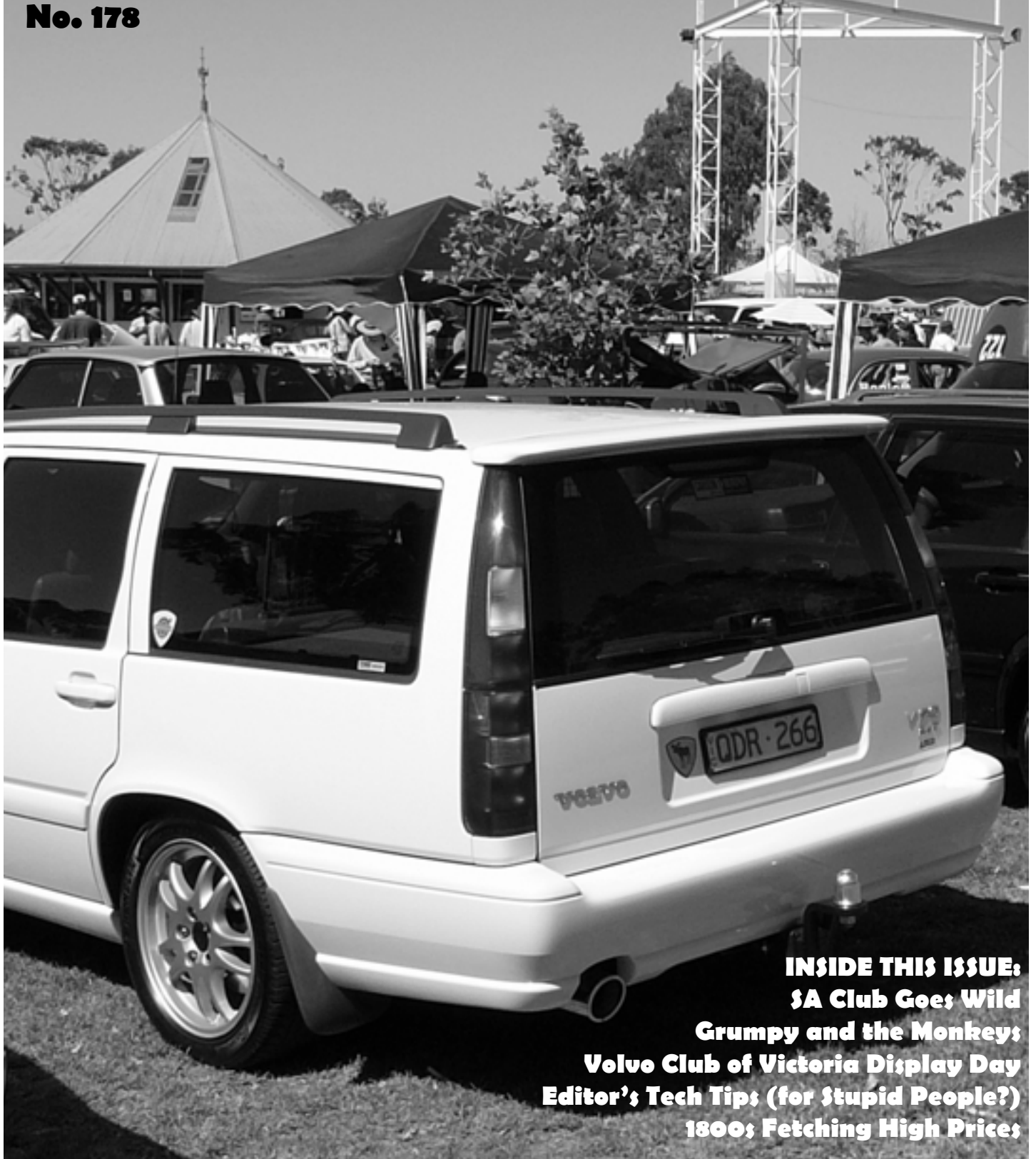


ROLLING

AUSTRALIA
No. 178

May/June 2008



INSIDE THIS ISSUE:
SA Club Goes Wild
Grumpy and the Monkey
Volvo Club of Victoria Display Day
Editor's Tech Tips (for Stupid People?)
1800s Fetching High Prices



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



Cover Photo Contest: MORE PICS NEEDED!!!

Note: Must be vertical ("portrait") format for front cover. Horizontal ("landscape") format is OK for back cover. Open to members of ALL affiliated Volvo Clubs (Pg. 1)

DETAILS: If you want to enter the contest, please email digital photo or post "real" photo to the Editor. All submissions for the next magazine cover must be received by the magazine deadline (on Page 1). Any questions, please contact the Editor. Note: If you post a photo and want it returned, please advise us and we will post your original photo back to you.



On the Front Cover this issue: Volvo Club of Victoria Display Day - Flemington. June Beecham's immaculate white V70 looking good!

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- ▶ **1800 parts:** Heater housing, exc core. Metal vent to cowl. 2 headlamp rims. 1 headlamp bucket. Pair rear mudflaps with metal bars. LH rear rubber stone guard. 1800 gearbox cross-member. \$40 lot.
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- ▶ **1800/1800ES parts:** 2 sets rear bumper brackets exc cond. 1800 overdrive gearbox cross-member. Complete set 4 door hinges from low mileage 1800. \$50 lot.

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

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- More *Imagineering*
- National Rally Stories/Pics
- Tech Tips

**NATIONAL RALLY:
 May 16-19 in Toowoomba
 It's going to be great!**

<p>ROLLING AUSTRALIA MAY/JUNE 2008 ISSUE NO. 178</p> <p>THE MAGAZINE FOR THE VOLVO CLUBS OF VICTORIA AND SOUTH AUSTRALIA (INCORPORATING WESTERN AUSTRALIA) THE VOLVO 1800/120 CLUB OF AUSTRALIA THE VOLVO CLUB OF QUEENSLAND</p>	<p>EDITOR Greg Sievert Ph. 03-9397-5976 (AH) gsievert@tpg.com.au 17 Lakeside Place Williamstown, VIC 3016</p>	<p>MARKETING & CORPORATE ADVERTISING Justin Chiew 0413-556-900 justinchiew@bigpond.com</p> <hr/> <p>DEADLINE FOR SUBMISSIONS Next edition deadline is <u>10th June 2008</u></p>
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Volvo Club of Victoria Calendar of Events

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

May 2008

Wed 2nd Night Meeting

Guest speaker Bill Wellman - Auctioneer Extraordinaire! Bill has been involved in classic car auctions and the like (for example: Shannon's). Come along for a great talk!

16th - 19th VOLVO NATIONAL RALLY - The BIG EVENT - Toowoomba, Queensland

Volvo club members from all over Australia will be participating. Celebrating the 10th anniversary of the Volvo Club of Queensland. Full details available on the VCQ web site: www.volvoclubqld.org.au or contact the Rally Secretary Helen Hunt via email: secretary@volvoclubqld.org.au or phone 07-5529-2512. Victorian members, please advise Greg Sievert or Lance Phillips if you plan to attend, so we can coordinate driving up as a group for those who are interested.

Sun 18th National Motoring Heritage Day

For those not going to the national rally, why not get together for a drive and a picnic or whatever? The AOMC and the AHMF have declared this day as a day to get as many classic cars on the road as possible, to gain publicity for the hobby. More info available at <http://www.aomc.asn.au/NMHD08.htm>
Ideas to be discussed at May night meeting.

June 2008

Wed 4th Night Meeting

Guest speaker Anthony Frederiksen from Murcott's Driver Excellence Pty Ltd. Fred has worked as a mechanic for Bib Stillwell in Oz and USA before moving into F1 and things like Le Mans 24hr race. Has many great stories about cars, race tracks, drivers, engine development etc. so it will provide a very interesting evening for members.

July 2008

Wed 2nd Night Meeting

Guest speaker information see www.volvovic.org.au

August 2008

Wed 6th Night Meeting - Volvo Club of Victoria AGM

The Club's AGM will be held at the night meeting. Free dinner for all club members, and the election of officers for 2008/2009. Start thinking now about what you would like to do to help the club, and whether you would be willing to take on a committee position. If you're interested, please talk to a committee member now so we can start planning!
More info to follow in next edition of Rolling.



Frisk's Garage

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Attention all Club Members:

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

You might be a true Volvo lover if...

- You go down to the Volvo Dealership on Sundays or at night just to look at the new XC.
- To you even your trusty old 240 looks better than any car in the world.
- You sold your Porsche in order to replace it with a '93 240 (safer!)
- You decide to wash the carpets in your 240. So you spend 16 hours removing (and re-installing) all the seats, so you can remove the carpets and clean them properly (don't forget to clean the under-carpet too!)
- You drive a 240 and your kids can already draw it.
- You have your own Volvo web site.
- You've been the editor of Rolling magazine for more years than you can remember.
- You're a crash test dummy.
- Your nightmare consists of you noticing a drop of oil under your '90 245.
- You hear a car passing and you know it's a Volvo 850.
- The only equipment in the boot is a screw driver and you always get home.
- If you have Volvo stickers on your bike.
- You spent 10 years restoring it, then sell it to buy a new Volvo wreck.
- You muttered to yourself "I will never buy a new Volvo" and then...along came the new V70.
- You want to learn Swedish just so you can find your way around the Swedish Volvo web pages.



We are
HERE

NEW OWNER!
Michael Van Winsen



President's Report

Heino Nowatzky

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NOW HEAR THIS: WORK

Due to publishing deadlines I am unable to know if you will get this magazine before or after the Volvo National Rally in Toowoomba. Unfortunately due to work commitments myself, Chris and Dion will now be unable to attend. It was also work commitments that stopped us from attending the last National Rally but that time it was due to Chris's requirements to be at work to cover some very important events. Now it is my fault. I have a very challenging and exciting job (unfortunately it does not involve Volvos in any way), which also means that I spend a lot of time travelling and working long hours. Now my family will have to endure me working interstate for three months returning home only on weekends. If all the stars were to align (no I'm not an Astronomer - just meaning all going to plan) and my team and I work long into the evening every night

we may be able to shave a week or two off our 'away time' but this would not be achievable early in May. So by not attending the National Rally I will be able to ensure my staff and myself will be able to spend time at home much more quickly. I do wish all attendees a wonderful and safe National Rally and look forward to all the stories and photos.

I will also miss attending the monthly night meetings for the next two months. The April night meeting was one I missed due to our violent storms. I was able to contact the ever-dependable Lance Phillips and since he was coming in from the other end of Melbourne was in a better position to avoid most of the problems. When I rang Lance from Laverton we had no power and very high winds (around 110kph). Chris and myself braved the Ring Road in Chris's 850R dodging debris and downed trees and idiots in vans that thought they could still drive at 100kph in those conditions. It took us well

over two hours to make the normally 40 minute trip. Then we faced the fact that every traffic light between us and the night meeting in Camberwell was most probably inoperative. We tried three lights and then gave up and decided home was a safer alternative. Watching other cars in the wind made me very glad I was driving a well-engineered Volvo. I initially thought we had survived the storms at home with only the car cover on my 142 being torn to shreds but the weekend revealed our back fence had been blown over. Many houses were damaged and we suffered much damage at work. Some houses were without power for more than four days. Even two weeks after the storms there are still many trees and large branches lying across the footpaths.

Stay safe and since winter is coming check your tyres and battery, it's not much fun having a flat battery on a cold wet morning.

Until next time, Heino Nowatzky

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Stupid Mantra + Tech Tips

Greg's mantra:

You shall only achieve inner peace when you accept the fact that most people are stupid, and there's nothing you can do to change them (no matter how angry you get!)



I'm sure those of you reading this article don't fall into the stupid category - do you? I know I'm starting to sound more and more like Grumpy every edition, but I'm sick of people throwing lighted cigarette butts out the window of moving cars (on a country road no less - with forest on both sides just waiting to go up in smoke!) I'm also sick of people who keep overtaking me on the freeway doing 120 kph, only to slow down to 100 once they get in front of me - and continue the cycle until I get so pissed off that I accelerate to 150 kph and get a kilometre in front of them - then they almost immediately catch up to me! What gives? Do people have no comprehension of what speed they're doing? Ever heard of **CRUISE CONTROL**? Almost all these people who play the cyclical passing game are driving new Commodores, Falcons, Land Cruisers, etc. that come standard with cruise control - a marvellous feature on the freeway for those of you who have never tried it because it scares you. I sometimes wish I had a large digital readout on the back window saying: **MY CRUISE IS SET AT 110 KPH, SO EITHER SIT BEHIND ME OR GET THE HELL OUT OF MY WAY!** My list of stupid people tricks could go on forever. Now I see why my brother decided to become a cop - maybe so he could actually punish the stupid people.

OK, now that I got that off my chest (deep breathing, try to get blood pressure back under control, read

mantra 10 times) I can get on to my regular article. My goal is to get this magazine in the post before we leave for Toowoomba, but no promises (you'll know if you receive it in mid-May!) I've been busily tinkering on the 1800ES to get it ready for the trip. When I say "ready" I mean what can I do to make it more comfortable for the long haul. Here's the to-do list:

1) Tyre rubbing. A while back, I installed some sport lowering springs (bad idea for comfort, but I like the way it looks, so they stay!) which caused some rubbing of the right rear tyre on the rear guard. I rectified that with a crow bar, angle grinder and some touch-up paint. The RH rear guard had been replaced at one time by the original owner after a prang, and the main offender was a bead of MIG weld along the edge of the return flange pointing in towards the top of the tyre. Problem more-or-less solved (still some slight rubbing on big dips in the road -



Hmm, is it stupid to have a loud exhaust and want a quiet car?

probably could be permanently fixed with either narrower tyres - not a chance that I will do that - or an adjustable-length panhard rod - future project).

2) Engine noise drowns out radio at highway speeds. The sound insulation in the 1800ES isn't that great, especially between the passenger compartment and the engine, on the firewall. It consists of a mat of jute-like fibrous padding that only partially covers the firewall, and there's no insulation whatsoever under the dash or along the front side (kick panel)

areas. Under the carpet, there's a very thin layer of cotton mat on the bottom surface of the carpet, and there are some bituminous damping mats adhered to the floorpan (only partial coverage of the floor area). To improve



2 sizes of "FlashTac" rolls

the insulation was a 2-step process. After removal of the seats and carpet, I first fully covered the dash, side panels, front and rear floor with one or two layers of aluminium foil-backed self-adhesive bitumen material (available in rolls of varying width in the roofing section of Bunnings - called "FlashTac" - and it's not "Made in China" like most things). The stuff is pretty easy to cut to size (although it gums up the scissors, so you have to clean them periodically) and it can be pressed down onto the contours of the floor with a small roller (I used a wallpaper seam roller - available at some paint stores). There's a story about the wallpaper roller - when I asked a paint department guy at Bunnings, he looked at me like I was



Foil-backed insulation in front footwell, and cotton blanket on side kick panel

speaking a foreign language. I detected from his accent and appearance that he was possibly British and maybe 60 years of age - no offence to the old Poms in the club - but I find it hard to believe that after three or four attempts of me saying "WAAAALLLL-PAYYY-PURRR" in my loudest and most clear American English pronunciation, he still thought I was looking for "white pepper" and was probably wondering why I wasn't at the grocery store. (No, he was not hard of hearing either!) I finally got through to him using gestures and more elaborate descriptive terms ("You know - it's colourful paper that you glue up on your walls instead of painting them!"), and when the penny dropped (or at least I think it did), he advised me they don't sell wallpaper supplies at Bunnings. Sorry for the digression. The second sound-reduction item was to add a full mat of cotton insulation on the firewall, under the dash, along the side kick panels, and under the carpet and rear seat area (2 layers in the floor,

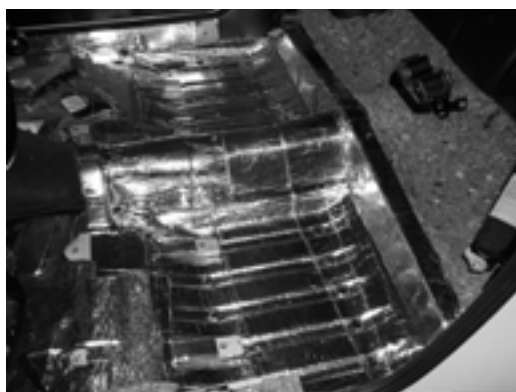


Cotton insulation blanket under dash

since I had already put one layer in some years back). This can be purchased at Clark Rubber, and is called automotive carpet underlay - it's sort of a grey colour with mottled appearance - looks like it is made of recycled rags and fabric that's been shredded and consolidated into about a 15 mm thick mat. Again, this can be relatively easily cut with scissors to fit the various areas. The tricky part is getting it up under the dash, pedals, firewall, etc. My back is paying the price, as I spent many an evening or weekend as a contortionist lying inside the car looking up at a mess of wires. The result is a lot less engine and road noise (the first thing I noticed was "more" wind noise - probably just more noticeable now that it's not being drowned out by the engine noise!) In the process I also installed a new "sport" exhaust system. The original system was past its use-by date and had been cobbled somewhat before the last rally due to a broken weld in the middle muffler joint. Unfortunately, I was unable to fit the sport system's front muffler due

to my exhaust extractors, so the new system is louder than the original one, but it sounds better! While I had half the dash apart, I decided to install a new stereo. I already had a DIN radio in the car, so it was just a matter of swapping out the old for the new Sony unit, and now we have USB, iPod and audio input jacks for all kinds of musical options. It's amazing what features you can get in the new car tuners, and the prices are reasonable if you shop around.

3) Centre Armrest. When you're used to modern cars, it's hard to go past the comfort of a centre armrest between the driver and passenger. We installed one in the 240 some years back prior to driving to Adelaide, and it made a world of difference. So, in the 1800ES, I thought it would be well worth it for the Toowoomba trip. I started with an 850 or V70 leather armrest lid that I bought on Ebay about a year ago. With a carefully-engineered bit of plywood for the substrate (elegantly wrapped in black naugahyde AKA vinyl) and a sturdy brass-plated Chinese-made door hinge (from Bunnings of course!) I got started. I fabricated a U-shaped metal bracket to support the hinge off the existing centre console, which is in fact retrofitted from a 240 (housing the seatbelt latches). Using the science of ergonomics (or "she'll be right mate") I positioned the armrest so it doesn't interfere with shifting gears, and you can still access the centre console storage compartment without lifting the armrest. Sweet! And it feels just



Foil-backed insulation in rear footwell area of floorpan, + cotton insulation under rear seat



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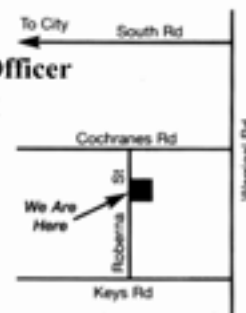


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Comfy new home-made centre armrest

right as confirmed by a recent test drive to our committee meeting today.

4) Rustproofing. While I had the carpet and side panels out, I decided it was a great time to spray a bit of wax-based rustproofing stuff into the sill and side cavities, and the low spots of the floorpan. Luckily everything looks OK (no rust in the floor) so the car should last for another 357 years based on the current rate of decay and usage. I also spread some of the black gooey tar on a few spots underneath the car where stones or abrasion had chipped off the original Volvo undercoating, and I topped that off with a touch-up of spray-on undercoating in vulnerable areas like the rear wheel arches. The centre of the floor tunnel on the underside seems to be very well-protected from corrosion with a constant mist of transmission oil - a project for another time (gaskets have been sitting around for over a year, but I haven't been game to pull the transmission out because it works SO well, and only needs a top-up about once a year!)

Around the house, we've been investigating a grid-interconnect solar panel array (I know there are naysayers, but the government kicks in \$8000 towards the cost - how can you turn down that freebie?) More to follow in the next edition of Rolling if we have it installed by then. With oil prices, talk of carbon taxes, etc., we figure now's the time to act as electricity prices



How many black balloons does it take...

will only be going up in the future. And that reminds me of one last "stupid human trick" whereby we noticed that our neighbours left **EVERY SINGLE LIGHT AND TELEVISION SWITCHED ON** while they were away for 6 hours the other evening. We only noticed this because we looked over the fence when we were trying to figure out why their stupid dogs were barking non-stop - go figure!

Their response to my enquiry about the dogs was "they're only pups - they'll grow out of it in 3 months or so - we're sorry but there's nothing we can do - just yell NO at them and they might stop." I didn't bother asking them whether they knew why they had a \$500 monthly electricity bill. Maybe they like to watch all those black balloons rising into the atmosphere!

Regards,

Two people emailed me these helpful hints - use at your own risk! Thanks Rob Howard and Peter Hoffmann.

Petrol Filling Tips:

Only buy or fill up your car in the early morning when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground. The colder the ground the more dense the fuel, when it gets warmer petrol expands, so buying in the afternoon or in the evening...your litre is not exactly a litre. In the petroleum business, the specific gravity and the temperature of the petrol, diesel and jet

fuel, ethanol and other petroleum products plays an important role. A 1-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

When you're filling up do not squeeze the trigger of the nozzle to a fast mode.

If you look you will see that the trigger has three (3) stages: low, middle, and high. In slow mode you should be pumping on low speed, thereby minimizing the vapours that are created while you are pumping. All hoses at the pump have a vapour return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapour. Those vapours are being sucked up and back into the underground storage tank so you're getting less worth for your money.

One of the most important tips is to fill up when your tank is HALF FULL. The reason for this is, the more fuel you have in your tank the less air occupying its empty space. petrol evaporates faster than you can imagine. Petroleum storage tanks have an internal floating roof. This roof serves as zero clearance between the petrol and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work, every truck that we load is temperature compensated so that every litre is actually the exact amount.

Another reminder, if there is a fuel truck pumping into the storage tanks when you stop to buy, DO NOT fill up--most likely the petrol/diesel is being stirred up as the fuel is being delivered, and you might pick up some of the dirt that normally settles on the bottom.

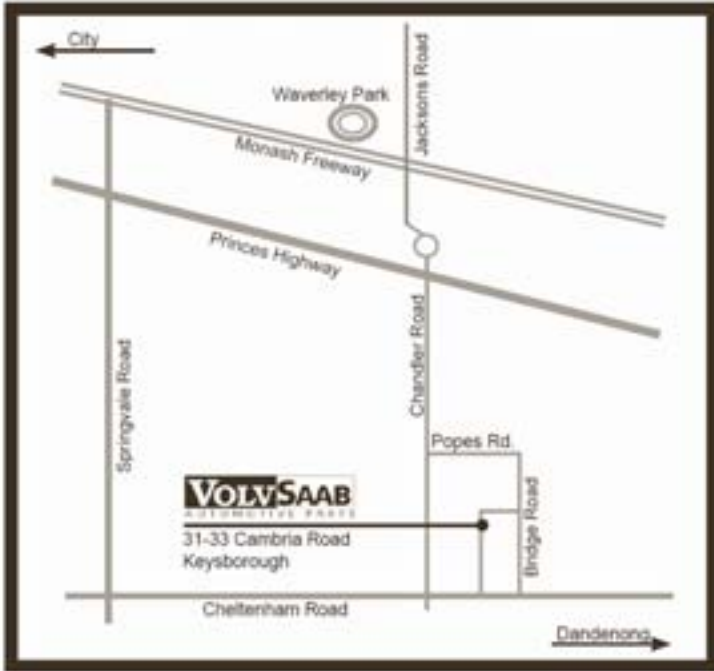
WHAT THE?!



Mark Hoffmann sent this photo of mum Gudrun - I believe having taken all the awards in the Volvo class, she's planning to bring a bright yellow Trabant to the Display Day next year! Good-on-ya!

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We are open for your convenience at the following Eastern Standard Times:

Monday-Friday 8.30am to 5.00pm
Closed Saturday & Sunday



Treasurer's Report \$\$

Adrian Beavis 0402-203-437 (AH)

As at April 8th the account balance was \$2,971.20. The following is a summary of the club's major expenses and income for the period from March 9th until to April 8th.

Income:

Membership subscriptions: \$340.00
 Door donations at the April meeting: \$30.00
 Magazine contributions: \$358.94

Total income: \$728.94

Expenses:

Bank fees: \$13.70
 Postage and delivery: \$270.40
 White pages rental 2007-2008: \$163.81

Total expenses: \$447.91

Net income: \$281.03

If you have any questions or comments about the above report please raise them with me at the monthly meeting or call me on the number above (after hours please).

Due to the wild weather in Melbourne on the day of our last meeting I was unable to attend it - I was flying back from Adelaide. Long delays meant I did not touch down in Melbourne until 8 o'clockish (three hours late). It was a bumpy ride on take off and landing but these were no where near as disturbing as the sight of red dust dumped all over my Volvo by the storm in the all-day car park. As I was to discover when I fell through the door at the Camberwell Tennis Club rooms after the meeting had finished, hat on the back of my head, there were only a few hardy souls who braved the wild night to get to the meeting. To them, I dips me lid.

Thanks to Heino, Greg, John, Wayne, Lance and many others who put together the *Show 'n' Shine* last month. It was a good day; and congratulations to the Mark Hoffman for preparing his 240 GLE so well that it was chosen grand champion. I cannot mention the day without also

thanking those many kind and creative people who tried to find the keys I *thought* I had locked in the boot of my car (only to

discover, much later, that they had fallen inside my wallet ...)
Adrian Beavis



Why Did the Chicken Cross the Road?

The Chicken's Motives Finally Revealed !!

DR. PHIL: "The problem we have here is that this chicken won't realize that he must first deal with the problem on THIS side of the road before it goes after the problem on the OTHER SIDE of the road. What we need to do is help him realize how stupid he's acting by not taking on his CURRENT problems before adding NEW problems."

OPRAH: "Well, I understand that the chicken is having problems, which is why he wants to cross the road so bad. So instead of having the chicken learn from his mistakes and take falls, which is a part of life, I'm going to give this chicken a car so that he can just drive across the road and not live his life like the rest of the chickens."

GEORGE W. BUSH: "We don't really care why the chicken crossed the road. We just want to know if the chicken is on our side of the road or not. The chicken is either against us or for us. There is no middle ground here."

COLIN POWELL: "Now to the left of the chicken, you can clearly see the satellite image of the chicken crossing the road."

ANDERSON COOPER - CNN: "We have reason to believe there is a chicken, but we have not yet been allowed to have access to the other side of the road."

JOHN KERRY: "Although I voted to let the chicken cross the road, I am now against it. It was the wrong road to cross, and I was misled about the chicken's intentions. I am not for it now, and will remain against it."

MARTHA STEWART: "No one called me to warn me which way that chicken was going - not a standing order at the Farmer's Market for sell my eggs when the price dropped to a certain level. No little bird gave me any insider information."

DR. SEUSS: "Did the chicken cross the road? Did he cross it with a load? Yes, the chicken crossed the road, but why it crossed I've not been told."

ERNEST HEMINGWAY: "To die in the rain Alone."

GRANDPA: "In my day we didn't ask why the chicken crossed the road. Somebody told us the chicken crossed the road, and that was good enough."

BARBARA WALTERS: "Isn't that interesting? In a few moments, we will be listening to the chicken tell for the first time the heart warming story of how it experienced a serious case of mating, and went on to accomplish its life long dream of crossing the road."

JOHN LENNON: "Imagine all the chickens in the world crossing roads together in peace."

ARISTOTLE: "It is the nature of chickens to cross the road."

BILL GATES: "I have just released eChicken2007 which will not only cross roads, but will lay eggs, file your important documents, and balance your check book. Internet Explorer is an integral part of eChicken. This new platform is much more stable and will never do a 666%OS reboot."

ALBERT EINSTEIN: "Did the chicken really cross the road or did the road move beneath the chicken?"

BILL CLINTON: "I did not cross the road with THAT chicken. What is your definition of chicken?"

AL GORE: "I invented the chicken."

COLONEL SANDERS: "Did I miss one?"

DICK CHENEY: "Where's my gun?"

HILLARY CLINTON: "I have vast experience with chickens and if elected, I will ensure that EVERY chicken has the ability to cross any road they desire."



Membership Report

Wayne Bowers - - - - 03-9397-5976 (AH) - - - - wbowers@tpg.com.au



Hello Members,

Thank you to all the members who have updated their membership information on their renewal forms - keep it up! Please remember to post your renewal for or bring to the meeting even if you use BANK DEPOSIT. Remember, it's not wise to post cash for obvious reasons!

Membership Status

Number of members: 161
 Number of expired members: 11
 Number of current financial members: 150

New Member List:

A big welcome to the following new club members who have joined the Victorian club over the past few months:

**Bernard and Marie Northey (142)
 Doug Miller (262C & 245GL)**

If you have any queries about your membership please feel free to contact me via email wbowers@tpg.com.au or phone (03) 9397 5976.

Regards,
Wayne

Brickbats & Bouquets

with "Grumpy"

MONKEY BUSINESS

Have you ever wondered if the car in front of you being driven in an erratic manner is being driven by a man or a monkey? Because of the high back seat you cannot see the driver.

You have heard of the three wise monkeys, *see no evil, hear no evil, and speak no evil*. I suspect that they have distant cousins - the three silly monkeys, *see nothing, hear nothing, and do everything stupid*.



Number one monkey drives and because his legs are too short to reach the pedals number two monkey sits on the accelerator and operates the brake with his hands - according to instructions from the "driver". Number three stands on the back seat and makes faces at me through the rear



window. "Oops! Sorry lady I did not realize that is your son!"

The monkey driving is too busy swerving in and out of the traffic to bother with using the turn indicators. Which brings me to old days before the invention of the amber flashing lights - at first we had to have the window open and use the right arm to indicate the intention to stop or turn right then some monkey in the forerunner of VicRoads invented three more hand signals. We had to point over the roof of the car to indicate a left turn, then to diverge right we had to put our arm out at forty-five degrees. But the real gem was "I am about to slow down". You stuck your arm out, palm down and waved it up and down.....this was known as "**Patting the Dog**"!

When driving in the city the driver's window had to be open at all times and signals were required in the rain and at night and if the driver was wearing a black coat and gloves it was almost impossible to see if or what the driver was signaling.



Then as more new cars took to the roads with turn indicators long suffering drivers were allowed to use them as a legal alternative to hand signals. What monkey thought that driving would be safer with the driver taking his hand off the steering wheel to wave it out the window I will never know.

Other strange legal requirements were that a car must only have two equal headlights. A particular Rover model had a central fog-light - this had to be disconnected before the car could be registered in Victoria, but was legal in other states. The Wolseley car from England had a little white plastic badge in the centre of the radiator grille lit from behind by a 2 watt globe which



was also illegal. At night when the headlights were on it was impossible to see the lit badge unless you were closer than ten metres. But the final gem was the requirement that at dusk the headlights could be switched on from the dash-board but the taillight had to be "**lit**" by stopping and walking to the back of the car to operate the external switch. This I suspect was a hangover from the days when cars had a kerosene lamp for a taillight.

Monkeys live chattering to one another all day long so when I see a driver nattering away on his mobile phone I figure he/she is reverting to the ways of his/her simian ancestors!

It has been said by wiser people than I that "**the law is an ass.**" I would contend "**the law's a monkey!**"

GRUMPY

[Give the monkeys some credit Grumpy. Statistically speaking, if you get enough monkeys typing for a long enough time, they will eventually type out Shakespeare's Hamlet in full if they don't run out of paper! Ed.]

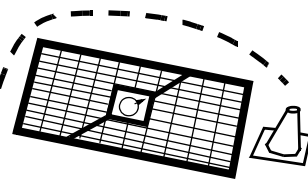


240/260 Register

Mark Hoffmann

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Welcome club members to this issue's 200-Series Register article. The club's annual "show & shine" display at the British & European Motor Show at Flemington is behind us for yet another year (covered in depth elsewhere in this issue) and I am thrilled and humbled to have come away from the event with a further three trophies to add to my collection; best-in-class for both my 1991 740 wagon and 1985 240GLE in their respective categories, and the "Master Class" award for the latter, as the independently-judged overall best car on display.

However with my "new" gold 1991 740 wagon having been acquired early in the period since the 2007 display, the lead up to the event put me in the unenviable dilemma, no doubt familiar to a number of enthusiasts reading these pages, of having more cars that I wished to display than I had drivers to enable them get there. I was keen to make my debut appearance in the 740 on this occasion as much time and effort had gone into bringing what was a very reasonable and original 16 year old wagon at the time I found it on the second-hand market last year, up to a standard of appearance throughout that I am very proud to drive and to show amongst other enthusiasts. The wagon also gave me the opportunity to display a car in a category in which I had never been able to before, that being the "700 & 900 Series" Class, whereas my efforts thus far had always been entirely within the 200 Series with my two 240s.

The choice to take the 740 ultimately prevailed and so it transpired that my venerable old white 1976 244DL (which I figured that most local enthusiasts were probably tired of seeing at displays anyway!) remained garaged at home for the occasion which would have marked it's 11th consecutive year of Volvo Club annual display appearances under my ownership, at which it has claimed 1st prize in it's category every year except once in 2003, where I was pipped at the post by a rare 1977 "anniversary" 264 that came to that one event, after which it was never seen at the club again!

In spite of the absence of the white 244, admittedly my sentimental favourite, most of it's other Hoffmann Family stablemates including my blue 1985 240GLE (driven by father Peter on the day who left his own 940GLE at home), gold 1991 740 wagon, plus mum in her grey 2002 S40T, ventured out to Flemington on a picture-perfect - if a little hot towards the afternoon - Autumn day. There they joined a club display of around forty very well presented Volvos for what was a great occasion enjoyed by all those who attended.

In keeping with the trend of recent years, as club members update to ever more affordable later model Volvos, numbers of 240s at the display were comparatively low, although it was great to see my own blue 240GLE flanked by identical models in silver-green and red, owned by Adrian Beavis and Thorben Hughes respectively - both very worthy cars in their own right - and a new club member helped to fly the flag for the earlier models in the 240 series with an amazingly original orange 1975 244DL which I hope remains a well looked after club car.

With the people's choice judging over and done with, all that remained towards the conclusion of the day was to announce the prize winners, and I was very pleased to see my friend and current Volvo Club of Victoria Treasurer Adrian Beavis claim the award for the best car in the category of "200 Series 1975-80" with his excellent and largely-original pale blue 1979 244GL sedan - a just reward for the many hours of labour I know he has put into bringing the car to a very high standard of appearance.

I proudly collected my aforementioned prizes, and our family's haul was rounded out with mum proudly claiming the prize for best car in the hotly-contested "850 & Later Models" class for her S40, a feat she managed to repeat from last year's event amongst a field of very worthy cars, and congratulations are in fact due to all of the various category winners whom I look forward to designing a trophy for in the coming months, in time for

presentation at the club's Christmas party luncheon in December.

Having re-read what I have just written, it occurs to me that it might give the impression that our annual display day is a very competitive occasion all about winning and out-shining so to speak, but this is certainly not the case! The people's choice judging process is essentially a bit of fun (and very subjective fun I might add!) which just enhances a great day of enthusiasm in which participation is the name of the game, and we all have the opportunity to showcase the cars that we love amongst ourselves and for the public. Congratulations to all club members who brought a car (or several) along on the day and helped to make for a great event!

Having proudly summed up the 2008 British & European Motor Show from both a Hoffmann family and a Volvo 240 Series perspective, what I have to offer for the remainder of this space is yet another guest contribution, the second installment in fact from Irish Volvo enthusiast and fellow Ebay-devotee Brendan O'Donnell, who last time took us on the winding path via which he became a 240 enthusiast and owner. Brendan has been busy, and it seems Volvo 240s have been robustly changing hands on the Irish motoring register!

Brendan writes...

Having brought the white 245 to a condition whereby it passed the Irish National Car Test (NCT) without any issues, it came to pass that I saw a silver 240 sedan listed on ebay and put in a bid (I know, I know, I must learn to stay away from ebay!). As you can guess, I won the auction and this entailed a trip to England to collect the car.

The plan was to fly over to Birmingham early in the morning, pick the car up and drive it to the ferry port at Holyhead, followed by a short ferry crossing to arrive home in time for breakfast the next morning. Well, that was the plan, now this is what actually happened:

I arrived at the airport and checked in at 05:30am, and whilst sitting in the departures lounge it was announced that there was to be a delay. Several announcements later, and our 06:30am flight finally departed at 12:30pm. This now meant that I would miss my scheduled ferry

time of 5:30pm, so had to re-schedule that to 02:30am the following morning. I also had to keep the owner of the car I had purchased updated, as he was picking me up at the airport.

Upon my arrival, the car turned out to be more or less as described, and I headed off to the ferry port with time to kill, on the way popping in to see friends of mine in St. Davids, Wales. Later, whilst driving to the ferry, the car suddenly died. I tried to restart it but with no luck, then I recalled an article I had read regarding troublesome Volvo fuel pump fuses. So while pressing the contacts of fuse no.4 together, I turned over the car and it fired up no problems. Later, I removed the fuse and the metal section literally crumbled in my hands. Luckily, I was able to make up a spare fuse using a piece of 13amp electrical wire I found in the glovebox. This quick-fix got me home.

Examining the car the next day it became clear that it required two rear shocks & springs, and a general tidy up. Now I had two Volvo 240s in my driveway! Some more of the fuses were showing corrosion and later in the week I discovered why; the front windscreen was leaking at the passenger side - a not uncommon Volvo problem. Lifting the windscreen trim, I squeezed in gutter sealant and left it to



harden overnight. The following day, with hose pipe in hand, I tested the seal around the windscreen and it held.

As it turned out, a friend of mine who had earlier given me a set of "Corona" wheels from his dead 245 now needed a car, and I offered him my old white 245 which he was delighted to take off my hands for a fair price. Out with the old and in with the new!

Now I could focus on getting the new silver 240 through the NCT inspection. Everything ran fine when put through the test and the examiner even commented on how low the emissions were! I must say that



I preferred driving a sedan rather than an estate, but that is just personal preference. I performed my usual customisation with better stereo & speakers, and in the lower dash position (where the radio is fitted on earlier models), I installed a custom three-gauge pod consisting of the genuine Volvo accessory voltage, oil pressure and oil temperature instruments.

I enjoyed this 240 for a couple of months before spying my ultimate 240 model; a GLT with a good service history, offered for sale by a Volvo Owners Club member in England. I spoke to the owner, came to an arrangement, and agreed to pick up the car the day before going to the Volvo Owners Meeting in York in mid June of last year. Thankfully, this trip was different to the pick-up of the silver 240, as all went well, and I arrived into Norwich where the owner was there to meet me.

The GLT was/is amazing and met all my expectations and then some, and the handling and power of the 2.3 litre fuel-injected engine is great considering it's near 20 year age. The trip from Norwich to York and then home was totally uneventful, and now I was once again back to having two Volvo 240s sitting outside my front door.

One of my brothers popped in one day for a chat and casually suggested that seeing as I now had the variant of 240 that I had wanted, why shouldn't he buy the silver one from me? I would never have suspected this particular brother of mine of being a Volvo fan but he was (I live and learn), so I couldn't say no and yet another deal was done, me returning once again to single 240 ownership.

Once again, I performed the customization to this car of better stereo & speakers, and the custom instrumentation in the lower dash position. On this occasion, however, the oil temperature unit had to be in Fahrenheit as that was all that was available via ebay at the time! I've also since installed a pair of clear front corner lenses and a blue rear roller-blind which was purchased from a member of the "Turbobricks" forum. I have also installed a drivers heated seat element as the drivers seat had been refurbished and no element was re-installed at the time.

I bought a second hand instrument cluster and installed a set of dial layovers from Dave Barton. Check out the website at: <http://www.davebarton.com/WhiteFaceGauges.html>, and removed the standard dash bulbs and replaced them with three blue LEDs which I hard-wired into the dimmer switch.

Having replaced the oil-trap and cleaned out the throttle body, I decided to replace the injectors as after 20 years I figured they must have accumulated some amount of rubbish. The replacement injectors and seals were sourced from FCP Groton in the USA (a large aftermarket parts supplier) as

they were considerably cheaper there than from the local Volvo dealer.

My next planned modification is to wire in two LEDs to the plastic cover that sits over the sunroof handle in order to better illuminate the front area, as I find the standard lamp that's in the middle of the car is useless, another common 240 niggle. I also want to install a remote central locking unit which is operated by a fob and have been looking at various models on ebay recently, so will keep you posted as to my success, as I know many of us enthusiasts frequent that avenue as a source of parts for our mods and upgrades!

Sadly, my 240 GLT failed it's NCT inspection with a stuck piston on the rear right-hand brake caliper. I have since bought a replacement caliper for installation asap. Once replaced, I plan to strip the faulty one down and use it to learn how to rebuild them.

Please note my new webpage address is: <http://web.mac.com/odonnellbrendan/iWeb/Site/Brens-240-Page.html>

Please feel free to check out the photos of the Volvos I have or have had, and the projects I am currently working on. Regards, Brendan O'Donnell (2008).

Thanks Brendan for sharing your adventures. It makes me wonder, though, how many more 240s you might turn over between now and when we speak again! With the 240 series having been such a popular model, not least in Australia, I'm convinced that there must be more people amongst the readership of this magazine who would be keen to share their stories of 240 ownership and enthusiasm, and perhaps to see their words and photos reproduced on these pages? To that effect, anyone is most welcome to contact me directly via email at vol240@freeuk.com or via the Volvo Club of Victoria website at www.volvovic.org.au as I would love to hear from you!

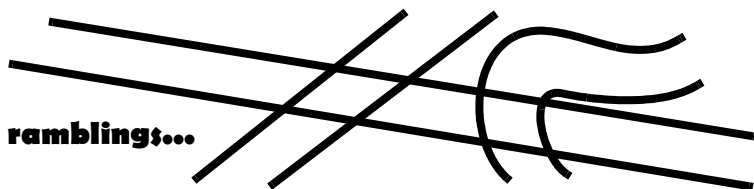
Until next time, and as always, I wish all members pleasant and safe motoring.

Mark Hoffmann



YOUR SAY

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



Volvo Wedding

[Editor's note: Daryl (and Benjamin!) have featured previously on the pages of *Rolling Australia* - first was a cute photo of baby Benjamin carefully "displayed" on the bonnet of Daryl's beautiful silver S70 T5. Next, it was photos of Daryl while on a tour of duty in Iraq, pictured on a military vehicle holding up his issue of *Rolling*. Here's a short update from Daryl's wife Nicole, and accompanying photo.]

Attached is a photo of my husband's S70 T5. Daryl finally convinced me to have his beloved Volvo as our wedding car, now that's love ha-ha! [Larger pic on back cover. Ed.]



Daryl and I got married in July 2007 after meeting in Darwin whilst we were both serving in the army. We met through a friend in Darwin whilst I was on a break from serving in East Timor. It was love at first sight and here we are 5 years later, married and expecting baby number two, aaawww.

Daryl served two tours of duty in Iraq after which we decided it was time to leave the army lifestyle and settle down to raise our family together.

We lived together in Darwin for 4 years and had our first child, Benjamin in 2006. Ben made it into the Volvo club mag when he was just a week old propped up on the bonnet of Daddy's Volvo.

We moved to Adelaide about 6 weeks ago and are expecting our second child in August this year. We're all very excited about being in a city where we have the chance to attend some of the club's functions. Cheers,
Nicole Thomas

Birth Announcements

Icelandic correspondent James Maddison emailed some photos of his "new" Volvo, stating: "I suspect, after my highly vocal anti-850 campaign this will garner a few chuckles... but then, for the price I paid for it, it was a bit too good to pass up." Needless to say it is an 850! Maybe front wheel drive does make sense in the snow James? James can be contacted via email on lotsofmagnets@yahoo.com.au for anyone wishing to say hello.



James' 850

Mark Icton has finally found his dream wheels, a 262C Bertone Coupe. It needs a little work (bit of rust under the screen etc.) so it probably won't be on the road soon. When I asked Mark about the V6, he said "the engine pre-dates Jurassic park, it's slow and drinks more than me!" Unfortunately, he won't be swapping in a huge-turbo B230FT as Wendy is "up the duff" (I suspect this means "pregnant" for the more cultured among us!) and the baby is due in October. Congratulations Mark and Wendy on both the latest and the upcoming additions to your family!



Mark's 262C

Rolling back the years - my life as a Volvo lover.

by Paul Kennedy

My introduction to the name Volvo - apart from in Latin class in 1969 - was when an uncle drove a brand new one into my father's driveway in May 1972. LEA-156, a 144GL, was buttercup yellow and had black leather seats. The sound it made was magic, a kind of urgent throaty rush. Compared to that, a neighbour's Fiat 132 just sounded like a fat bumblebee.

I was smitten. I wanted one even more than I had earlier wanted an orange 1600 Superbug. The Volvo's high stance, thick shoulders and sensible glasshouse design made Detroit's ubiquitous coke bottle styling look dated. The following year, a neighbour bought a forest green 144DL, LNC-657 and my desire for a Volvo grew stronger.

Five years later, in 1979, I bought my own. It was a 1974 144DL - LXX-653 - yellow with tan velour. It cost me \$3500 and it was a GT sub-model, although the only place the GT badge appeared was on the factory-fitted steering wheel. Does anyone have a long memory for sub-models? I'm not sure if it had any other GT features, although it handled a lot flatter and less mushy than later 244s I owned. It was a great car, but it developed such loud tappet noise it sounded like a Russian tractor.

My next Volvo came along in 1984. I found IRF-031 - a 1976 244GL Executive, Huon green with black leather - in a garage in Grange Road, Toorak. (The Executive model was precursor to the GLE, however the name 'Executive' once again did not appear on the car. 'Executive' features were leather, air and a GL badge on the grille.) The car had been owned by an elderly yachtsman who drove it to the Peninsula on weekends. The only problem I ever had with it was a stuck governor valve on a journey to Echuca, where John Freeman, previously of Manton's service division, fixed it. The 244's black leather was unmarked and still smelled new when I sold the car in 1988 for exactly the same price I had paid for it four years earlier: \$5500.

Then I had an early mid-life crisis and played around. In order, I had affairs with a 1980 Datsun 280ZX, a 1965 Falcon XP four-door, a completely original 1977 HZ Holden and a 1989 Rover 416i Vitesse, among others. All types, all ages, all nationalities.

But by the late nineties, I lusted for a Swede again. I missed the easy familiarity, the even temper and that breathy voice: the lusty, throaty cry of a hot Swede under full throttle. Compare that to the blatt of the Japanese, the whine of the English or the common nasal twang of the Australian.

So I went searching again and found an original 1975 244DL for sale at \$3500 by James Smith, one-time proprietor of Manton's Motors, and now Lotus importer through his company Monarch Motors. IHF-393 was unmarked burgundy with red velour and a complete history in the glovebox. That was in 1997. The car was 22 years old. For a Swedish model, still a young thing.

Later that same year, we were moving to the country and I needed a wagon for haulage. I found a fire-engine red 1978 245DL at now-defunct



The blue 245DL with hail on the bonnet and bird-damaged headlight cover

Marque Motors in East Brunswick. I paid \$3500. (The prices of old Volvos seemed to be stuck at \$3500 for about ten years. Then they took a sharp dive.) AIA-918 had feather-light power steering and aircon. It was our daily workhorse for years. The odometer had stopped at 250,000 kilometres long before I obtained the car, and by the time John Johnson (of Voldat) replaced the engine in 2002, the mileage could have been close to seven figures.

I added to my harem of Swedish beauties in 1999, when a pale blue 1978-

plated 245DL appeared amongst a sea of Toyota Camrys on the bunting-flagged forecourt of Golden Reef Motors in Fawkner. ADA-887 was only the second manual Volvo I had owned. It was the cleaner-lined 1977-build model without all the flashy chrome bits around the grille. It had an unmarked electric blue velour interior and despite a mileage of 367,000 kilometres, looked stunning. The two blues, pale outside and electric blue inside, actually made the car feel cool enough not to need air conditioning. Don't believe me? I'll take you for a drive. I still have the car. One day, I discovered why ADA-887 was so well looked-after: a hubcap fell off, and underneath, in clear black text, was written a phone number and the word 'reward'. Anyone who offers a reward for a lost hubcap is definitely the kind of guy to buy a car from.

By now, I was commuting to Melbourne from northern Victoria. I spent a lot of quality time with my three Swedish beauties. On Monday, the red-veloured comfort of purring IHF-393; on Wednesday, a ride with the practical power-steer AIA-918, and on

The ORANGE 244DL. Below, accepts a People's Choice award at the display day.



Yep! The odometer reads original 40791 km!



Friday, a few hours up and down the gears with the manual-boxed ADA-887. They performed faultlessly, but the latter car was hit twice by birds: one smashed an original Perspex driver's-side headlight cover (see picture), the second took out the passenger side windscreen wiper on a rainy morning. The wiper arc wore a scratch in the windscreen, still there to this day.

As intrastate commuters, bear in mind they had a collective mileage of a million kilometres-plus. But also bear in mind I had these cars religiously checked and serviced every 5000 kilometres. Usually by Lui Lana (who started his career at Volvo Australia) at his garage Autostrada Sportiva in Brunswick; and occasionally at Voldat, which was too far away to visit regularly.

In due course we moved back to town and I rewarded the senior member of the trio, the burgundy IHF-393, with semi-retirement in the country, where my brother-in-law drove it occasionally before retiring it permanently in a paddock, gazing to the northwest - clearly in the direction of Sweden. It shares the paddock with two early Land Rovers and a pair of upside-down British Wolseley 24/80s. If you listen very carefully, you can almost hear the latter cars whining.

In 2004, I traded the red wagon, AIA-918, on a bronze 1986 240DL wagon. This car had a mere 390,000 kilometres on the clock, but it was all Geelong-Melbourne commuting. This was another meticulous-owner special. It came with a Peck and Stokes history an inch thick: the owner had spent an absolute fortune on it. What's more, just about every invoice had been annotated with underlines, circles and question marks. The owner would have been the customer from hell to the service manager at Peck and Stokes; but for me, it meant that the car was perfect in a grandpa's-axe kind of way. It still is. We're approaching 500,000 kilometres.

Then, in March last year, I bought my oldest Volvo to date: IKC-694, a 1976 bright orange 244DL automatic in brand new condition. Despite its age, the car had registered just 40,660 kilometres, of which the first 20,000 were covered by 1978

when the owner retired; and the balance eked out over the following 29 years as he drove the car weekly from his Eaglemont home to the East Ivanhoe shops. Lui Lana roadworthied the car, commenting that he had quite possibly done the car's pre-purchase check when at Volvo Australia in 1976. It is possible that IKC-694 had never driven on a freeway nor topped 100km/h. It was stiff and tight, and felt like new cars used to feel in the days when you had to run them in.

And there's nothing in the world like running in a next-to-new Swedish model.

[It was great to meet Paul and see his latest acquisition at the Display Day in March - fantastic car Paul! Thanks again for the story. Ed.]

For color photos on the web, check out Paul's links below:

<http://verygoodcooking.blogspot.com/2007/04/tangerine-dream.html>

<http://verygoodcooking.blogspot.com/2007/04/sneak-preview.html>

<http://verygoodcooking.blogspot.com/2006/11/two-days-ago-we-were-swimming-in-sea.html>



Fishy Volvo?
240s seem to make great "art cars"

2008 Melbourne International Motorshow Auction

Lot 40 1962 Volvo P1800 Coupe

GET A NO-OBLIGATION MOTOR QUOTE HERE

Enquire about this list

Your Name:

Your Email:

Comments:

* Required fields

Send to a friend

Friends Name:

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GUIDING RANGE

SOLD \$31,500

ENGINE In-line 4-cylinder, 1800cc

GEARBOX 4-Speed Manual

BODYWORK Coupe

COLOR Red

REG NO. 5669

CHASSIS NO. P180395HA5107

INTERIOR Cream

TIRE Leather

WHEELS Steel disc

MARKS Discs/Drums

Description

Best remembered for its role in the television series The Saint, with a young Roger Moore starring in the role of Simon Templar, the stylish Volvo P1800 was based on the success running gear of the 120

Recent Shannon's Auction - \$31,500 for a 1962 P1800 (seems a good result!)

ebay.com.au Sign in

Categories Motors

GLE-244 Volvo number plates Victoria GLE244 244GLE 244

Buyer or seller of this item? Sign in for your status

Listing price: AU \$5,000.00

End time: 04 May 08 19:43 AEST (9 days 10 hours)

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

Location: Australia, Victoria, Australia

Buyer: User ID kept private

View item pictures

Listing and payment details: Show

Meet the seller

Seller: user008 (1) (0)

Member since: 24-Apr-08 in Australia

Buy safety

1. Check the seller's reputation

2. Check how you're protected

PayPal Pay with PayPal and you may be covered for up to \$400. Conditions apply

Asking price of \$5000 for a set of GLE 244 number plates might be optimistic?



The 1800/120 Pages

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

VOLVO 1800/120 CLUB AUSTRALIA INC.

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<http://www.volvo1800-120club.com/>

eGroups site:

<http://autos.groups.yahoo.com/group/volvo1800120oz/>

123GT web page:

<http://www.volvo1800-120club.com/123gt.htm>

Downloadable Membership form:

<http://www.volvo1800-120club.com/membershipform.doc>

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

2008 EVENTS

MAY 16-19 Toowoomba Rally (in conjunction with other Volvo clubs of Australia) (this promises to be great, so please come along!)

JULY 6 picnic and boot swap meet Brisbane north side

SEPTEMBER 7 picnic and boot swap meet Brisbane south side

NOVEMBER 2 AGM

President's Report

The keen 1800 observers out there would, of recent times, seen further evidence of the increase in popularity, and thus price, of our little beauties.

I am speaking of course of the result of the Shannons Auction at the Melbourne Motor Show recently, where a restored '62 P1800 sold for the record price of \$31500.00. Another E that is for sale in *Rolling* also adds weight to the position. Have you noticed the shortage of cars for sale, too?

Whilst I am not suggesting that 1800 prices are going to spiral upwards to ridiculous levels, (like some old trucks with GTHO badges on them), it does suggest that if you were concerned at over-capitalising your 1800 on restoration, that such concerns can be put to rest. If nothing else, does it ignite your fire to put some money into the old girl?

And why wouldn't there be demand for our cars? Wherever I go in mine, I get lots of turned heads, and many admiring comments. The 1800 is comfortable, safe and fun to drive, and it won't put a hole in your wallet running it.

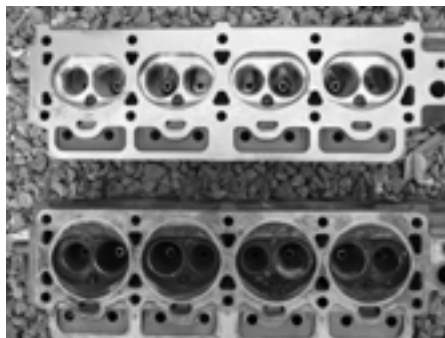
So for those owners whose 1800's are still languishing around in their sheds, I will repeat earlier words in this column - Get down there and get that car going!. We would all love to see your beauty at an event.

122 Restoration Update.

A feverish pace is being maintained to complete the 122 for May 16. Even for a simple old car like a 120, it is surprising the number of hours the restoration process sucks up. Some things go well, but others take forever, and you can get tied down by fiddly little things. Those are the joys of restoration I suppose.



The accompanying shot shows a standard B20 head versus my Comerford modified one. You can see the amount of metal that has been removed, particularly around the exhaust ports, and the polishing that has occurred. What a work of art! (thanks again Gary the Guru)



The Webers have been fitted, but the linkage set-up proved to be something of a pain. As this is written, I am fiddling around to get the engine to run nicely. As always, perseverance will pay off, I am sure.

Upon attempting to bleed the brakes, it quickly became apparent that the front calipers had seen better days. The large piston was jammed in the right hand caliper, and upon its extraction, it was very pitted and rusty. The only option was replacement, for all pistons. Gerry to the rescue again.

A closer examination of the rear axle revealed that the large bushes on both sides that secure the trailing arms to the axle were broken. The rear end of this car must have had a mind of its own when it was going. (maybe that's why it was taken off the road!)

So the big question will be will the car be ready for the May rally? As you read this, the rally will be very close. I guess you will just have to wait and see for yourself!

*Robert Bakker, president
Volvo for life!*

The SA Pages

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



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

Historic Registration Vehicle Inspections - June 29th

In order to complete the required annual inspections of Club vehicles which are on the conditional (historic) registration, the club will hold a Show & Shine with BBQ lunch in the grounds of the Glandore Community Centre (same place we hold the Friday night meetings) from 10 AM.

Whilst the objective is inspect the conditionally registered vehicles, All club members are invited to bring there cars along and participate in the 'Show & Shine' and BBQ lunch.

Plan to arrive from 10:00am onwards, expect lunch around 12:30. The Club is providing BBQ, please bring own drinks and chairs, picnic tables / rugs, etc.

Note: Log books will be checked only; they will be endorsed at the AGM in July as usual.

Contact Ken, Craig or David (contact details under Committee details) to advise attendance for catering purposes by Monday 16th June.

SEMAPHORE

24th February, 2008

Set between Grange and Outer Harbour, Semaphore is the Glenelg of the North. As the first of the year's

activities we met on the foreshore for a leisurely picnic and chat and to firm up arrangements for the Toowoomba Rally.

WARRAWONG SANCTUARY

16th March, 2008

Situated in the Adelaide hills at Mylor, Warrawong is well known. The SA club visited the sanctuary during the middle weekend of our recent heat wave. Unfortunately the heat wave conditions meant that the wildlife area



remained closed to enable the animals to better cope. After morning tea in the cafeteria we were treated to a display of some of the more exotic residents conducted by a wildlife officer. This ranged from 'stick insects' to a carpet python.

Following the animal display we all adjourned to Hahndorf for lunch in the air-conditioned hotel and then a wander around the markets.



VOLVO CAR CLUB OF SA - 2008 EVENTS

MAY
9TH

Club Meeting
7.30pm – Glandore Community Centre

16TH – 19TH

2008 Volvo National Rally
Toowoomba
Details at: www.volvoclubqld.org.au
Contact Craig Rasmussen on 0428 529 372 for leaving date and route details

JUNE
29TH



Club BBQ with Show and Shine
10:00am onwards - Glandore Community Centre car park and grounds.
BYO Chairs, Picnic table or rug.
Compulsory for Historic Registration Inspections
All books to be signed at the AGM

JULY
11TH

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

13TH

Mid Year Lunch
Details closer to the event



AUGUST
17TH

Keep an eye out for event details

SEPTEMBER
12TH

Club Meeting
7.30pm – Glandore Community Centre

28TH

Bay to Birdwood
Vintage Run
Get together at Gumeracha to watch the run
Details closer to the event

OCTOBER
21st



Pine Point Crabbing Weekend
8.30am – Depart Globe Derby, Port Wakefield Road
Bring shoes to wear in the water, rakes, buckets and eskies
Catch your own lunch or if not in luck BBQ lunch supplied
BYO chairs & drinks

NOVEMBER
8TH

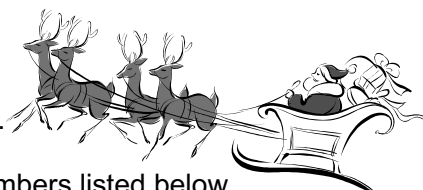
Christmas Pageant

14TH

Club Meeting
7.30pm – Glandore Community Centre

23RD

Christmas Lunch
Details closer to the event



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

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

Ken (08) 8293 2784
John & Joan (08) 8294 3183
Tricia (08) 8248 5081

Ralph (08) 8299 4941
Alexander 0414 423 505



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Toowoomba Rally:

Next issue of Rolling will feature a more detailed report of the rally but here is a brief overview of how the Queensland rally came into existence and a little insight into what goes into organising a rally.

The decision to hold the 2008 National rally in Toowoomba was made at the 2006 Inverell rally. It is the first time that the Queensland club has ever organised a rally and Toowoomba was chosen due to it being accessible to major inland highways from all southern states and being regarded as the inland capital of Queensland. It and the surrounding areas have a lot to offer visitors.

The Rally Committee of Helen and Grahame Hunt, Eunice and Vic Austin, Gaye and Terry Carey and Greg Munro was formed and after a successful initial meeting an overview of the weekend was planned.

Briefly the rally was to consist of:

- Friday Check-in day with free time for visiting the local attractions of Toowoomba
- Friday night would be a welcome dinner

The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

- Saturday was to be a drive around the surrounding districts with lunch - Highfields was the general area that we decided to go
- Saturday night dinner at a local restaurant
- Sunday was the major display. Queens Park was the obvious location as it is only two streets from the main shopping area and had an area that would be ideal for the display.
- Sunday night was easy - a presentation dinner.

Next major decision was a motel - we decided that one large motel would be excellent as you know the best part of any rally is getting together in the car park. We went to a nearby motel but quickly decided that it was not the place for us. We were then very fortunate to approach Tamara and Nick at the Grammar View Motel. They had only recently taken over the motel and were doing a lot of redecoration and they were only too happy to show us around. The rally committee immediately decided to book the motel for the rally. Fortunately for us there was another motel next door which would be able to take any overflow of bookings.

Since then the committee has had a couple of other meetings to make the final decisions about the rally and everything seemed to be coming together quite well.

The committee has been very pleased with the level of interest shown in the rally and at the time of writing this article the Grammar View is full and the Apple Gum Motel is taking any extra bookings. As well in an effort to promote the Queensland club, the committee decided to have Sunday Display only registrations and we have been greatly excited by the interest shown by people who for circumstances beyond their control can only attend the display but also by the number of Volvo enthusiasts from the Gold Coast, Toowoomba and Brisbane area who are attending the Sunday display.

Hopefully all rally participants will have enjoyed themselves with attendees from all over Australia and even from New Zealand and we will all look forward to the next rally and the opportunity to catch up with old friends.

In the next issue of Rolling there will be a 2 page colour photo spread of the rally [assuming logistics can be sorted out with the printer! Ed.] and we also encourage people to send in stories of their Rally experiences.

VCQ COMING EVENTS:

Friday 16th to Monday 19th May

2008 - Volvo Clubs of Australia National Rally at Toowoomba, Queensland.

Saturday 12th July 2008 - Tech Day - venue TBA. A great opportunity to gain new knowledge about your Volvo and get some tips on any problems your Volvo may have.

Sunday 10th August 2008 - Sirromet Wines club day in conjunction with the MG Car Club. More details next issue.

WELCOME NEW MEMBERS:

Tony Forno: 1979 242GT & 1986 240GL Wagon

Suresh Anchal: 1998 V40

John and Gayle Vanzino: 1980 242GT & 1994 850 GLE



Space fillers! 480E\$ dragster and 1800E\$ dragster...why? Why NOT?

MOTORSPORTS REGISTER

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



Local Motorsports Information

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

Wakefield Park website:

www.wakefieldpark.com.au

Winton Motor Raceway website:

http://www.wintonraceway.com.au

Calder Park motorsport:

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

SDMA website:

www.sdmahillclimb.com

AROCA Victoria website:

www.alfaclubvic.org.au

Holden Sporting Car Club of Vic

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

OPEN PRACTISE AT CALDER:

Calder Park run 'open practice sessions' on most Wednesdays on the circuit track. Drivers must have a helmet and current drivers license. Safety officers are onsite during the day. Cost is \$165 per vehicle.

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

Should you be interested in attending any of the events listed or if you're aware of any other events that might be of interest, please contact:

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Noel Bruin

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ph: 0423 663 036

Cameron Tuesley

cam36023@yahoo.com.au

ph: 0425 791 817

Events for 2008:

11th May 2008

Calder Park Track Day. Ford XR-XY, ZA-ZD Falcon Fairlane Club Of Victoria. email me for more details.

VP Tuning Update

Hi there fellow members.

At the moment we all know that the US dollar is extremely in our favour for buying parts / cars from the US so I thought to put a bulk order together for IPD sway bar kits.



The IPD bars have proven what they can do for the handling of the car. Their customer service is also one of the best in dealing with faulty IPD parts for warranty as some of us have experienced.

The cheapest way to get them into AUS will be sea freight like we did with the TME exhaust kits! The US postal service has changed their policy on oversized parcels. They don't offer sea-mail service anymore. At this moment IPD uses a freight service which is fairly compatible but once it lands in AUS there are so many costs that the kit will be way too expensive for a single order.

IPD are more then willing to help in any possible way. We estimate we need at least 10 pre-orders to get the ball rolling and to take advantage

of a cheaper price. Of course the more the better in the end for all of us!

It is hard to tell at this stage what the end price will be but it shouldn't be more than what it was when sending with the post even hoping to get the price below that!

There is good stock level on the sway bar kits which ranges from the PV / 120's till the new C30. To make sure your kit is available check their website.

So if you have any interest in purchasing a kit now will be the time!

There will be a deposit required with balance due when stock arrives or if you wish to repay the remaining balance in instalments this can be



arranged.

Of course if you are interested in any other (heavy, bulky) IPD parts let us know. For out of state customers we have good TNT courier pricing. *Let's make this happen!*

Regards,
Mark Richardson
VP Tuning
PO Box 2002
Seaford Vic 3198
Phone 0403 814 545
Fax 03 9775 5302

[I highly recommend ipd sway bars on your Volvo - it's probably the best way to transform your Volvo's handling - I wouldn't have a Volvo without them! Greg Sievert - Editor]

VP Tuning

Rydell

35L

Q&Oils

Volvo Performance Parts

Mark Richardson

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Australia

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

Victorian Events Coverage

Classic Volvo Service & Amazon Spares Open House

24 February 2008

There was a fairly good turn-out of cars and shoppers for the open house and sale despite the weather being somewhat misty and cool in the morning. Bargains were everywhere, and those who arrived early got the best goodies, including new-old-stock parts for 1800's, 140's and Amazons. In

addition to new parts, there were many used parts of almost every description - everything from a full interior for an 1800ES to doors, heaters, bumpers, etc. Rob from Vospa was also on site with a bunch of parts, and Lyle from Bilva turned up later in the morning with some parts for the earlier Volvos. The BBQ kept us going and there was a display of classic Volvos and other makes, including Bill Benic's racing 122 and an incredible "woody" Ford Falcon wagon. The funkiest car on the day

was a pre-Audi "Auto Union" 3-cylinder coupe that actually had the radiator sitting behind the engine, and used the warm air from the radiator as the heater.

Thanks to John, Irene, Rob and Lyle for offering some great deals and putting on a nice show.

Note: See inside front cover - this edition - for some additional sale items on offer if you missed out on the day!



Very sad 122!



Unique Ford Falcon wagon above



Walter's 1800E above



Audi pre-cursor above



Bill Benic's racing 122



Grab a bargain!

-->





**Display Day at
Flemington Racecourse
2 March 2008**

This year we had about the same turn-out of cars for our annual display day and show-n-shine - 42 cars in all (vs. last year at 41 cars). The weather was beautiful, and we had a large area to spread out in at the Flemington Racecourse grounds. Thank you to Silverstone Volvo for loaning a shiny new C30 T5 to Heino to have on display - we think at least 4 new C30s were sold based on people sitting in and admiring the display car, so it was good PR for Volvo! The C30 looked great next to Walter's and Greg's 1800ES models with the design similarity of the glass hatchback being unmistakable.



This year we had 12 pre-240 Volvos, vs. only 8 last year, so the classics were out in good numbers. There was only John Grant's 122, so where are they all hiding? Good to have both a 444 (Kaub's) and a 544 (Len Ward) this year! Front and AWD cars were the same as last year (9 total), so that meant we had a slight reduction in the number of 2/7/9 models, and no 340/360's this year (vs. one last year - as Cam has moved to Adelaide!)

Thanks to our guest judge Jonas Waringquist, and thanks to our BBQ chefs Ben, Tina and Dion for helping the day go smoothly.

Mark Richardson (VP Tuning) had some performance parts on display and we all enjoyed looking at the cars, talking Volvo and meeting up with old and new friends of the Volvo persuasion! Congratulations to all the People's Choice winners, who can look forward to receiving a trophy or personalised certificate at the Christmas

**VOLVO CAR CLUB OF VICTORIA INC
RESULTS OF PEOPLE'S CHOICE VOTING
ANNUAL SHOW AND SHINE
SUNDAY 2nd March 2008**



120 Amazon & PV

1st HPV 544 – Len Ward – PV 544 Green
2nd JUB 666 – John Grant – 122S Blue

P1800S/E/ES

1st LPI 800 – Lemberth Marder – P1800S Red
2nd 727 GP – Walter Gowans – P1800E Blue

140/160 Series

1st LZP 527 – Sandra Gowans – 144DL Orange
2nd CH 9561 – Chris Stanford – 164TE Gold

242GT/262C & 242

1st BBE 827 – Lance Phillips – 242GT Silver
2nd UNI 973 – Keir Telfer – 242GT Silver

240/260 Series to 1980

1st AOU 629 – Adrian Beavis – 244GL Blue
2nd IKC 694 – Paul Kennedy – 244DL Orange

240/260 Series 1981 to 1993

1st MK240 – Mark Hoffmann – 240GLE Blue
2nd ND 007 – Thorben Hughes – 240GLE Red

700 & 900 Series

1st FNL 883 – Mark Hoffmann – 740GL Wagon Gold
2nd SFT 151 – Mark Icceton – 740T Blue

300 & 400 Series

No cars

850 & Later

1st GUDRUN – Gudrun Hoffmann – 2000 S40T Gray
2nd QDR 266 – June Beecham – V70T White

Modified

1st HOT 262 – Kaz Telfer – 262C Gold (Pimp mobile)
2nd AD182 – Ash Davies – 240GL Red

Encouragement Award: Selected by Club President

Angus Campbell-Wright – 760T White

Master Class: Selected by Guest judge Mr Jonas Waringquist

MK240 – Mark Hoffmann – 240GLE Blue

Awards Presentation event later in the year. Let's make next year's display day even bigger!

Photos of the event can be found on the following pages, including a picture of each car in attendance. What a great, diverse collection of cars we have in our club - something to be proud of...

Yea Autumn Fest 16 March 2008

by Lance Phillips

This year the Yea Autumn Fest was held on Sunday the 16th March. Melbourne had been having a run of hot weather but Len Ward was still keen to go so I said I would keep him company as Wendy could not go due to

an eye problem and the glare would have been too much. Len decided to take the 1974 144DL with wind down air-conditioning! We left about 8.30 and arrived about 10am in time to have a coffee in one of the many coffee shops/bakeries in Yea before perusing the festival activities and cars on display.

Photo	Model	Class	Colour	Owner
1	1800E	1800	Blue	Walter Gowans
2	1800ES	1800	Yellow	Greg Sievert
3	1800ES	1800	Yellow	Walter Gowans
4	P1800S	1800	Red	Lembert Marder
5	P1800S	1800	Red	John Huggard
6	P1800S	1800	White	John Johnston
7	544	120/PV	Green	Len Ward
8	444	120/PV	White	Robert Kaub
9	122S	120/PV	Blue	John Grant



2008 Display Day

Flemington Racecourse



Photo	Model	Class	Colour	Owner
10	164TE	140/160	Gold	Chris Stanford
11	144GL	140/160	Orange	Sandra Gowans
12	145S	140/160	Blue	Wayne Bowers
13	242GT	242/262	Silver	Lance Phillips
14	242GT	242/262	Silver	Keir Telfer
15	242GT	242/262	Silver	David Weston



The centre are contained many stalls selling various things from clothes to water filters as well as ones with food. I think ice cream and drinks were popular due to the heat.

In the blocked main street there was a good cross section of classic cars from various clubs. We didn't park there as we left around lunch time. At one end of the street was an impressive display of stationary engines with some being quite old and rescued from

various farms where they were doing service pumping water, cutting wood and probably producing electricity. They were all in pristine condition and obviously well loved by their owners. It would be an interesting hobby but no I will most stay with Volvos!

We went in search of Brian Beecham at the swimming pool and no he was not doing laps of the pool. The Radio Control Model Boat Club were displaying their craft and

demonstrating their capabilities on the pool or in the pool in the case of the submarine. Some very nice craft were there. Unfortunately Brian's Swedish PT Boat's battery went flat in mid pool so he had to wait for it to drift in to the edge to retrieve it. We left him to that task and went in search of June Beecham to say hello. June was in the cool inside the Town Hall talking about education for us oldies and what 'we' can do to improve ourselves.

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Phone: (03) 9848 9655, 9848 9346 Fax (03) 9848 9783

We left her and the various displays inside the hall for a bite to eat from one of the stalls before heading home in air-conditioned comfort or least with a warm breeze on the face.

Overall it was a pleasant drive with an interesting array of stalls and exhibits as well as the Classic Cars to look at. It is a recommended day out.
Lance Phillips



Photo	Model	Class	Colour	Owner
16	S90	7/9 Series	Blue	David Spratt
17	740T	7/9 Series	Blue	Mark Icteton
18	760T	7/9 Series	White	Angus Campbell-Wright
19	940GL	7/9 Series	White	Travis Ellis
20	740GLE	7/9 Series	Red	Mark Icteton
21	740GL	7/9 Series	Gold	Mark Hoffmann
22	740T	7/9 Series	Silver	Rick Robey



16



2008 Display Day

Flemington Racecourse



22



17



21



18



20



19

Photo	Model	Class	Colour	Owner
34	V70R AWD	Modified	Black	Peter Sokolowski
35	V70T	Modern	White	June Beecham
36	V40-T	Modern	Silver	Gudrun Hoffmann
37	V70	Modern	Blue	Dion Nowatzky



37



34



35



36



volvo downunder spares

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OR phone Gerry**

Also available are new
parts for 140 & 160 models



GERRY LISTER

p/f 02 9499 6666 m 0412 221 211

info@volvdownunder.com.au www.volvdownunder.com.au

Photo	Model	Class	Colour	Owner
23	244DL	Early 240	Orange	Paul Kennedy
24	244GL	Early 240	Blue	Adrian Beavis
25	245GL	Early 240	Yellow	Richard & Maree Welch
26	240GLE	Late 240	Silver	Kevin Holden
27	240GLE	Late 240	Red	Thorben Hughes
28	240GLE	Late 240	Blue	Mark Hoffmann
29	240GLE	Late 240	Gold	Adrian Beavis
30	240GL	Late 240	Red	Bill Benic
31	240GL	Modified	Red	Ash Davies
32	262C	Modified	Gold	Kaz Telfer-Williams
33	122S	Modified	Red	Bill Benic



23



24



32



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**2008 Display Day
Flemington
Racecourse**



27



29



28

Photo	Model	Class	Colour	Owner
38	V40T4	Modern	Green	Mark Richardson
39	V40T5	Modern	Blue	Peter Sokolowski
40	S60T5	Modern	Blue	Lou Renato
41	S70	Modern	Silver	Peter Digby
42	C30	Display	Blue	Silverstone Volvo



38



39



42



41



40

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 Email: oldswede@iinet.net.au
 Alternate Ph: (08) 9451-6117



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Classifieds: Cars & Parts

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

FREE ADS for club members. \$5 fee applies to non-member ads (+\$5 for photo). All ads will run for a maximum of two issues unless the editor is notified for an extension. **Please notify the editor when vehicle or parts are sold.** Editor reserves the right to edit or withhold ads if necessary. Ads may also be placed on the club web site www.volvovic.org.au for a three-month period for \$5 (+\$5 for photos) by contacting the Editor.

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

1994 850 GLE Auto, Blue with black leather inside, sunroof, lambs-wool seat covers, tow bar. Only 98,000 km (owned by elderly lady). One-owner car - fully serviced. Excellent condition - always garaged. Bought new car. 12 months rego. \$11,500 ONO. Ring Nyrie on 03-9569-9348

1980 262C - REDUCED TO \$4990! Original engine and running gear in excellent condition, new steering rack and



brakes, new tyres with full 12 months NSW registration - JJ 262. Absolutely no rust, with vinyl top professionally removed and roof taken back to bare metal. Paint very good and interior in excellent condition with period Nardi wood-rimmed steering wheel and 6 stack CD player. Car is located in Newcastle NSW and will deliver to VIC or QLD by negotiation. **\$4990** (was \$6,000). Gavin Fry gavinfry@iprimus.com.au, 02 4961 2643 [home] 02 4974 1414 [work] mobile 0413 153 926 See colour photos on www.carsales.com.au

1982 262C Coupe. Original Condition. Gold colour. 1 Lady Owner from New. Spare windscreen new in box. Rare Car. Best serious offer. Contact Yvonne on 07 5578 2607

242GT. 6/79. Repainted, re-trimmed, re-stripped, fresh engine, new clutch, rally dash. Chassis 2428M1160604, 5-spoke 15" wheels. \$7500. David & Glenys Bennett (South Australia) 08 85 565 157 or 0418 894 380

NSW 'VOL120' Rego plate available. Please contact Peter Gaut at gaut2574@southernphone.com.au

1992 240 GL (NSW Rego PIF-906) CONCOURS CONDITION! This car is in showroom condition except for the new car smell. The car is a one owner from new and has travelled only 177523 K's. Continuous



service records from day one and can be produced for inspection. The car is in perfect mechanical order and condition and could be displayed as a concours car. The colour is a light cream with beige fabric seats with matching Volvo snow mats. This is a Volvo that rarely turns up. It is in such good condition it is hard to believe that the car is



sixteen years old. The asking price is \$5,500. If you would like colour pics of the car email your request to volvclassic1800120@yahoo.com.au All other information call Jack Smith on 02 9872 1861

1982 244 for parts or restoration. Has served the family well since 1988 (never missed a beat and travelled all around Australia!) Now the car has been sitting for some time, and not running well. Has high km, but solid car to be used for parts or restoration. Yellow with brown interior.

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350
Q&R Oils
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Mark Richardson
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Seaford Vic 3198
Australia
mobile: 0403 814 548
fax +61 3 9775 5302
mark@vptuning.com.au

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IPD Sway Bars for ALL MODELS:



Mark is planning to make a bulk order on ipd sway bars to get a better price on the bars and shipping. Please let him know if you are interested (more info in the Motorsports Register page in this edition (May 08)



Mark Richardson
VP Tuning
PO Box 2002
Seaford Vic 3198
Phone 0403 814 545
Fax 03 9775 5302

WANTED: 700-series Turbo Station Wagon with Manual Transmission. Phone Leon 0421-779-941 (VIC)

New products in stock!

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

850 big core intercooler
IPD reverse intercooler kit



IPD 850/570/V70 heavy duty swaybar links
MSD coil kit 850/570/V70
Display globes for big front single radio / cd type.

Magnetic sump plugs 240/850 etc.
Odometer gears 240/740 (limited stock), 850.

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

Contact: mark@vptuning.com.au
Mark Richardson
Phone 0403 814 545
Fax 03 9775 5302

VOLVO CLASSIC CAPS. We are offering Volvo fans once off run of Classic Volvo

Badge Caps. This is the original side pillar badge fitted to the Jensen P1800, featuring the Swedish National colours. Two styles are available: ADULTS-Dark blue crown with tan suede peak & button, badge is dark silver on light silver with yellow & blue shield insert as the original car badge. CHILDS-Black crown with yellow peak & button/vents, badge is yellow with yellow & blue



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

Part; Galore for 142, 144, 145 or 164.

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

WANTED: Cargo barrier for 1990 740 Turbo Wagon. Contact Rick on 03-9893-1630

1982 264GLE Vs. All GLE inclusions. Much spent on Rover 3.5 V8 conversion by GLT in Brisbane (QLD transport approved). Reco auto, brakes, uprated suspension. Sits on 16x7 Superlites shod with 225x16x55 Falkens. New black paint over silver. Beige leather



interior, sunroof. QLD rego to October 2008. Will accept a great loss at \$5990 ono. Phone Col Hovey on 0439-907-132

360 GLT (BW 360) Runs great, immaculate interior, white, manual (comes with new clutch kit still in box - cost \$400) 256,000km. CD player. Want to sell to Volvo enthusiast. Car is in Melbourne. Make reasonable offer. Contact Bret on 0414-355-735

1974 164TE. Suitable for parts. Has been rear-ended. Good motor/trans. Much money spent on suspension & brakes. \$450 ono. Located in Brisbane. Phone Col Hovey on 0439-907-132

144\$ Built 1972, first registered 1973. White. Manual. Mechanically Good. Small amount of rust mainly in front fenders near



windscreen. New seatbelts professionally installed 2004. On SA Historic Registration. Reg No. WJS-824. Stored in Adelaide. \$1200 ONO. Contact Colin Ireland (08) 8248 5081 or 0429 946 095

1996 850 \$E 20v. Sedan, Manual, Metallic Red / Burgundy, Black leather all in



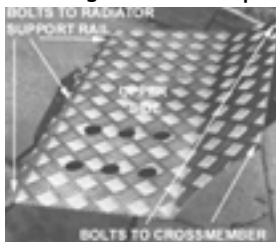
excellent condition in and out (straight body), 189,000 km original, Reg. December 2008, RWC provided upon sale. Tow Bar, 3 owner car, Lady driver. New Clutch @ 161,000 km. New rear shocks (Bilstein yellows sport) 2.5 yrs ago. New Battery 1.5 yrs ago. New Tyres and Brakes 3 yrs ago still Roadworthy (low Km's since). New Heavy Duty Upper engine Mount 3 yrs ago. Service History provided. Vehicle is a rare manual in excellent condition. Contact Angela or Paz on mob 0438 162 654. VIC

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



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

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



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

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

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

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

DV\$ 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**

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



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



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

Weitec Performance Springs for Volvo models including 850, C70/S70/V70, S80, S60, S40/V40 as well as new S60/V70 and S40/V50 models are now **available from DV\$**. Weitec spring sets offer lowering of approx 35mm from Volvo standard ride height (less on R models and cars equipped

with sport suspension packages.) Ride is noticeably firmer and handling is improved while still retaining a good ride quality. Call or email DVS for further enquiries.

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

DVS Coilovers for Volvo 240; available soon.

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

DVS

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performance braking components
performance parts to suit most volvos

ashleigh davies
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ash.davies@dvs.net.au

370Nm suggest the lightweight street rod wouldn't be a slouch.

Inside, conventional gauges are replaced by a single display to the right of the steering wheel. The dial face changes colour and function when pressed. Press once and the ignition comes on and the button glows red.

Press the clutch and the button turns purple. Press once more and the engine fires up smoothly and the button's hue turns Volvo Blue.

All in all, an interesting mélange of old and new. We approve...

Hot Rod Jakob Technical Data

Engine: Volvo T5, five-cylinder Flexifuel



Bucket load; of attitude

Original article from Carsales.com.au can be located on the web here:

<http://editorial.carsales.com.au/car-review/2904777.aspx>

Words - Gautam Sharma

Slinky hot rod recaptures spirit of Volvo's first-ever car

The concept of creating a 'bucket' roadster is hardly new, but when the street rod in question is Volvo-based, there's bound to be finger-pointing and rubbernecking.

The low-slung hot rod you see here is the handiwork of Swedish designer/rodder Leif Tufvesson, who was commissioned by Volvo to create a contemporary interpretation of the marque's first car -- the 1927 ÖV4 (nicknamed "Jakob").

Fittingly, the new-age roadster is known as the Hot Rod Jakob, and it's scheduled to feature in a tour of Scandinavia and the US later this year following its recent unveiling at the Volvo Museum in Göteborg, Sweden.

Although its design inspiration comes from an 80-year-old trundler, the Hot Rod

Jakob is a showcase of new-age tech as it's built around a custom carbon-fibre chassis and powered by a Flexifuel turbo engine.

Parked side by side, the similarities between old and new are discernible, including the curvature of the bonnet, which has exactly the same radius. The characteristic windscreen attachment pillar that runs down the body side follows the original in detail, as do its dimensions, materials and the number of screws used.

The body is made up of raw aluminium panels that were bashed into shape using a hammer and English wheel -- exactly as it was done in the prototype workshop back in the 1920s.



Most of the components have been tucked out of sight, including the springs, dampers, electrical components and exhaust system, lending the car its minimalist look.

The 12-spoke alloy rims (19-inchers up front and 22s at the rear) mirror the ÖV4's wood-spoked wheels. An interesting element is the specially cut, Volvo logo-treaded Pirelli Scorpion tyres.

To maintain the spirit of authenticity, Tufvesson used original Volvo components wherever possible, including a P1800 steering wheel and column, a five-speed manual gearbox from a Volvo 960 -- the carmaker's last rear-driver -- and brake pedal and brake master cylinder from a 140. (Volvo spare parts are clearly plentiful in Sweden)

The five-cylinder turbo engine is also Volvo-sourced, and it's configured to run on both petrol and ethanol. No performance figures have been released, but outputs of 185kW and



engine (can run on both petrol and ethanol)

Power: 185kW

Torque: 370Nm

Gearbox: 5-speed manual M90 gearbox (Volvo 960)

Brakes: 450mm discs front, 515mm rear.

Twin four-pot calipers per disc

Front wheels: 10x22-inch AEZ rims

Rear wheels: 8x19-inch AEZ rims

Front tyres: Pirelli Scorpion special 225/55/19

Rear tyres: Pirelli Scorpion special 295/40/22

Exhaust system: Concealed 3-inch stainless full-flow exhaust system with racing catalytic converter

Chassis: Carbon-fibre chassis. Steel engine subframe

Front suspension: Live front axle with built-in steering gear. Concealed control arms, spring struts featuring coil-over gas dampers.

Rear springs: Wishbone. Internally fitted, concealed control arms and spring struts with coil-over gas dampers

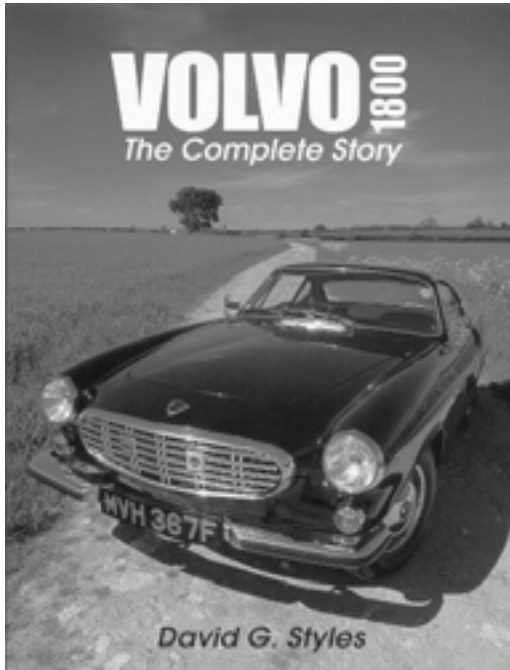
Body: Hand-beaten aluminium body

Colour: Similar to Volvo Jakob Blue. The exact name and colour code of the original have been lost over the years

Interior: Hand-sewn perforated hide. Foam padding. Classic vertical piping in the backrest.



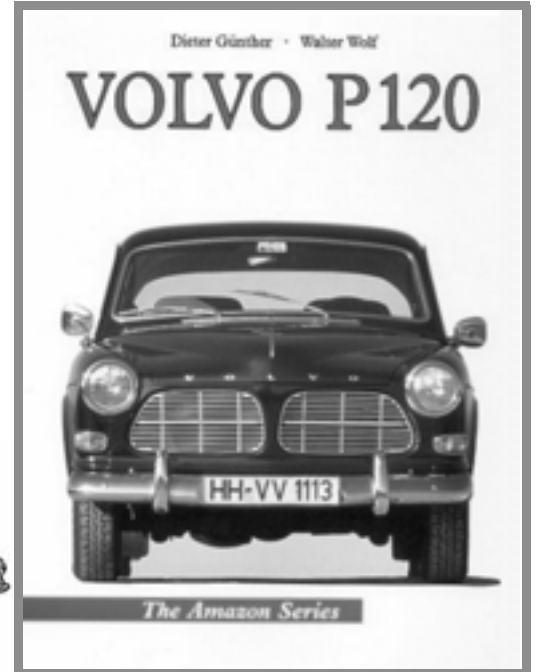
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Most of you know of the great success we had in offering our members unique publications on both the 1800 and 120 series cars. First it was Swedish Iron by Bill Webb which sadly we have no more copies of, and as far as we can tell it is out of print.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

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

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

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

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

VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



<input type="checkbox"/> New Application (1 year membership from date of payment.) <input type="checkbox"/> Renewal (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)	Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.
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I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.

Signature **Date**.....

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For information about your membership please contact the Membership Secretary Wayne Bowers on (03) 9397 5976 or email wbowers@tpg.com.au

Please send this form with payment to **Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189**
Thanks for joining or renewing membership with the Volvo Car Club of Victoria.



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Silverstone Volvo

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Doncaster VIC 3108

Telephone: (03) 9840 8868

<http://www.silverstonecars.com.au/volvo/>

Rex Gorell Volvo

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Geelong VIC 3220

Telephone: (03) 5244 6222

<http://www.rexgorell.com.au/volvo.htm>

On the Back Cover: Daryl & Nicole Thomas on their wedding day in July, 2007. Daryl's beloved S70 T5 featured as the wedding car. For more info see "Letters to the Editor" in this edition of *Rolling*.

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