where necessary replaced them with light-weight alternatives. The chrome-moly cage (and all brackets) is made from very thin high tensile steel and weighs no more than the previous car's 'Bond' cage despite having almost twice the length of material. The car - ready to start - with all tools, spares, some fuel - weighs in at 1120kg. In race trim without passenger seat, spare wheel, etc we can get that down to 1050kg.

The light blue paint scheme is complemented with a 200mm orange stripe down the centre of the car and 100mm side stripes aligned at fibreglass bumper height with the bumper painted to match. 'Volvo 122S' lettering 'apeing' the Porsche 911 'Carrera' signage and small blue and white prancing moose stickers have a go at some of well-heeled competitors for whom the 122 has become their worst nightmare! Orange highlights the boot handle and also the standard polished alloy interior switch bezels. Sponsor and event signage adorn the car including Toperformance (Koni Shockers and King Springs), Volpro (engine), Imperial Motor Body Works and Fabraications (shell preparation and cage).

Car finished - 2009 Targa Tasmania

The car was completed at the very last minute for the 2009 Targa rally with no time for testing. Every time we took it for a short run we

seemed to have problems. Even when we fronted the day before the event to a sponsors' ride day at Symmons Plains race track we had handling, steering and oil leak issues. We were up till 2pm in the massive Silverdome sports centre with the 300 other entries replacing the steering box to try and improve our driveability. We approached the event with some trepidation given we were starting with an untested and brand new car... but that's another story...

Andrew White
Ashley Yelds

Below - Team Volvo:
Bob, Terry, Andy and Ashley



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Volvo Momo steering wheel to suit 2-series. It comes with all the parts to



install on models to 85. It is worn in the thumb area on both sides. \$100.00 ONO plus freight. Phone Grahame Hunt on 0414 942 522 or email hghunt@onthenet.com.au (QLD)

R sports sways bars to suit 240-series. Front is 22mm and rear is 25mm.



\$300.00 plus freight. Phone Grahame Hunt on 0414 942 522 or email hghunt@onthenet.com.au (QLD)

1994 440GL (XKL 795) Red, 5 Speed Manual. Registered until September 2010. Air conditioning, Factory Alloys, P6000 Pirelli Tyres, Central Locking,



Power Steering, Tow Bar, MP3 Player, Very economical, Lady Owner, Good Service History. \$3,900 ONO. Phone Colin 0429 096 095 (SA)

1967 122S 2-door. Light blue paint with black upholstery. Owned since 1978 and being sold reluctantly – no room for 3 cars. Only 18,000 miles approximately



on reco motor since 1993. Four new tyres and two new mufflers. Reg to July 2010. RWC. Serviced by Voldat. Car located at Beaumaris, Vic. \$6250 ONO. Phone Ross 03-9589 3559 or 0429 967 491

1974 144GL [Club Permit 01079H] Maroon with beige leather [240GLE]: Fuel Injected: Auto: air cond fitted but not working: cruise control working:



small front bumper but original included; new timing gear; original steel wheels and trims plus a set of 15" alloys; Power steering can be arranged at additional cost. Ideal Club Car for local events and Bay to Birdwood in S.A. Selling due to fleet rationalisation. For more info and price phone Lance on 03 9707 2724 or 0419 480 973 or email lancephil@bigpond.com

WANTED: Volvo 1800 in good condition. Contact Wally or Tracey Heard 07 4126 8104. Childers Queensland.

For sale: M47 5-speed manual transmission from 240. Bought it some years back as a spare, but time to move on. Said to be in good working order. \$650 ono. Rodney Bakker. 0409-760-503 (QLD)

Model cars (1/43-scale) for sale.

Mostly 122 and 1800. From \$60 to \$350. Including THE SAINT 1800 @ \$90 each. Some other models available. Look out next issue for service manuals and New and original owner's manuals. Graham Bennett 02-9547-2559 or 0408-600475 (NSW)

Mags set of 5 GT Virgo style 15".

Recently checked – true and straight. Very good condition but could use paint. Bill - Melb 0429 425 759 PRICE DROPPED TO \$250

Mags and tyres. Set of 5 GT Virgo style 15" with 4 as new Falken 205/60R/15 radials (only 5 months old - worth over \$600) Bill - Melb 0429 425 759 PRICE DROPPED TO \$700

Personal plates – Vic – RE 245. Bill - Melb 0429 425 759. Purchaser to pay transfers. PRICE DROPPED TO \$150

1991 240 GL - LIKE NEW! Light blue with blue interior. Automatic, 140,000 km. 2-owner car. Very clean and tidy car (like new inside and out), is a real pleasure to drive, with service history, has been in storage. Would



suit keen Volvo collector. She has all her original tools and books, no dents and has just been serviced for recommission, new tyres, and heavy duty battery, floor mats and tool kit as new. Will also need to be re registered in Victoria (not currently registered). NO tyre kickers, genuine enquires only thx. \$7900 with RWC. Damien 0417-348-150. Glen Waverley, VIC.

2x new-car take-off C30/S40/V50 17-inch wheels. \$200 each. Zaurak style.



Pick-up in Melbourne. Phone Greg 03-9397-5976 or email greg.sievert@gmail.com

1) 1966 123GT. White. Engine reconditioned, out of car. New bare metal re-spray. Trim very good. \$9500.

2) 1966 122. Red. Excellent body. Stripped out for re-paint (can do if required). Engine reconditioned. O/D gearbox. \$4000. Also many spare parts available. Contact Robert Hill 0400-934-495 or 02-49-736-778 or email rhhill@westnet.com.au. Cars located at Morisset, NSW

Reluctant Sale of Rare Volvos: 1971 Model 145 Express Vans (2) Both with Service Books and full histories. Both on Club Registration. Very



rare and a recent trophy winner. Sensible offers considered. 1966, 121 4-door Sedan. Rare bench seat, column gear change, single carburettor. White with red upholstery. I have owned this car for the last 32 years. It is original, with books and

a unique history. Genuine 130,000 miles on Club Registration. \$9,500 ONO. 1977, 262 Bertone Coupe (Yes, 1977). Rare early tail light model. Silver. First and only 1977 262 in Australia. Unregistered. Must go. Offers. If you're interested in any of these rare and well-loved Volvos, Call Kevin on 0414 571 745 for full details and negotiations. (Updated Jul/Aug 2010)

VOLVO items for sale: Thule lockable Roof Racks suitable for 2, 7 & 9 series Volvo - \$195; Dash mat suit 244/245 (narrow gauge cluster) - \$10; GT steering wheels x 2, suitable for 240/260 series - \$95 ea; Sunroof (Glass only) tinted suit S70/V70 - \$35; Alloy wheels, Cheviot 15"x7" complete with tyres. Used on 244 GL - \$550 set of 4. Rear muffler louver panel suit 240/260 - \$25. Contact Stephen on 02 9544 7565 or 0411 670 274 NSW Club Mar/Apr 2010

Engine, B18D ex 66 122. Recent rebore to 0.030, just had head overhaul, flywheel refaced, new neoprene crank seals, painted and detailed. Suit 122, 1800 or a 140. \$2,000. John Fleming, (03) 9877-7754.

Engine, B20B Standard bore. Honed, fitted new rings, crank bearings, timing gear, new neoprene crank seals, refaced flywheel, reco head with new valves. Painted and detailed. Suit 122, 1800 or 140. John Fleming, (03) 9877-7754.

VOLVO CLASSIC CAPS. Logo is the original side pillar badge fitted to the Jensen P1800. Two styles are available: ADULT-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. Phone enquiries: Jan 041 251 78 48 or SMS your email. If you want a colour pic or order Email-volvocaps2000@yahoo.com.au

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Or, contact the Membership Secretary, Greg Sievert

PH: 03-9397-5976 (AH) or email greg.sievert@gmail.com

Head gasket, 164 (B30) ELRING 236.927, with matching rocker cover gasket. Bargain: \$65 pair. John Fleming (03) 9877-7754

New 1800 factory bonnet, old stock, 1800 models from 1961-73 coupe and estate ES. THE LAST ONE! \$1,500. At Blackburn. Freight extra. John Fleming, (03) 9877-7754

Box of rare 1800 parts...left exterior door handle, complete, mint chrome, suit upswept chrome door series. Early blue faced oil pressure gauge, tested 100% against master gauge, exc. cosmetic condition. 4 x excellent black switch knobs not faded. 1 x interior early door handle "paddle" and Pair bonnet roller catches/brackets, assorted nuts and bolts. \$200 the lot. John Fleming (03) 9877-7754.

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

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

Weitec Performance Springs for Volvo models including 850, C70/S70/V70, S80, S60, S40/V40 as well as new S60/V70 and S40/V50. Lowering of approx 35mm from standard ride height (less on R models and cars equipped with sport suspension packages.) Ride is firmer and handling is improved. Call or email DVS for further enquiries.

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.

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

DVS Volvo 240/260 Adjustable panhard bar. Features adjustable rod-ends and includes appropriate spacers. Improves cornering lateral stability and allows adjustment of rear axle position. Ideal for lowered cars. Powder coated in charcoal metallic pearl. \$270.00

DVS Volvo 850 & P1 x70 aluminium checkerplate sumpguards. Suit 850/C70/S70/V70 cars from 1993 to 2000. 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

DVS Brake conversion kits for Volvo 240. Convert Volvo 240s to use the large, all aluminium 4 spot front calipers from Mazda RX7 Turbo II cars. Provides a dramatic improvement in braking. Adaptors available for \$149.00 per pair. Other required components also available. Please call or visit the DVS website www.dvs.net.au for more details.

VP Tuning Updates:

TME/Simons exhaust/downpipes - we still have some of the 850/X70 turbo kits. All of the 850 kits are now TÜV certified, meaning they are approved to be sold worldwide. For up-to-date price or to reserve your kit please give us a call.

From our recent o/s trip to Europe we have collected some very nice Volvo model cars. Couldn't buy everything of course but if there is one you are after give us a call. Mark Richardson, VP Tuning 0403-814-545

VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002
Seaford Vic 3198
Australia

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



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www.peterwarren.com.au/index.php

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www.purnellmotors.com.au/page/volvo.html

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Ph: (02) 9841 4115
www.trivett.com.au

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