

# ROLLING

AUSTRALIA

NO. 219 MARCH/APRIL 2015



VOLVO CLUBS MEMBER MAGAZINE

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# ROLLING

## Rolling Australia March/April 2015, Issue 219

The magazine for the Volvo Clubs of Victoria, South Australia (Inc Western Australia), Sunshine State Volvo Club, New South Wales, Sunshine State Volvo Club and the Volvo 1800/120 Club of Australia.

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# Victorian events calendar

March

## 4 (Wed)

**Night meeting, 8pm**

Guest Speaker: TBA. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

## 15 (Sun)

**Club run to Daylesford**

Meet at the McDonalds/BP Service Centre (outbound) on the Western Highway near Rockbank at 9:30 for a 10:00 departure. The route will go up through Greendale, Blackwood, Trentham, Lyonville, and Musk with arrival in Daylesford at around 11:15. Proceed directly to The Mill antiques market. Browse The Mill, then have lunch at The Mill's cafe (or at a cafe in Daylesford if you prefer). On the way back to Melbourne, stop at Greg & Wayne's straw bale country house in Musk Vale (just off the Ballan-Daylesford Rd) for a cuppa and photo shoot (weather permitting) at around 2:30. Contact Greg (0401 713 595) or Heino (0425 705 045) if you plan to attend. Heino will be at the start point and lead the drive. Maps will be provided at the start point.

## 21 (Sat)

**GRM Open Day**

GRM open day kicks off at 10am through to 2.00pm address factory 2 /13 Kitchen rd Dandenong Sth Be early as the parking fills up very quickly

April

## 1 (Wed)

**Night meeting, 8pm**

Guest Speaker: Neil Williams, head salesman at Regent Motors when Volvo was first imported into Australia in the 1960s. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

## 19 (Sun)

**Monthly Club Run - South Gippsland & lunch at The Poowong Pub**

Meet at 10:00AM at the BP Service Centre on the Princes Freeway (M1) outbound at Officer (between the Clyde Road and Cardinia Road exits). Departing at 10:30 for a scenic run through the foothills of the Strzelecki Ranges, including waterfalls, lookouts and river valleys. Lunch at the Poowong Pub, and then a choice of scenic route options for the return journey. Contact: Len Ward (0409 947 951) or Doug Miller (0433 444 861).

May

## 6 (Wed)

**Night meeting, 8pm**

Guest Speaker: TBA. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

## 17 (Sun)

**Monthly club run - Details TBA on website**

June

## 3 (Wed)

**Night meeting, 8pm**

Guest Speaker: TBA. South Camberwell Tennis Club, 332 Burke Rd, Glen Iris. Enter from Bickleigh St.

## 28 (Sun)

**Volvos on display at Federation Square**

By invitation - please contact Heino if you have a Volvo you think should be on display.

# President's Prattle



## VICTORIAN CLUB PERMIT SCHEME CHANGES

You would have noticed discussions on the proposed changes to the Victorian Club Permit Scheme (CPS) with Vicroads initially indicating these would come into effect around September 2014. Well early January this year we received notification that the changes would come into effect as at the 31st January 2015.

While the changes have been in line with what has been previously presented, in typical Government fashion a few extras were included which had not been previously discussed and quite frankly we almost missed them. The Volvo Club has always updated VicRoads on Committee changes and provided a list of Authorised Club Officers under the scheme but it appears not all clubs have been as diligent so hidden away in the list of documentation on the VicRoads website was a Form identifying Approved Club Office Bearers which must be returned to VicRoads no later than the 30th March 2015. By the time you read this we would have returned the required information. There is also an agreement between the Club and VicRoads which must accompany the Form. The Form has specimen signatures as well so VicRoads staff will be checking those against the applications and renewals. Apparently some naughty people (hopefully none in our club) have just been signing their own forms (forging authorised officers signatures) and submitting them to VicRoads.

The most important things to note are that all post 1949 vehicles will require a valid RWC, the vehicle must be over 25 years old and a new classification of Modified (these will be issued with M instead of H plates) has been included. Modified vehicles will require a VASS Certificate (Vehicle Assessment Signatory Scheme - Engineers Report) covering the modifications as well as the RWC. How to keep the identification of Modified simple? Well if the car is legal under full registration requirements and would pass a RWC it is the same under the Club Permit Scheme. If the car has been modified under full registration and would not pass an inspection then the same holds true and it would require a VASS Certificate covering the modifications (the same as for full registration requirements). Noting any previously issued VASS Certificates for that vehicle are acceptable.

Victorian Authorised Roadworthy Testers have been separately issued with inspection guidelines covering post 1949 vehicles.

If you have any questions please contact either myself, John Johnson, Graeme Berry or Greg Sievert. Also a section covering all the information we have and the Forms is available on the Club website. It's not all doom and gloom as we managed to get all the paperwork in order to get our first club member's car under the new requirements through VicRoads approval last week.



Besides a revised Club Permit Application (do not use the old forms as they are no longer valid) there is now also a Vehicle Eligibility and Standards Declaration for Club Permit Vehicles. This form identifies the vehicle as being eligible under the Club Permit Scheme and meets the category requirements that the vehicle is being represented in. Only the Club Authorised Scrutineers can sign this form. They are John Johnson and Graham Berry. Yes a valid Victorian Roadworthy Certificate (RWC) is required for all new Club Permit Applications, even if the vehicle has been on full Victorian registration in your name or not. Also if your Club Permit has expired by more than 30 days you will require to re-apply providing the new forms and a valid RWC. Proof of ownership will also need to be shown.

Remember the owner of the vehicle must be a financial member of the club that is authorising the CPS at all times while that vehicle is in use (a driver can be anyone as long as the log book is filled in with their name at the time of use).

*Until next time,  
Heino Nowatzky*

# Ed's note



Not living in Victoria has its downsides and not being able to go to the annual display day is the worst one. I've been going through the great photos Gerard has taken and I think it's great to see so many new (to me) cars and that we've got such a varied bunch of vehicles now. In my day (I just had to say that!), or at least in the mid 2000's when I joined the Club, modified volvos were as rare as hens teeth. Modified meant that you'd dared to try a different set of wheels, or used a wing mirror from a newer model.

It was different in those days, as we didn't have the knowledge that we do now, or such easy ways to share and collaborate on projects that have brought the art of modifying a Volvo into everyday territory. These days bolting a turbo into a 240 is fairly common knowledge, 740 turbo engine swaps are the norm and there's plenty of people within the club and around Australia online that are happy to help you out. David's fantastic Lexus V8 242 is a beauty and there are a couple of barn stormers up north with all sorts of Japanese engines throwing out ridiculous amounts of power. There's even a famous beige wagon doing the rounds in Queensland that's shaming far more capable and expensive cars in a straight line. I like to think that being beige it's channelling its power into my beige car Barry.

But coming back to the display day, I love seeing Jay's red 740 wagon with the widened steel rims. Julian's bright red and lowered 240 with a rare Zender spoiler (so jealous) and the silver 7 series wagon that has the black Gemini wheels and clear lights. Of course, there's also Greg's P1800 with the black IPD Pegasus wheels as well!

I love that the Club has got these cars and that there are members, both young and old, that enjoy their cars and work on them to make them unique. It shows that we have a wide range of members who all enjoy

the many different aspects of car ownerships. I can appreciate the beauty of an early model Volvo with the material and finish that only came in cars from an era long gone. I also appreciate the middle cars, those like the 2, 7 and 9 series which are an era all of their own. Not true classics yet, but they have an awesome feel about them and are appreciated by those that think the 80's was good for something! And of course, those more modern cars like the 850 and V/S70s through to the current crop of cars. They're all great cars (except the P2 XC70 of course) and I hope that the Club continues to have, and display, such a wide cross-section of them all.

We've got show stopping concours cars, one of the earliest Volvos ever made, many beauties left right and centre, electric models that are beautifully engineered and modified mongrels that would be inside the house if the other half allowed it.

Our club is friendly, active and helpful, and I am very happy to be once again laying out the magazine and showing off what we love to do. Although I won't be able to get my 240 up and running again for the National Rally, I am planning to drive up there in the Aurion (it's a very nice A-B car, honest) and say g'day to everyone again.

I hope to see many familiar faces from the Club and also those who are part of the extended Volvo community via the various forums (ozvolvo.org) and facebook pages (Volvo Enthusiasts Group Australia, Volvo Enthusiasts Australia). I haven't been to a National Rally yet (slack I know) so I'm keenly looking forward to seeing what happens in Sydney.

*In the best tradition of Peter Harvey:  
Ben Winkler... Canberra.*



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# Victorian club noticeboard

## Membership update

As of 16th February we have 265 financial members and 21 members who are unfinancial. If you are unsure of your membership expiry date, please look at the label on your most recent club magazine as the date is printed on it. You should also receive a customised renewal form in the magazine when your membership is due. Please review your details and return the form with your payment, or if you pay

via direct deposit, you can email me any changes. Be sure to put your name and membership number in the direct deposit transaction description so we know where the money is coming from! If you have any questions about your membership, please contact the Membership Secretary, Greg Sievert, 0401 713 595 or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com).

## Your membership and the Victorian club permit scheme

For those club members who have classic cars on Club Permit plates in Victoria, it is MANDATORY that your membership is paid up.

The committee has developed a set of guidelines and expectations for those members who have cars on the permit scheme. Note for new Club Permits initiated beginning February 2015, the documentation required and forms have

changed with the new rules developed by VicRoads. The expectation is that members will bring their VicRoads Club Permit renewal forms to a night meeting or club event for signature instead of just posting to the club for signature.

The following Committee members can sign VicRoads Club Permit renewal forms: Lance Phillips, John Johnson, Heino Nowatzky and Greg Sievert.

## Membership on the move

We've Moved! As you can see from the photo, Heino helped us relocate the EV to our new home near Daylesford...due to the EV's range being limited to 70 kms, we couldn't drive it from Melbourne. We could have stopped and charged up for a few hours at a caravan park, but Heino graciously offered to borrow a trailer and move the car for us. Thanks and herein begins our new adventure in the country!

*Greg Sievert - Member Secretary*



## Mis-captioned press images



Volvo announced a new time-saving device in Stockholm today. The Bjorn Bike Bork (BBB) auto bike loader works like an airport travelator, gently propelling the rider and their bike towards, and into, any compatible XC90 model.

Sven Bjorn (the designer behind this marvel) is working on the next generation of the BBB which allows the driver to slow, but not stop, when loading a cyclist (pictured). We can't wait!

## WELCOME NEW MEMBERS (AS OF 16 FEBRUARY)

Bruce Chalmers  
(142S, 240GL, 760GLE)

Ashley Larkins  
(740, 960, 240)

Michael and Lorraine Macky  
(XC60, S40T4, 240)

Warren Townsend  
(P1800E)

Elijah Lazaro  
(245)

Allan and Cheryl Hurlston  
(240GL, 940GL, V70)

Paul and Lee Rayment  
(240GL)

James Rech  
(240GL, 240)

Chris Bickley  
(850GLT)

Salman and Aliya Shami  
(240)

Owen Sprague and Olivia Baker  
(1800ES, 242GT)

## TREASURER'S REPORT

The club's bank balance on 16 February was \$9246.19. For any questions about the club's finances, please contact Adrian Beavis on 0402 203 437 (AH)

## MAGAZINE POSTAGE (ALL CLUBS!)

Please contact the Membership Secretary, Greg Sievert ([greg.sievert@gmail.com](mailto:greg.sievert@gmail.com) or 0401 713 595) if you change your address, or if you're having any delivery issues (such as receiving duplicate magazines, or think you haven't received a magazine). If you're not a member of the Victorian club, please also let your club's membership secretary know of any address changes/corrections.

## OLD ROLLING MAGAZINES AVAILABLE ONLINE

Daniel, Greg and myself have raided the cupboard and found as many old editions of Rolling Magazine as we could, and uploaded them onto the website. Believe it or not, we've actually gone all the way back to 2003 - that's issue number 150! Enjoy the glory at: [volvovic.org.au](http://volvovic.org.au)

# Grumpy: Are cars getting safer?

The simple answer is Yes. But there are many reservations – new cars are being loaded with many unnecessary gadgets that added to their complexities and thus more things to go wrong and expensive to repair.

While the passenger compartment has been made more rigid and able to protect people in a crash, along with seatbelts and air-bags, the front and rear of the car have been made lighter – often from plastic and aluminium and even a light crash can cost many \$\$\$\$ to repair; often leading to a complete write off of the car.

There are claims by car companies that their new motors of only one and a half or two litres fitted with both superchargers [at the front] and turbochargers [at the rear] can achieve power outputs and fuel economy that are much better than simple motors of much larger volume. Past experience with superchargers and turbochargers has been that they wear out faster than the motor itself.

It would seem that we live in a world dominated by computers and are now used to control the engine management systems. There are two problems – it is not possible to modify the tuning of the engine without reprogramming the computer and if the computer becomes defective it can be very difficult to find the fault and correct it. In the good old daze [days] if your car broke down a phone call and the happy mechanic from the RACV could fiddle with motor and have you on your way in a few minutes. These days all he can do is call up the tow truck to take your pride and joy off to a work-shop fully equipped with a whole battery of electronic instruments and you might get it back in a day two.

The supply of air-conditioning and heating to even the cheapest cars makes driving in even the worst weather comfortable. But running air-con uses more fuel – not so important now that petrol has dropped to a dollar a litre but with most other costs going up like rockets it would be good to get a strong draft of fresh air through the car. Car cabins seem to be hermetically sealed to keep out all noise and fumes and opening windows only lets in a little air and very little

around the legs and face. No, a convertible is not the answer as gliding along in the summer-sun and wind in the hair is only a recipe for sun-burn and skin cancer! For those of you in mature years that remember the triangular windows on the front part of the old 122's and 140's windows that could deflect a blast of fresh air on the face.

While windscreens are getting larger [and some even come above your head] rear windows are getting smaller and sloped at more acute angles and the trunks [boots] raising higher the actual view has become much smaller. My first accident occurred with my first car which had a canvas roof and a tiny slot for a rear window and I backed into a fence bugging my rear bumper because I couldn't see where I was backing.

Front seats with head supports to prevent whip-lash when shunted violently from behind make it difficult to turn and look out the back windows and if you have a car in front of you make it difficult to see through to the car beyond. Occasionally I drive behind an old car with big winds front and rear and marvel how I can see straight through the car.

The enthusiasm in the 1950's and 60's of American car companies was such that if someone had decided to mass produce the "Batmobile" [Batman & Robin's favourite car] thousands would have bought one!



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Car firms over the decades seem to follow the leader and I remember the American firms in the heady enthusiasm who in the 1960's churned out new models each year that were longer, wider, and with bigger engines than the year before. I drove some of these cars in North America and while they were sumptuous and comfortable cruising on the interstate highways driving them was like piloting an air-craft carrier. It was a great relief to get back to my "little" 122s GT that could out accelerate the monsters and flick round bends in the road as if on railway tracks.

Then suddenly with the popularity of small cars from Europe, notably the VW Beetle, the Americans rolled out "Compact" cars. The struggling Studebaker Company cut two foot [60 centimetres] off the front and rear of their regular full size car and called it the "Lark". The Victoria Police bought a number to chase speeding drivers on country roads. With a large V8 motor the cars had good acceleration but the drum brakes overheated quickly when used heavily leaving the coppers



nowhere to go but off the road after the first few bends. The cars were quickly sold off to the unsuspecting public proving it was no Lark.

Then in case of-follow-the- leader there was a rash of rear engined cars copying the VW Beetle. Even General Motors followed with the six-cylinder engine hanging out of the back of the Corvair, which proved to be even more diabolical in

sharp corners than the Beetle. British manufacturer Hillman built the "Imp" in Scotland while Renault produced the 750, C4, and Dauphine, and Italy the Fiat 500 and 600. None of which have stood the test of time and d not appear in regular 1800 car rally "Bay to Birdwood" in South Australia.



The latest technology is front-wheel-drive for all. Citroen pioneered front wheel drive in 1934 with the "Traction Avant" while the car had remarkable roadholding for the time the big turning circle and frequent replacement of the constant velocity joints in the drive mechanism made it only popular with car enthusiasts.

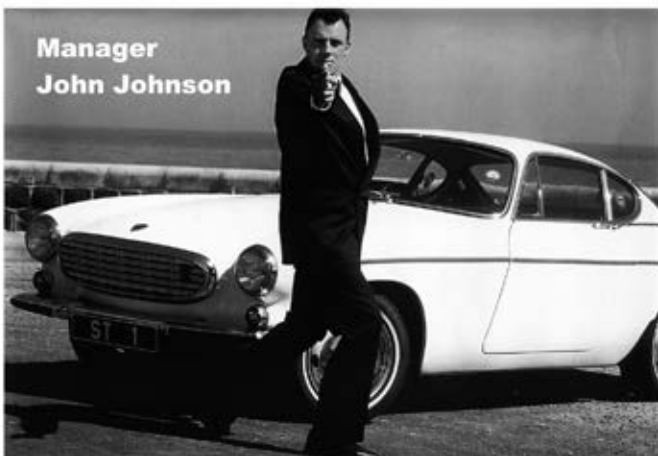
It was probably the success world wide of the British "Mini" that got others thinking of the advantages of front wheel drive. Basically it comes down to more space in the cabin and easy manufacturing process. It is quicker and cheaper to produce the motor and fit to the front of the body than the process of building the mechanicals into the body of a rear wheel drive car. FWD is ideal for small cars but RWD is better for large cars like the Commodore and the Falcon.

So there you have it cars are becoming safer, more complex, more fragile, depreciate faster and highly unlikely to become "Classics" in 2032 due to their engine management computers installed since 2007.

*Grumpy*



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# 30 Years: The Volvo 780

## A FLAMBOYANT SWEDISH-ITALIAN IS CELEBRATING 30 YEARS!

The Volvo 780 was the elegant result of a collaboration between Volvo Car Corporation and the Italian company Bertone. The mechanical elements came from the 700 series, while the body was designed by Bertone. Only 8,518 cars were manufactured over a five-year period.

In March 1985, a Volvo was premièred that combined Italian elegance with Swedish engineering. The 780 coupé took pride of place on Volvo's stand at the Geneva International Motor Show, and was the most expensive car the company had ever launched. To some extent it built on Volvo's tradition of coupé models that began with the P1800 back in 1961.

It was built by Bertone, with 6,622 cars manufactured between 1977-1981.

## BLANK PIECE OF PAPER

In the Volvo 262C, only a few body sections differed from the rest of the 200 series. With the 780, they started with a blank piece of paper. It only shared the chassis and the powertrain with the 700 series. Despite the apparent similarities with the saloon models, it had an entirely new body.

Carozzeria Bertone was responsible for the design. 'Class' and 'elegance' were two key words for the designer, Nuccio Bertone. Volvo's Chief Designer, Jan Wilsgaard, was also involved in the process, in part to ensure that the model would unmistakably remain a Volvo.

The first design proposal consisted largely of a 760 with two doors and a more sloping roof line. The second was a free design study for a sports car. It was with the third alternative that the balanced and harmonised lines fell into place.

Carozzeria Bertone was also responsible for the construction and assembly of the 780, with Volvo assuming responsibility for marketing and sales. Complete powertrains and chassis components were sent from Sweden to Italy, where final assembly took place at Bertone.

"With the 780, we can offer an elegant car that is ideal for long journeys, incorporating a personal design, exclusive component solutions and



1985 was the year when the single "We are the World" was recorded by artists from around the world under the name "USA for Africa". Mikhail Gorbachev took over as leader of the Soviet Union. Microsoft released the first version of its Windows operating system and DNA was used for the first time as evidence in solving a crime.

The relationship between Volvo Car Corporation and Bertone in Turin had already been established, with the Italian body and design company having previously carried out a number of assignments for Volvo. In 1977 the Volvo 262C was presented, and exclusive coupé model based on the 260 series.





a unique range of engines with the emphasis on comfort," said Volvo Car Corporation's Marketing Director Carleric Häggström about the new car.

#### FOCUS ON THE USA

The exclusive 780 model was only ever intended to be manufactured as a small production run. With this model, Volvo wanted to show that it was a force to be reckoned with in the luxury segment, with its sights principally set on export markets such as the USA, Japan and some European countries.

The interior was very lavishly fitted out. The sides of the doors and the dashboard were adorned with hardwood, and the leather upholstery was available in two contrasting colours. One feature common to other exclusive Italian cars was a control in the door opening that unlocked the tailgate and the fuel tank filler cap.

Almost every imaginable equipment option available in 1985 was fitted as standard. Seats, windows, rear view mirrors and sunroof were all operated electrically. The car also boasted climate control, ABS brakes and automatic level control, as well as a microprocessor-controlled stereo.

One important safety innovation was launched in the 780 – the seat belt tensioner. A small pyrotechnic charge in the seat belt reel's spring mechanism, designed to detonate at the precise moment of the collision, ensured that the seat belt was tightened before the collision forces had time to take effect.

#### SIXES AND A TURBO FOUR

The Volvo 780 was available with several different engine options, although not all the engines were available on all markets. At the time of the launch, the 780 came with a straight six-cylinder

turbo diesel. This was followed by a turbocharged four-cylinder engine, as well as a V6.

Over the five years during which the 780 was produced, hardly any changes were made to the car, although it did benefit from the same upgrades as the 760 series under the skin. In 1988, the rigid rear axle was replaced with a multi-link axle.

8,518 Volvo 780 cars were manufactured between 1985 and 1990. In its final year, the 780 cost SEK 315,200 in Sweden, compared to SEK 247,500 for a 760 GLE.

At Techno Classica, the large classic car show staged in the German city of Essen between 15-19 April, Volvo Cars Heritage will be presenting a number of models that resulted from the collaboration between Volvo and Bertone. The Volvo 780 will naturally be there.

*Source: Volvo Cars*





## Volvo Club of Victoria annual display day

The Classic Car Showcase, which is an AOMC run event, was conducted earlier this year and at a new location, Mornington Racecourse. As some of the committee had prior experience with this location we got in early and requested a grassed location for our club display.

This was a good decision as our display area was not only dust free but also surrounded by shade trees and we even had a rotunda to use. As BBQs were not allowed we provided free drinks and fresh fruit. Thirty Volvos were on display in the main club area and a further, lone 245 was discovered in the general area.

The Classic Car Showcase is also the Victorian Club's Concourse event for the year. A list of Class winners follows. Mr Graeme Oxley from the Triumph Car Club of Victoria was our Guest Judge to select the Master Class Winner. Graeme was impressed with not only the Class winners but also the presentation of all the cars and noted the attention to detail with many of the cars on display.



On a personal note I was impressed by the number of younger members that not only attended but also integrated with the not so young members and had a good time. The future of the club is assured with that level of interaction. Well done all. Also a big pat on the back for Laurie Menogue and Rod Shearman for volunteering as marshals to support the AOMC.

A group of us from the Northern Suburbs drove together in a five Volvo convoy and later on a younger guy came up to me and introduced himself. He had been driving an RX7 when we passed him on the freeway. He thought the Volvos looked cool and wanted to join us but was blocked by a Ford Territory.

He spend a while talking to us and asking all sorts of questions about the cars and the club, maybe another convert in the making.

*Heino Nowatzky*



List of class winners for the Volvo Club  
of Victoria Annual Concourse 22nd Feb  
2015 at Mornington Racecourse

#### **PV & 120**

1st Len Ward - PV544 (HPV544)  
2nd Richard Fanning - 122 (53809H)

#### **P1800 & 1800ES**

1st John Johnson - P1800 (ST1)  
2nd Greg Sievert - 1800ES (CH9370)

#### **140/164**

1st Richard Fanning - 164TE (09260H)

#### **242GT/262C**

1st Doug Miller - 262C (29448H)  
2nd Dion Nowatzky - 242GT (02823H)

#### **240/260**

1st Mark Hoffmann - 240 (MK240)  
2nd Julian Petti - 240 (49008H)

#### **740/760/900 & S90**

1st Gerard Gowans - 760 (YJC436)  
2nd John Flanagan - 940 (MY940)

#### **Small Volvos 300/400/S40**

1st Laurie Menogue - 360 (46897H)  
2nd Gudrun Hoffmann S40 (GUDRUN)

#### **850 and later**

1st Mark Richardson - 850T5-R (AT5R)  
2nd Peter Hoffmann - S80V8 (V-AG617)

#### **Modified**

1st David Caligari - V8 242GT (14780H)  
2nd Jay McLellan - 740T Wagon (ZPX401)

#### **Encouragement Award**

Mark Iceton - 740 HP (38096H)

#### **Most Typical Volvo**

Rod Shearman - 240 Sedan (53289H)

#### **Master Class Winner**

John Johnson P1800 (ST1)







# South Australian Club



## Volvo Car Club Of South Australia

(Incorporating Western Australia)

P.O. Box 218  
Torrensville Plaza, SA 5031

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### Vice President

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Colin Ireland  
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### Secretary

Craig Rasmussen  
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### Minute Secretary

Graham Cadd  
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### Club Captain

Ken Bayly  
08 8293 2784

### Historic Registration Registrars

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Ken Bayly 08 8293 2784  
Craig Rasmussen 0428 529 372

### Events Committee:

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Joan and John Peace 08 8294 3183  
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David 08 8556 5157  
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Torrensville Plaza, SA 5031

Please note that all SA Club related  
magazine submissions should be  
sent to: Craig Rasmussen

[www.volvocarclub-sthoz.org.au](http://www.volvocarclub-sthoz.org.au)

## PS.

Last issues archive photo was of Dave and Glenys' (now Colin and Tricia's) 122S 2dr on display in the foyer at the opening of IKEA in Adelaide, December 2006.

## 2015 Events

### March

#### 8 GREENOCK AVIATION MUSEUM

9.00am Sharp. Meet car park of Whitehorse Inn, Port Wakefield Road. Museum entry is \$5.00 Adults and \$2.00 Children. BYO lunch or purchase at one of the towns along the way. RSVP to Tricia so we know whom to expect at meeting point.

#### 13 CLUB GENERAL MEETING

7.30pm. CCC Club rooms, Glandore Community Centre, Clark Ave.

### April

#### 19 MCLAREN VALE VINTAGE AND CLASSIC 2015

Join in the Main Street Parade and enjoy lunch at the allocated winery or bring a picnic. Entry fee \$20.00 per vehicle, entry forms are available at [www.vintageandclassic.com.au](http://www.vintageandclassic.com.au) and entries close 3 April 2015

To assist the organisers they would like all entries from the club sent together. If you are interested in attending please bring your entry form and money to the club meeting on 13 March.

### May

#### 8 CLUB GENERAL MEETING

7.30pm. CCC Club rooms, Glandore Community Centre, Clark Ave.

#### 24 KERNEWEK LOWENDER CORNISH FESTIVAL - KADINA

Stay for the weekend or come for the day. Sunday hosts the RAA Cavalcade of Cars and Motorcycles which attracts more than 500 entries from around Australia. The Classic Cavalcade comprises veteran, vintage and classic vehicles and motorcycles, all more than the mandatory 30 years old. Travelling from Wallaroo to Moonta and on to Kadina, thousands of people line the route to wave participants on.

If you are interested in participating in this event details are available from: [www.kernewek.org](http://www.kernewek.org)

Cost: \$45.00 per car, includes all passengers and a commemorative plaque. Entries close 15 May 2015. Please advise the club committee of your intention to participate so we can organise to travel as a group.

### June

#### 21 HISTORIC REGISTRATION VEHICLE INSPECTION & CLUB BBQ

10.30am. Volv of Adelaide, 133 Frederick St, Welland.

This year we return to Volv of Adelaide the workshop of Michael Bennett. Plan to arrive from 10:30am onwards, expect lunch around 12:30. Whilst primarily for historic vehicle inspections, all members and their vehicles welcome. Use of hoists will be limited and Michael will be happy to answer mechanical questions.

BBQ supplied by the Club. BYO drinks, chairs and a salad or dessert to share. Please contact Helen on 8341 8908 by 10 June to advise attendance (Yes or No) and provide numbers to assist with catering.

### July

#### 10 ANNUAL GENERAL MEETING

7.30pm. CCC Club rooms, Glandore Community Centre, Clark Ave.

Members with vehicles on Historic Registration please remember to bring along your completed Stat Dec, Log Books and Registration (Blue form) for stamping.



## February 15th – Oarsman Reserve Picnic

First event for 2015 saw a dozen or so members brave the nearly 40degree heat a leisurely lunch in the shores of the Boating Lake at West Lakes and catch up on happenings over the Christmas break.

## VALE – Tamara Badcock (1945 – 2014)

The Volvo Car Club of SA is saddened to announce the passing of another valued member. Ron and Tamara joined our club in 2002 and have been regular attendees to nearly every event since then, and have become good friends with many of our members. Tamara was one who always lit up the clubrooms and other venues with her smile and quick wit. She was always ready to listen to other people and offer her advice gleaned from many years as a highly qualified nursing sister working within hospital and medical research fields.

The last time we met was at our club's Christmas Lunch. We had our usual laughs and Tamara certainly enjoyed lunch and meeting with Santa. Tamara followed her own philosophy to Live, Love and Laugh and encouraged everyone around her to do the same. Sadly Tamara died suddenly on December 14th, she will be very much missed by all club members.

*Joan and John Peace.*



## Reminder - Historic Registration Vehicle Inspections and Log Books

It is approaching that time of the year again to complete the paperwork and annual inspections of our club vehicles participating in the South Australian conditional (historic) registration scheme. As per previous years, the requirements are:

1. Present your vehicle for inspection (our club's requirement to do annually);
2. Complete a statutory declaration to the club (form sent out with membership renewals);
3. Pay your membership renewal fees;
4. Present your logbook, current registration papers and completed Stat Dec form for endorsement at completion of the AGM in July.

To assist with requirement 1, the club is holding a Show-N-Shine day and BBQ on Sunday June 21st. Michael Bennett has once again kindly offered to open the Volv of Adelaide workshop and no doubt there will be an opportunity to put your classic on a hoist for short time. See Events calendar for further details. This event is especially important for you if we haven't seen your vehicle at another club event in the past 12 months. It will be of great assistance to the club registrars to keep our club records up to date and saves the hassle of organising a special trip to have your car inspected at a convenient time for one of our registrars.

### WELCOME!!

The Volvo Car Club of South Australia is pleased to welcome some new members to the club:

William Welling of Clarence Park with a 1969 P1800.

Myles Shepardson of Ashton also with a 1969 P1800.

We have since discovered that Myles P1800 is serial 29381, William's is 29383. We are hoping to get these two cars together again after 46 years!

Craig Knight from Clayton Bay with 1973 144 and an 850 recently acquired from Heino.

Peter & Carol Williams of Para Hills joined with a 1981 244GL however has since sold that one and acquired a 242GT from Craig's collection.

Simon Jenkins hails from Littlehampton and drives a 1989 740GLE; and most recently

John Nathan & Gaynor Stevens of Auldana with a 1971 P1800E.

Hope to see you all at an event soon.

### THANKYOU FROM THE PAGEANT WORKSHOP STAFF

To all club members who volunteered in the Credit Union Events SA Christmas Pageant – Thankyou all again for a very fine effort and making this SA icon event a major success. Work is already underway on the 2015 parade with construction of a few new floats so hope to all again participating in this year's pageant. If anyone from the club would like to help, please contact me so I can pass on your details to the parade management.

*Ken Bayly – Club Captain.*

# Sunshine State Volvo Club



## Sunshine State Volvo Club Inc.

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Ken Bayly  
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## Meeting Calendar for 2015

The following events were discussed during the recent Club Run & Meeting at Kenilworth. Meeting details and timing for each event will be posted in advance via the SSVCL Facebook page. Please check in advance, as we do not want anyone to miss out.

### Sun 22nd March

COURTESY INVITATION FROM THE 1800/120 CLUB TO JOIN IN THEIR COUNTRY DRIVE AND LUNCH IN ESK AT THE NASH GALLERY AND CAFÉ, LARS ANDERSON HOME

First meet up 8.30 am at the Calamvale Hotel - Cnr Compton & Beaudesert Rds, Calamvale - Leave by 9.00 am sharp followed by a second meet up at BP Station Amberley on Warrigal Highway - Leave by 9.30 am sharp. Going via Wivenhoe Dam and Somerset Dam, then it's lunchtime at... The Nash Gallery and Café, Lars Anderson Home, 212 Ipswich Street, Esk.

To assist with table reservations, can you please RSVP BY EMAIL before 16 March to mia6587@bigpond.com

\$29.99 per person. The Hotel will require advance confirmation of numbers closer to the event.

### Fri July 31st - Aug 2nd

V8 SUPERCARS AT IPSWICH RACEWAY Arrangements are in hand with Garry Rogers Motorsport regarding the possibility of catching up with the Team during this event. Watch this space....

We now also have a "like" from the Team on our Facebook page...

### August

Release of the all-new ground breaking Volvo XC 90 is expected in Australia.

### Fri 14th - Sun 16th August

VOLVO CLUBS OF AUSTRALIA 2015 NATIONAL RALLY, SYDNEY

Full details and entry form are available in the Rolling magazine.

### Sun 16th August

For those members unable to attend the National Rally, we shall be driving to The Flying Nun at Samford for late lunch. Starting at Blacksoil and travelling via Wyenvoe Dam with coffee at Cormorant Bay, Brisbane Valley Highway then continuing via Mount Glorious to Samford. Meeting arrangements to follow.

### Sun 20th September

Morning drive to Flutterbies Café, 23 Coolman Street, Tyalgum NSW 2484. Meeting arrangements to follow.

### Pending Pipeline Events

#### VOLVO TECHNICAL DAY

Volvo Cars Sunshine Dealership in Currimundi. Discussions are ongoing with the Dealer Principal regarding an event date possibly around late May or June. This event will be held on a Saturday morning due to staffing arrangements, but watch this space for further details.

#### VOLVO TRUCKS AUSTRALIA

Our application for a Volvo Trucks Factory Tour at Wacol has been submitted. Date and details are to be advised shortly. Given this visit is to an active production facility during working hours, the visit will be limited to a small group of 8 persons only.

### Sat 11th April

JAPANESE, TURKISH OR INDIAN DINNER IN THE VALLEY

Venue to be confirmed closer to event.

### Sat 2nd May

TECHNICAL DAY AND SHOW SHINE AT GLT CAR CENTRE WORKSHOP  
7 Merritt Street, Capalaba Qld 4157.

### Sun 3rd May

COURTESY INVITATION FROM THE 1800/122 VOLVO CLUB TO JOIN THEIR VISIT TO THE BOWDEN'S OWN CAR COLLECTION AT BUDERIM

Advance bookings required but have now closed. This is a well known Ford and Holden display, but they have a lot of exotic cars even Goggomobiles. It will be a three hour Motor Mad Heaven.

### Annual General Meeting in June

The Sunshine State Volvo Club AGM venue and date shall be advised shortly.

### Sun 12th July

CHRISTMAS IN JULY DRIVE AND LUNCH AT ROSEVALE RETREAT HOTEL  
Rosevale, QLD 4340, the oldest hotel building in Queensland.  
www.rosevaleretreathotel.com

An initial booking for 22 has been made with a set Christmas menu for groups at

## Clayton's Car Cock-ups

I am an avid reader of 'Robert's Repair Ramblings' in Rolling but don't understand much of which he speaks. However, I am very happy that he has a puller and a ball joint separator, as painful as that sounds. But, after hearing of his purchase of 'butt end' circlip pliers, I was reminded of 50 Shades of Grey.

I should state that I am a simple man – ask anybody who has met me – and I cannot tell you how to fit a seven-plate, sub-orbitating clutch to a 1972 Volvo Flim Flam (of which there are only two in Australia, both owned by Robert) and I cannot tell you which wrench/socket/large hammer to use on a 3cm wiggle woggle (though I suspect it might be the aforementioned 'butt end' circlip pliers).

So here is the first in a series of simple 'cock-ups' you can do for yourself. Hopefully, there will be more articles, but if I get run down by a 123GT, there may be none.

### HOW TO CHANGE A FLAT TYRE.

1. Find the muddiest, coldest, mongrel place on Earth (say, Wagga Wagga) and that is where you will get your flat tyre. Pull off the road.
2. Collect jack and wheel wrench from the boot. Discover that there is no jackie/ windie thingie for the jack. Curse loudly and rummage in boot. Read instructions and discover that wheel wrench is also the jackie/ windie thingie.
3. Lay down in the mud to find jacking point. Discover that mud at about -4 degrees is very bloody cold and is now coating the front of your R.M. Williams outfit. Your nipples are now thrusting out of your shirt and your Willie has disappeared from view.
4. Lustily apply wheel wrench to wheel nuts. Find out that a gorilla with a pneumatic tool, working at Job Bane Lyrepower Mart, has torqued the nuts to 351 ft lbs when your new-repaired hernia pops, you tear a muscle in your shoulder, and you bark your knuckles on the mudguard. Start bleeding onto your R.M. Williams trousers.
5. Reapply wheel wrench and hit with large rock to loosen nuts. Scream loudly and nurse now-broken thumb.
6. Eventually loosen all nuts, removing them enthusiastically from the studs, and then quickly retighten two of them. Raise jack using wheel wrench cum jackie/windie thingie. Watch jack sink into the mud while running out of jack extension until flat tyre is only one centimetre off the ground.
7. Remove remaining two nuts and remove wheel. Return to boot to discover that it is difficult to lift the spare wheel from the boot when the car is jacked up.
8. Drop spare wheel on your R.M. Williams elastic-sided boots where it bounces back, hitting you under chin causing you to fall backwards into the mud, knocking off your lawn bowlers' hat.
9. When you regain consciousness, discover that the back of your R.M. Williams outfit is now covered in -4 degree mud and your bum is numb.
10. Pick up spare wheel which is covered in mud and 5kg heavier. Find out that a fully inflated tyre won't go on as the jack has sunk further into the mud during your unconscious period.
11. Frantically try to push wheel into position before, in frustration, kicking the wheel, damaging your R.M. Williams elastic-sided boots and causing the car to fall off the jack.
12. Sit in the mud, alternating between crying uncontrollably and laughing hysterically, wondering if you can hang things off your nipples, bleeding on your R.M. Williams outfit, and hoping that your Willie will work again.
13. Call NRMA.



## Benny restoration part one

After spending some time at the exhaust shop, the upholstery shop and with Peer (Norse God of Volvos (NGoV)), Big Brother, Rod, and I received Benny back just before Xmas. It had to return to the upholstery shop in the New Year for final bits and pieces, and is now back at Rod's place for final assembly (fixing of stuff-ups). After three and a half years, it is nearly all over. As things happen in the ADF, I have been posted to Richmond and am not there for the final bit of the resto. I have had the pleasure of driving it though and it is worth all the blood, sweat, toil, and injuries that it inflicted upon my person.



Ceramic-coated extractors - all I can say is 'yum!'



The other end of the exhaust equation. Gives the car a lovely burble. Yes, the exhaust tips are long but that is for when we do a final fit of the back bumper bar, then Brian (exhaust king) will trim them off to length. Note the number plate!!



The demister in the original rear screen was bugged so we got a screen from a later model with a brake light as a nice addition.



A lovely new front screen after some dill broke the original screen! On top of all the other things I am banned from, I am not allowed near windscreens either.



## Kenilworth Run

On 25 January, the sparkling-new SSVC had their latest run which was to Kenilworth. Members converged from all directions including the writer, who was up in Qld from his new home in Sydney. My wife, Cruella de Vil, and I went off on a cruise to North Qld and only arrived back in BrisVegas the day before the run. Showing great mental toughness,

we stayed around for another day to go on the Run. We took the Japanese Volvo (AKA Mazda6).

We met at Trish and Rick's place at North Arm at the back of the Sunshine Coast. Rick is one of our younger members and one of the few with his own teeth and hair! Trish and Rick have

a lovely place with all sorts of fruit trees and vegie garden. They also appear to have a 'thing' for tractors and Volvos (Are they implying something?) Their welcoming sign helped us locate their place.

After a while, we departed for Kenilworth, one of the lovely little



towns up in the mountains behind the Sunshine Coast. It was a terrific run up through the hills. Whoever designed the road must have been a boy scout and figured one good turn deserved another. The Volvos revelled in the run with no casualties in the ranks.

Upon arrival at Kenilworth, the local park was invaded, a BBQ procured, and we set about grilling dead animals including Peer (Norse God of Volvos) who had the second largest sausage I have ever seen. Trish put on some wonderful salads and a killer potato bake. El Prez, Rocket Rod, raffled a couple of bottles of wine from his wine

cellar (well, it's a cupboard) which was won by a thirsty Peer (Norse God of Volvos). A group photo was had at the nearby lookout before we dispersed to the winds (the Mazda was not invited to take part).

*Clayton Wilson*

# V60 D5 twin engine special edition

Volvo Cars has unveiled a D5 Twin Engine Special Edition of its bestselling V60 Twin Engine plug-in hybrid. The new car will take the established Volvo Cars plug-in hybrid solution to a wider audience.

"We were the first car maker to develop and produce a diesel-based plug-in hybrid powertrain with the launch of the V60 D6 in 2012. Since then we have been working on further refining our innovative approach to electrification and hybrid powertrains, as can be seen in our brand new XC90 T8 Twin Engine which is just entering full-scale production. With the launch of the V60 D5 Twin Engine Special Edition we are broadening our Twin Engine product range," said Dr. Thomas Müller, Vice President Electrical and Electronics Systems Engineering at Volvo Car Group.

The V60 D5 Twin Engine will deliver 120 kW via the combustion engine and about 50 kW from its 11.2 kWh Lithium-ion battery pack using the same proven configuration used in the V60 D6 Twin Engine. This translates to a maximum driveline power output of approximately 230 hp when the electric motor and diesel engine are working simultaneously.

"We decided to offer a special edition of the V60 D5 Twin Engine to celebrate the growing success and continued roll-out of our Twin Engine product range. We are one of few car makers that deliver a true no compromise driving experience – combining the benefits of pure electric



drive, high performance and great fuel economy," added Dr. Thomas Müller.

The Special Edition is delivered with Crystal White exterior paint, 19-inch wheels and glossy black exterior detailing. Inside, the car is equipped with a black headliner and piano black trim. The V60 D5 Special Edition will also feature the unique Blond sport

seat upholstery with decorative white stitching as seen in our Volvo Ocean Race editions.

Just 500 examples of the special edition model will be built, while a regular V60 D5 Twin Engine will be more widely available later this spring.

*Source: Volvo Cars*

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## Volvo 1800-120 Club Australia Inc.

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### Vice President

Jeff Turner 07 3890 1993

### Secretary/Treasurer & 1800-120 Magazine

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 Martin Thomson & Gaye Carey

### NSW Representative

Guy Smith 02 4739 8127

### Membership

Joining fee .....\$5.00  
 Annual Membership .....\$35.00  
*Download membership form from  
 Club website or email Secretary*

Life Members: Kevin & Margaret  
 Greenaway

128 Members

## President's Report

Please consider our club website for exciting events coming up soon.

Every year we try to arrange events that will interest and excite and even educate members.

Coming up this year is our National Rally in Sydney in August. In September we have the Bay to Birdwood run again in Adelaide (stay tuned for full report at end of year!) On the local scene, come along and join in the fun.

At this point, I would like to extend congratulations to the re-born Sunshine State Volvo Club, and for Qld Volvo people, there will almost always be something to do, with their events as well.

By the time you read this, we will have been extended Neil Summerson's hospitality again with a swap meet at his Peak Crossing property. Always lots of fun talking about dirty old parts and stuff!

If you have any feedback about events, please contact Gavin or Maida, our events directors.

You don't have to limit yourself to Volvo club events. Again locally, we have 'chrome bumper' nights at Harry's Diner, and also Munchies every Friday.

So use your classic Volvo, enjoy it and participate!

**Until next time, Volvo for Life**

**Robert Bakker** [robert@rblawyers.com.au](mailto:robert@rblawyers.com.au)



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# Allart's Volvos by Bryan Allart

My first association with the Volvo marque came about in the early 60's. I worked with a Vintage and Historic car dealer in Kensington UK for 10 years and my personal transport for a few months was a road registered ex Les Leston racing Volvo PV544. It really was a fun car to drive. fast, handled like a dream, and it sounded superb with the extractors and a small silencer. The stub exhaust ended out the side, just below the passengers door.

In the early 70's I worked for a while in the Service Department of British & Continental Cars that was run by Gerry Lister. They were a great bunch of guys, real enthusiasts and I would say more time and money was probably spent on engine modifications to customers cars fitting Webers, camshafts etc than was spent on routine servicing. After I left there I started up a small garage business specialising in tuning and servicing, plus some restoration work, mainly on sports cars. I was joined by Harald Takach who was a known Volvo guru and we soon had several regular Volvo clients. One of those clients owned an 1800E and the car had an intermittent problem causing the engine to cut out totally, usually during a long drive. In those days diagnostic machines were very expensive and very few small concerns could afford them. I had a discussion with the client and agreed to take the car home for the weekend to try and resolve the problem. Before I left the garage I wired in a standard Bosch ignition coil to bypass the sealed Volvo unit. I covered about 150 miles that weekend with no problems whatsoever. A new Volvo coil was eventually fitted so solving the problem. My wife Beryl came with me when I was testing the car and as we arrived back home she looked at me and said "I like this car I want one". At the time Tony Applebaum had a 1967 1800S for sale, so after managing to organise finance we drove the car home. We had that car for 18 years.

In 1991 Historic Rallies were virtually non existent but the Jaguar Car Cub were about to run the first Repco Mountain Rally. I bought a Halda Twinmaster, fitted a stop watch and clock to the dash, threw a fire extinguisher in and we entered the Rally. All went well until it came to a gymkhana on a disused tarmac car park. On a very tight left hander around a cone, smoke began pouring from under the bonnet. The engine was on fire. Fortunately a quick thinking marshall produced an extinguisher and apart from burnt wires the damage was not too serious and I managed to patch it up. That afternoon there was a similar test, and you guessed it, we caught fire a second time. This time it was more serious, apart from burnt wiring the fuel lines had cooked, parts of the SU's had melted. It was not good. Another competitor offered to drive me into town to see what was available and I managed to find enough parts to make good the damage. Fortunately there were no more driving tests. A couple of competitors said they could not believe the car was running again.

**Volvo 1800-120 Club Australia Inc.**

# 1992 TARGA TASMANIA

*The Ultimate Tarmac Rally*



puretasmania.com.au



Rumours were going around that Max Stahl was organising an event called Targa Tasmania. The format to be based on the Targa Florio in Sicily and would comprise of a road race round Tasmania. This was eventually considered impractical and was changed to a Timed Stage Rally with Transport Sections between Stages. The first event was run in 1992 and during the drivers briefing before the start Max Stahl asked if anyone new what the word "Targa" meant. One bright spark replied "Money". There was some pretty hor-

*Continued next page* →

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*Continued from previous page*

rific accidents in the first event mainly due to over driving, the Tasmanian roads are fabulous but can also be dangerous if not respected. The organisers also had problems with the results at the end of the rally due to very poor communication caused by bad weather during the event. Basically the Five Day Rally consists of Stages run against the clock on closed roads. Cars are started at 30 second intervals. Transport Stages are in normal traffic where all road rules apply, and link the closed road stages. Competitors are given a Minimum and Maximum time to cover each stage. Stages varied in length from say from 3 Kms to perhaps 50Kms or so. If you completed the stage within the Minimum time you were said to have "cleaned the stage" If you completed the stage within the maximum time, and did this every day on every stage, you qualified for a Targa Trophy. Do it for 3 consecutive years and you were awarded a Gold Targa Trophy.

Prior to the event Gerry had offered me a fully tweaked B18 engine fitted with Webers, complete with 5 speed Getrag gearbox. A friend offered me some sponsorship money through his Company so the engine was duly purchased. Beryl and I did the Targa in 1992, 1993, and 1994, and consequently picked up our Gold Targa Trophy, without incidents in our 1800S. One morning I was outside at home washing the car, a passing pedestrian stopped and said "my girlfriend loves these cars, is this one for sale" ? I replied "it could be". So his girlfriend came up from Canberra in a Kombi van, she took the car for a drive, we negotiated a final price and she drove it away with her boyfriend driving the Kombi loaded with spare engine, gearbox, and masses of spare parts.

What to buy next? I've always wanted a Porsche. A 1974 2.7 Litre Carrera had been advertised for some time. Autohaus Hamilton knew the car well and said it had probably done more racing miles than road miles in the hands of Geoff Morgan who had run it in the Porsche Cup for a few seasons. So I purchased the car and did many events over the next 12 years until the day Autohaus rang me and said they had someone who was looking for a car to buy like mine. So that was the end of my ownership.

## **Club events for 2015**

All events on website: [www.volvo1800-120club.com](http://www.volvo1800-120club.com)

Events Directors: Gavin Janson and Maida Skaarup

### **Club events for 2015 in S E Queensland**

#### **March Sunday 22nd**

Country drive and lunch at Esk.

RSVP TO Maida by 16th March - Email [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

#### **April Saturday 11th**

Classic Tech Day at Peers workshop at GLT CAR CENTRE, 7 Merritt Street, Capalaba.

BBQ LUNCH will be provided. BYO Chair and Drinks

RSVP TO Maida by 30th March - Email [mia6587@bigpond.com](mailto:mia6587@bigpond.com)

#### **May Sunday 17th**

#### **Macleans Bridge Sports and Classic Car Festival.**

**Logan Campus of Griffith University at Meadowbrook.**

Please consider if you would like to attend this event and email me. I will need to know how many are attending by March, as they want us to pre-register.

Email Gavin [gavinjanson@yahoo.com.au](mailto:gavinjanson@yahoo.com.au)

#### **August Friday 14<sup>th</sup> – Sunday 16<sup>th</sup>**

#### **Volvo National Rally**

#### **August Sunday 30<sup>th</sup>**

Neil Summerson's Classic Car Day *proceeds to the Fassifern Valley Rotary Club.*

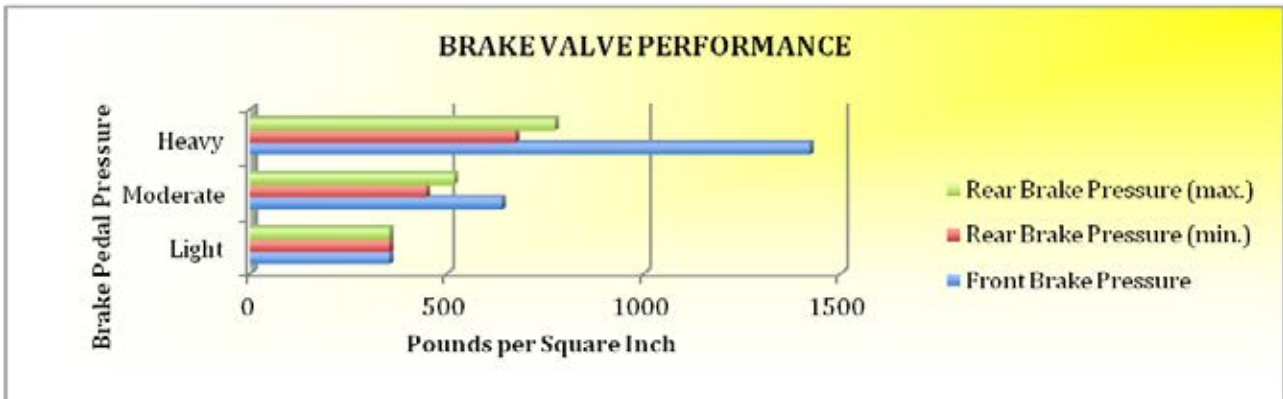


After careful consideration I decided it was back to Volvo again. I could mostly do my own maintenance, as I now had a 3 car garage with a pit. A 123GT would be perfect, if I could find one. After checking all the ads for several months I went to look at one in Wyong but it turned out to be a total and incomplete basket case. I eventually came across one advertised on a Classic Car website in UK. Owned by a little old lady, who would be sorry to see it go. A really good example of a 123GT, original engine, drives beautifully, comes with current MOT, has all new fitted carpets, no rust at all, mechanically perfect, etc, etc, So I took the plunge. I tracked the progress of the cargo ship everyday on the Companies website. I could barely contain my excitement when the shipping Company advised me it would delivered to my home that morning. What a disappointment when it arrived. It had been grossly misrepresented. It was a case of buyer beware, and being a private sale I had no comeback whatsoever. The car is now being restored and will be a rust free body when completed. I'll worry about the rest of it later.

It's just approaching 2 years since I gave it to the restorer. I received a phone call from Barry Ferguson, who knew the story of the imported car, telling me a friend of his was selling his 123GT and it would be well worth a look. After viewing and driving the car I realised just how good a 123GT can be. So I parted with another bagful of cash. The car was already professionally set up for competition and had competed in the 1997 Classic Adelaide also the 1998 Targa Tasmania in the hands of Mike Batten and owner Dennis Reeves. I fitted rally seats, Brantz, Stopwatch and Clock, Air Horns, all I'm pleased to say without drilling any additional holes in the bodywork, and easily put back to standard. So far I have done several navigational rallies with the Classic Rally Club, also I ran it in a HSRCA Regularity event at Wakefield Park. That was somewhat embarrassing as practically the whole field lapped me and coming past down the straight as though I were standing still. I could not get below about 1m32s. I could easily out brake and out corner several other competitors but it was pointless for as soon as we came out of a corner they were gone. Even the old 1800S would lap at around 1m18s and that was never set up in anyway. The 123GT is smokey after idling and uses oil, though not badly. It's booked in with Gary Comerford for new rings and valve guides and a general tweak, I'll see how it goes then.

**Bryan Allart**

## Hooray for the Brake Valve by Christopher Irons



The brake valve is designed to prevent the rear wheels from locking before the front ones. Fitted to 1800 and 120 models, the valve improves road holding by reducing the braking pressure exerted on the rear wheels compared with the amount exerted on the front ones. This is why the rear brakes (2 pistons) are designed to do less work than the front brakes (4 pistons on later cars).

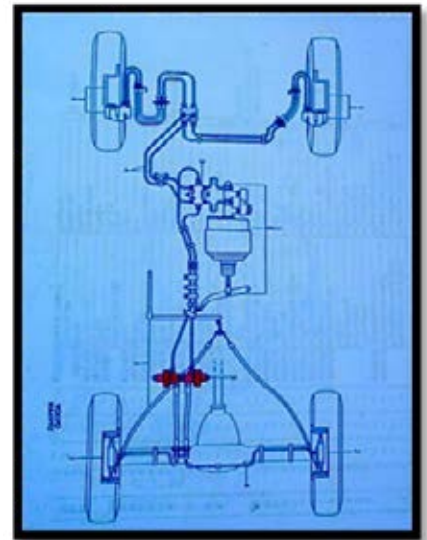
The chart above shows the difference in the brake pressures exerted on the front and rear wheels under three braking conditions: light, moderate and heavy, when the valves are working properly. During moderate to heavy braking, the difference in pressures prevents any 'tendency for rear end jazzing', as the 1800E & ES Owners Manual puts it. Models fitted with dual brake circuits have a brake valve on each circuit that connects both front brakes to one of the rear wheels. Then, if one circuit fails, about 80% of the full braking power can be obtained on the other without compromising safety. Whether you rely on one circuit or two, keeping the brake valve(s) in good working order is vital.



*1 Rear Brake Caliper – 2 pistons*



*2 Front Brake Caliper – 4 pistons*



*3 Brake Valves in Red*

Brake valves should be checked when overhauling the rest of the hydraulic brake system. A leaking brake valve can lead to a drop in hydraulic pressure in the whole system. A faulty valve can also cause brake-fade on the rear wheels and lead to overworking the rear brakes so that they wear out sooner than they should. Replacement valves are no longer available, neither are the aluminium pistons. However, the rubber seals and sealing ring, the gasket and the bolts are available in a repair kit that comes with a special tool for fitting the new seals.

## Removal

The brake valves are located below the rear seat on the left hand side of the car. First, loosen the flexible brake hose on the rear side of the cylinder nearest you about a third of a turn. Then disconnect the brake pipe on the other side of the valve. Remove the two bolts that attach the valve to the car. Turn the valve round enough times to undo it from the flexible hose. Take the brake valve to the bench, clean the outside and mark the cast and pressed steel cylinders so that you can reassemble them in the same position, even after painting, and so that you can also distinguish them from the other valve if there is one. Then take the other valve off in the same way and mark its cylinders uniquely too. Cover the ends of the brake hoses you left on the car to keep them clean.



## Reconditioning

Remove the four bolts holding the spring-loaded pressed steel cylinder in place. (I use an OHV spring clamp to hold the cylinders together until I've removed all four bolts. Two of the bolts are so close to the support flange that you may need to use a thin walled tube spanner.) Then remove the large nut at the end of the cast cylinder and push out the piston. After cutting the old seals off the piston, clean all the hydraulic parts with metho and/or brake fluid and blow them dry with dry compressed air if you have it.

Examine the cylinder wall and if it is scratched or only slightly damaged by rust you may be able to hone it out enough to reuse it. Otherwise, the valve will need to be sleeved with a material that will not corrode or interact with the aluminium piston in the presence of condensation. Fit the new seals using the conical tool as shown in the photos below. Fit the small piston seal first, ensuring it is facing the right way. Then fit the larger one.

*Continued next page* →



## Reassembling

Replace the reconditioned piston after coating it with brake fluid and/or the red grease in the kit. Screw in the end plug together with the sealing ring. The tightening torque is 10–12kpm (70–85 lb. ft.) Fit the shallow retainer into the top of the spring and the deep retainer into the bottom end. Lower the spring housing down over them. Fit the deep retainer onto the cast cylinder and compress the spring with the clamp you used to dismantle the unit. Make sure that the attachment bracket is in the correct position, then fit the four bolts, washers and, in earlier units, the nuts.

Install the brake valve(s) by screwing them onto the flexible brake hose(s). Place the first valve in position and check that there is no tension in the hose. Fit the attaching bolts and connect up the brake pipe. Repeat the process with the other valve, if any, and tighten all the hose connections. Then, bleed the entire brake system.

**DO NOT attempt to readjust the pressure screw on the brake valve** unless you have first established that it is incorrectly set (see Workshop Manual). The purpose of the adjusting screw is to correct any variations arising during manufacture. The adjustment made at that time is carefully checked and usually sufficient for the entire life of the valve.

## Sleeving

Recondition your car's brake valve(s) when overhauling the brake system to avoid any 'tendency for rear end jazzing' and excessive wear on the rear brake pads. If you take this advice, as I did, you may discover that the wall of a brake valve cylinder is too badly scratched or corroded to work properly without being sleeved.

One of the brake valves on my car was a borderline case due to corrosion from the condensation lying inside the cylinder during many years of neglect. I plan to have it sleeved later this year. Combining mine with other brake valves that need to be sleeved would reduce the one-off cost for all. If you have one or a pair of brake valves surplus to requirements, or need one sleeved, please let me know.

Email: [cdirons@ozemail.com.au](mailto:cdirons@ozemail.com.au).

Sources: VOLVO 1800E & 1800ES Owners Manual and the 'later models' Volvo 1800 Workshop Manual (Green Book) on the 1800philes website.

### Volvo 1800-120 Club Membership Application Form

Name of applicant (s) .....  
Postal Address .....  
.....  
State.....Post code.....  
Telephone No. A/h.....B/h.....Mob .....  
E-mail.....

#### **Car Details:**

Model (e.g. 122s/1800s).....Year.....Rego No. ....  
Type No.....Chassis/Body No.....  
Car Colour/code.....Upholstery Colour/code.....  
Engine type.....Engine No.....Transmission.....  
Extras Fitted.....

History (Please supply all known history, photos (you can email these) and old rego numbers, if possible, of the car for the Club Register) .....  
.....

I wish to apply for membership of the Volvo 1800/120 Club Australia Inc.

**I enclose \$40 for membership for the financial Year 2014/15**

**Very Important:** For bank transfers,

please make sure you **include your name (not 'club membership!')** as the reference.

**Volvo 1800/120 Club - NAB BSB 082837 - Account 833499571**

P.O.Box 6522 - Tweed Heads South - NSW 2486 Australia

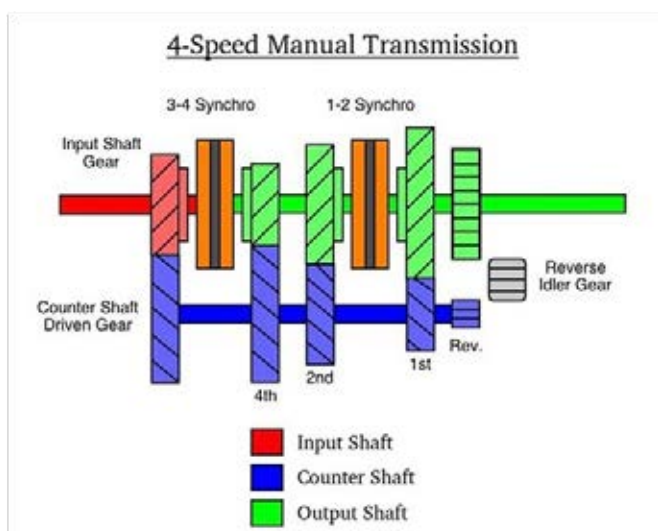
Signed:.....Date:.....



## ROBERT'S REPAIR RAMBLINGS

Your gearbox is essential to your vehicle moving. Volvo introduced the M40/41 series gearbox in the early 60's. Although an old design now, it remains pleasant to use as it is quiet, changes beautifully and is very rugged.

The below diagram shows the concept of the basic 4 speed gearbox, which applies equally to an M40.



It's also simple to repair.

The first step is to drive your car and see what is going wrong. This could be any or all of bad noises from bearings, synchros, or jumping out of gear. This will assist you in what to look for when the box is in bits on your work bench.



A good indication of the state of your box can be ascertained by looking at how much slop there is in your gear lever. I am not sure how to repair the slots in the box top that contribute to this.

If you feel brave enough to tackle an M40, you will be able to strip it down with normal hand tools, though butt end circlip pliers are essential for removing the clip between gears 2 and 3. You'll also need a press to press the end bearing off and remove 1 (and also the input shaft bearing).

You will be looking for excess play in the input shaft and rear of mainshaft bearings. You will also be looking to see if your synchro rings still "bite" onto their respective gears effectively.

Are the selector dogs still undamaged? Is the circular spring still springy? Is there damage to anything else, eg chipped teeth.

Upon reassembly, if you have methodically laid out everything, it should all go back together nicely. If you muck it up, the box won't work. There is a trick to getting the layshaft spindle back in and that is to flip the box upside down when doing that.

All replacement parts needed are available now, so try and tackle your gearbox repair yourself, ok?

Good luck!



## VEHICLE PROFILE *by Robert Bakker*

VEHICLE : 122S (1965)  
OWNER : ABBY-ROSE KORASZ (QLD)  
CHASSIS: 199322  
ENGINE: B18D  
TYPE: 12234 HL  
COLOUR : 89 (BLUE)  
UPHOLSTERY: 168-503 (BLACK VINYL)



Young Abby-Rose is the proud owner of another of our cars that started out from Victoria.

An 86 year old vendor sold the car, who had used it for 20 years as a doctor.

With the usual Korasz (Dave is her Dad) vigour, the car has received a reconditioned engine with new cam, unleaded head conversion, and new oil pump.

At the time of viewing, the car has been fitted out for air conditioning, but it was not plumbed in as yet. She also has EZ power steer, and overdrive. She also has new stainless bumpers, new Volvo floor mats and replaced brakes. The restoration has taken about one and a half years.



There is still a little bit of bodywork to do, but currently she seems more than capable of taking young Abby-Rose wherever and whenever she desires each and every day.

So a totally different sort of "first car" and it's certainly attractive in its blue.

Go "Olly"!!!

# Volvo Car Club of NSW Inc.

## President's Patter



We are certainly now pointed headlong into the New Year and getting a bit excited or nervous or both about what lies ahead?

Top of the priorities is of course the 2015 National Rally and the thousand and one items that need to be addressed. I can only assure everyone that the members of the organizing committee are totally

committed to making this Volvo Rally the best yet.

We are calling on all Volvo Club members around Australia to enthusiastically support the event as it most certainly will be the only time we will have Pelle Pettersen and Irv Gordon, who together comprise a lot of the "legend of Volvo". These men have carved a place in the story of Volvo Cars as is evidenced by the constant admiration the general public expresses when they come into contact with the P1800 cars on display.

But it is not only the P1800.

Having now attended nearly every Australia Day event from 1999 where hundreds of classic cars are on display to the general public, there is ALWAYS tremendous interest and admiration for our VOLVOS.- OK the P1800s do pull a crowd!

There is always high interest around our VOLVO display. And I might add it is not just the P1800 that attracts attention (the bright yellow 240 series that is often displayed gets quite a bit as well) and persons from all around the world recount stories of their ownership and experiences with Volvos in their lives.

So where am I going with this?

Whether it is the jokes or the hats or the Bloody Volvo driver ads on the TV – PEOPLE KNOW VOLVO.

There are no legendry jokes and innuendos about Mazdas or Toyotas or Porsches – and "WE"- all the members of all the Volvo Clubs around Australia are at the 'coal face' flying the flag for the VOLVO BRAND. We are not just owners – we are promoters!

Whenever 'OUR VOLVOS' are on display we are advertising VOLVO. We are creating the mindset that reinforces the brand Volvo.

I am sure that if I sat down and worked out from 1969 when I bought my first Volvo and the dozens – of my friends and family and their friends and families who have bought Volvos because of our total dedication to the brand, it would run into quite a number.

We are Volvo CUSTOMERS- maybe a lot of our purchases are from the used Volvo market – but without it there is no NEW CAR market or very much reduced one.

The recent success of Volvo in the V8 Super car series has created tremendous excitement in the Volvo camp – and more importantly is getting into the ears of the younger generation – that is younger than most of us! I heard it said that when the 'younger set' is done with their Mazdas, and Toyotas and Subarus, they look for a car that has that bit more going for it; something with a bit more 'up market' presence and appeal- and they are looking at Volvo.

It would seem blatantly stupid to withdraw Volvo from the V8 Supercar series given the exposure that Volvo is getting from it.

I have just returned from a weekend in Orange where we had a happy band of brother's and sister's Club Cars attend the Gnoo Blas Classic Car Show. Volvo was featured as Robbie Francevic was their special guest. He was the 1986 Australian Touring Car Champion – driving a 240 Volvo. Yes, the one that most of the house brick jokes are about. Remember that Peter Brock and Jim Richards – both 'legends' of the track also drove Volvos to success in motor racing.

We were joined there by some locals with their Volvo 120 sedan and a 120 wagon and other P1800s and 240s and a very nice 740 Turbo- all in all 20 Volvos on display. But more about Gnoo Blas later.

While in Orange, the members of our club, who I might add were wine and entrée-ed by no less than the Mayor- also the local Volvo Dealer – in the Civic Centre, were talking up Volvo in general and the National Rally in particular. Well we may have some fantastic news to share with you soon about a major sponsor coming on board for the event.

Many of the Volvo owners that we met expressed a desire to attend the rally and asked to get onto the e-mail list and some requests for membership.

I have every confidence that we will have a fantastic rally come August.

Please keep your suggestions coming to the committee as well. If you have something to contribute get onto the committee- there are many jobs to be done and many hands make light work. We saw this on the weekend – a fantastic organization for the event.

Keep Volvoing!

*Ted Warner President*



# Volvo Car Club of NSW Inc.

## Committee 2015

**Affiliate of the  
Council of Motor Clubs**



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**All mail to:**

**PO Box 138, Brighton-le-Sands, NSW 2216**

## Monthly General Meetings



### **Greyhound Social Club**

**140 Rookwood Road, Yagoona**

First Wednesday of every month from February to December.

6pm for a social dinner, and 8pm meeting start.

**Call Jules on 0409 161 357 if you get lost.**



## Model Gurus

**The following contacts have volunteered to provide club members assistance and advice regarding all Volvo models.**

|                  |                   |              |   |
|------------------|-------------------|--------------|---|
| 1800 Series      | Ralph Diaz        | 02 4296 4951 | <a href="mailto:dollydiaz@bigpond.com">dollydiaz@bigpond.com</a>                        |
|                  | Gerry Lister      | 02 9499 6666 | 0412 221 211 <a href="mailto:info@volvodownunder.com.au">info@volvodownunder.com.au</a> |
| 122 series       | Ted Warner        | 9521 8204    | <a href="mailto:tw@firstneon.com.au">tw@firstneon.com.au</a>                            |
|                  | Gerry Lister      | 02 9499 6666 | 0412 221 211 <a href="mailto:info@volvodownunder.com.au">info@volvodownunder.com.au</a> |
| 140 Series       | Gerry Lister      | 02 9499 6666 | 0412 221 211 <a href="mailto:info@volvodownunder.com.au">info@volvodownunder.com.au</a> |
| 160 Series       | Gerry Lister      | 02 9499 6666 | 0412 221 211 <a href="mailto:info@volvodownunder.com.au">info@volvodownunder.com.au</a> |
| 240 & 260 Series | Savvas Koutrouzas | 02 9310 4140 |   |
| 740 Series       | Savvas Koutrouzas | 02 9310 4140 |   |
| 850 & 940 Series | Ralph Diaz        | 02 4296 4951 | <a href="mailto:dollydiaz@bigpond.com">dollydiaz@bigpond.com</a>                        |
| General          |                   |              |   |
| Technicals       | Mike Mitz         | 0433 116 763 | <a href="mailto:americanmike@gmail.com">americanmike@gmail.com</a>                      |

# NSW Club Social Calendar for 2015

Okay guys and gals....we had a committee meeting on 9th December and set the entire calendar for 2015, so there are no excuses for not coming along or saying, "we didn't know it was on". It looks like a really good year coming up for us with the National Rally in August being the feature event. You won't want to miss out on that one. You can come to all or just one of the proposed events over the weekend of 14th to 16th August. It's up to you, but we are pulling out all the stops to give you the event of a lifetime so, please do your best to get there.

**Check your in-box for flyers, check out further issues of the magazine and on the website for more information on all our events.**

|                                |   |
|--------------------------------|---|
| <b>April</b>                   | <b>Nowra Art Gallery</b>  |
| <b>Sunday 19th</b>             | A flyer will be emailed early next year for this and all other following events.  |
| <b>May</b>                     | <b>Reptile Park, Wyoming (Bring your own picnic)</b>  |
| <b>Sunday 17th</b>             | If we get a minimum of 15 people the Entry is \$20 adults, \$13 concession & \$10 for kids, which is a great price as adult admission is usually \$33. They do a BBQ if we want, but at \$47.50 pp, it might be a bit steep for us. |
| <b>June</b>                    | <b>Southern Highlands Winery for Lunch &amp; Cellar Door</b>  |
| <b>Sunday 14th</b>             | More information closer to the event.   |
| <b>July</b>                    | <b>Christmas in July in the Blue Mountains</b>  |
| <b>Sunday 12th</b>             | We are looking at the Hydro Majestic, but we will confirm as soon as we can.  |
| <b>August</b>                  | <b>2015 Volvo National Rally &amp; Shannons Sydney Classic</b>  |
| <b>Fri to Sun 14th to 16th</b> |   |
| <b>September</b>               | <b>Pot Luck Rally Recovery Lunch at the Warners in Woronora</b>   |
| <b>20th</b>                    | Bring a plate and BYO.  |
| <b>October</b>                 | <b>Terrigal Trial &amp; Lunch</b>   |
| <b>Saturday 17th</b>           |   |
| <b>November</b>                | <b>Christmas Party at a member's residence (Yet to be decided)</b>  |
| <b>Saturday 28th</b>           | We will be doing our own catering for this event....maybe 'bring a plate'??   |



# Gnoo Blas Classic



## A WEEKEND IN ORANGE

"The weekend of 7 & 8 February was a fabulous Volvo Event in Orange at the Gnoo Blas Classic Car & Bike Show. The weather was perfect if not a bit too hot.

The Volvo Car Club of NSW was invited to attend the Classic as the "Feature Marque" and invited Robbie Francevic to be the Feature Guest.

Robbie was the Australian Touring Car Champion in 1986 driving a 240 Volvo – imagine a brick shaped car winning award like that.

Fittingly the Volvo Car Club NSW members put on a great show of Volvos. In total at the show were seven P1800 "S", "E", and "ES", five 120 sedans and one wagon, a few Volvos exhibited with other Clubs.

There were five 240s – and what a line up – the Symington's yellow 240'R', a very nice original one owner blue 240GL, the award winning 242GT of Torben's and the two racing 240s - - original turbocharged versions from the 1980s !!

We had a very nice Red 740 Turbo and the Martins displayed their very nice XC90 R-Design.

The Mayor of Orange – John Davis – also the local Volvo dealer was a major sponsor of the event and sponsored special awards for the Volvos.

Torben's 242GT – a black over silver version won runner up in its class.

Brad Elliott's P1800 ended up being the oldest Volvo on display, Russell and Judith Arnold's P1800 was awarded most original Volvo – only one with original wheels! AND the Green Volvo 120 of Ted and Jan Warner – was presented with highest mileage.

So a very successful event.

In all there were over 400 bikes & cars on display.

On the Saturday evening we attended Civic Reception at the Civic Centre hosted by the Mayor, John Davis and had a very rewarding conversation with him. Then afterwards a very entertaining evening dinner.

John invited us to have our cars photographed in front of his dealership the next morning before a very pleasant drive up to the Mount Canoblas reserve – what a lovely place!

Orange is a beautiful Central Western country City and the hospitality shown the club was fantastic. We will keep you posted for next year – hopefully a bit later in the year and cooler weather!!



## Gnoo Blas Classic



## “It Was the Best Car I Ever Owned”

While looking through an English “Autocar” Magazine Tony Lister, Managing Director of British & Continental Cars in William Street Sydney, saw a photo of the newly released P1800 Volvo. He immediately contacted the Swedish Consul in Sydney to see if a franchise was available to import this car. He discovered that there were two 122S Models already in Sydney and that the rights to import Volvo Cars were held by Peter Antill of Antill Ranger, a large trucking business. Peter was a great fan of the annual ‘Mobil Economy Run’, which ran from Sydney to Melbourne, and was quite successful in his Volvo 122S which at that time had a very reliable 1600cc engine under the bonnet known as the B16.

It was early in 1961 when my brother Tony took me for a run in Peter Antill’s Volvo 122S. Tony told me he was about to start negotiations with AB Volvo Sweden to acquire the rights to import Volvo cars to Sydney. To say Peter’s car with its little engine was good to drive was an understatement; it was an amazingly sweet car in every way. It could however have done with a bit more grunt.



**Volvo P1800 1961**

Tony then told me about the P1800 and that the 122S was getting the 1800cc engine next year and also Disc Brakes on the front. I asked why he was showing it to me and his answer was “would I like to help him set up the workshop to service these cars?” – it took me about 10 seconds to say YES!

*Gerry, Tony & Jack Lister*



In August 1961 my brother’s company, British and Continental Cars, signed the contract to be the NSW importer and distributor of Volvo Cars and the 3 Lister brothers Tony, Gerry & Jack commenced their careers with Volvo cars.



**Volvo Amazon 1962**

The first B18 engined 122S Model arrived in late 1962. One was a 2 Door Model and 3 were 4 Door models and I had the enviable job to collect these cars from the wharf at Pyrmont. I couldn’t believe my luck, they were nothing short of brilliant to drive even though on paper they appeared over-weight and under-powered. The service representative from Sweden told me if I wanted better performance I “should drive it like you hate it” as it was indestructible, and I did.

Never a truer word was spoken, after 52 years I haven’t managed to destroy one. We won our class in the first Sandown 4 Hour Race in 1964 and competed at the highest level in NSW and Queensland for another 10 years. We also competed in many “Round Australia Trials” and of course the amazing “London to Sydney Marathon” of 1968.

**1967-Lister-Seldon-Bathurst**

I will always be in debt to my brother Tony for what he did, for me and all those lucky people who have owned these wonderful classic cars. I am still in contact with many of my customers from those very early days and it is amazing how many of them say “it was the best car I ever owned!”

**Gerry Lister**



## “What Goes Around”

### A Short Story by GERRY LISTER

Isn't it funny how things happen? Back in 1964 I was in the British & Continental Cars workshop in Bourke St Woolloomooloo and I was looking for something to do. I had a few Volvos to service (even though nothing usually went wrong with them).

A gentleman in his late 20's asked me if I would take him for a test drive in a Volvo 122S, which I did, and of course he loved it and went straight up to our showroom in William Street and ordered a new Volvo 121 Station Wagon. This was a model with a single carburettor on an 1800cc engine that developed 75BHP and was fitted with Drum Brakes front and rear. He arranged to pick it up in Goteborg Sweden, as he was going to spend some time working over that way in Norway.

I didn't see him or hear from him again until late in 2012 when he rang and asked me to inspect his Volvo Wagon with a view to either sell or restore it. The next day I met him and his daughter and found a slightly sad looking car with a few dents around it and a very tired and worn out interior.

During the next couple of days of discussions, his daughter Monika told me there was no way the car would ever be sold and they would return it to its former glory, which I agreed to do.

I stripped the car down to its bare bones and had it repaired and painted in the original blue. I sourced new upholstery, mats, dash top and all body mouldings and seals from my supplier in Sweden.

The end result is a beautiful Volvo car still with its original owner with 140,000 genuine miles, with the original books, and feels and looks as good as it did 50 years ago.

..... COMES AROUND“



## A Note from ‘Our Jude’

Volvo year 2014.....Now done and dusted!

Volvo events were.....Exciting!

Volvo socialising was.....Fun!

Volvo Xmas Party was.....Priceless!

Sincere thanks to our club President, Committee and helpers for all your hard work giving us an interesting, eventful and enjoyable 2014 ending up with what must have been the most memorable HO HO HO Xmas party in the history of the Volvo Club!! Our thanks go to Danni and Syd for making their lovely home available for the event and giving approx. 40 of us a beautiful Xmas dinner with all the extra trimmings. Well done! After dinner Santa arrived and distributed very impressive gifts to us all. He looked a little larger this year ((I think he must have sampled too many Xmas puddings on the way!)) My special thanks to Santa. I have been asking him for years to bring me a ‘toy-boy’. Guess what! This year Santa finally got it right! He gave me a ‘toy-boy’ who chauffeured me to the party in a new Mercedes Ambulance. Good one Santa! If I ask nicely again next year I might be lucky enough to be chauffeured in a Fire Brigade truck!

It was so good to catch-up and share a lovely Xmas dinner and fine wines with each other again. Many thanks to all those involved in organising a very successful night.

VOLVO year 2015.....Bring it on!



# On a lighter note..... by Jules

Tom was working in the garden this weekend and his wife was upstairs, about to take a shower.

Tom realized that he couldn't find the rake and yelled up to his wife, "Where is the rake?"

She couldn't really hear him and shouted back, "What?"

He pointed to his eye, and then he pointed to his knee and made a raking motion.

His wife was a bit puzzled and again said "What?"

He repeated the gestures. "Eye - Knead - The Rake"

His wife indicated that she understood and signalled back.

She first pointed to her eye, next she pointed to her left breast, then she pointed to her backside and finally to her crotch.

Well, there was no way in hell Tom could even come close to that one.

Exasperated, he went upstairs and asked her, "What the hell was that?"

She replied, "Eye - Left Tit - Behind - The Bush"

*Sean is the vicar of a Church of England parish on the border of Northern Ireland and Southern Ireland and Patrick is the priest at the Roman Catholic Church across the road.*

*One day they are seen together, erecting a sign which says,*

*"THE END IS NEAR.TURN YOURSELF AROUND NOW.BEFORE IT IS TOO LATE."*

*As a car speeds past them, the driver leans out his window and yells,*

*"Leave people alone, you religious nutters. We don't need your lectures."*

*From around the next curve they hear screeching tyres and a big splash.*

*Shaking his head, Father Patrick says "Dat's da terd one dis mornin'."*

*"Yaa," Sean agrees, then adds, "Do ya tink maybe da sign should just say*

*"BRIDGE CLOSED"?"*



## STUDENT WHO OBTAINED 0% ON AN EXAM

I would have given him 100%! Each answer is absolutely grammatically correct, and funny, too.

The teacher had no sense of humour.

Q1.. In which battle did Napoleon die?

\*His last battle

Q2.. Where was the Declaration of Independence signed?

\*At the bottom of the page

Q3.. River Ravi flows in which state?

\*Liquid

Q4.. What is the main reason for divorce?

\*Marriage

Q5.. What is the main reason for failure?

\*Exams

Q6.. What can you never eat for breakfast?

\*Lunch & dinner

Q7.. What looks like half an apple?

\*The other half

Q8.. If you throw a red stone into the blue sea what it will become?

\*Wet

Q9.. How can a man go eight days without sleeping ?

\*No problem, he sleeps at night.

Q10. How can you lift an elephant with one hand?

\*You will never find an elephant that has one hand.

Q11. If you had three apples and four oranges in one hand and four apples and three oranges in other hand, what would you have?

\*Very large hands

Q12. If it took eight men ten hours to build a wall, how long would it take four men to build it?

\*No time at all, the wall is already built.

Q13. How can u drop a raw egg onto a concrete floor without cracking it?

**Where it all started !!**



The other day someone told me that I could make ice cubes with leftover wine. I was confused... what is leftover wine?





**Expression of Interest**  
**Volvo Clubs of Australia 2015 National Rally**  
**Friday 14th - Sunday 16th August 2015**  
**The Event of a Lifetime.....it won't happen again!**



**Special Guests**  
**Pelle Petterson, designer of the P1800 & Irv Gordon, the 3 Million Mile Man.**

Greetings fellow Volvophiles -

The Volvo Clubs of Australia 2015 National Rally will be located in Sydney and held in conjunction with the Shannons Sydney Classic at the newly refurbished Sydney Motorsport Park (formerly Eastern Creek) on the weekend of 14th to 16th August. The Shannons Sydney Classic is hosted by the Council of Motor Clubs NSW.

This event displays over 1700 classic vehicles and attendees at the rally have the opportunity to showcase their Volvos in a select area capable of holding easily 100 cars, as well as to drive the new circuit on our display laps.

Also, the Volvo Car Club NSW has invited Pelle Petterson and Irv Gordon to be special guests for the event and both have accepted. We enthusiastically encourage members of all Volvo clubs to attend and support what is going to be a most memorable occasion.

We are in the planning stage at the moment and have approached The Hills Lodge at Castle Hill as the focal point for the formal parts of the event. This is a most suitable venue as the Hotel Manager is working on it being known as Classic Car Central! (or C<sup>3</sup>) So we know we are going to get a good deal. Outlined below is how the weekend is expected to unfold:

|                    |            |  |
|--------------------|------------|--|
| Friday evening:    | 4pm - 5pm  | Registration for those participants who arrive on Friday.  |
|                    | 6pm - 8pm  | Welcome cocktail party with finger food.   |
| Saturday morning:  | 9am        | Bus to Sydney Olympic Park to catch ferry for Sydney Harbour   |
|                    |            | Cruise including a light lunch (optional).   |
| Saturday afternoon | 2pm - 5pm  | Registration for those participants who arrive on Saturday.  |
| Saturday evening:  | 6pm - 10pm | BBQ dinner and socialising.  |
| Sunday morning     | 9am        | Depart for Sydney Motorsport Park to attend Shannons Sydney Classic (Council of Motor Clubs display). Concours judging will take place during the day. |
| Sunday lunch:      | 12 noon    | Light lunch catered by Sparks Catering of SMP.   |
| Sunday evening     | 7pm        | Trophy Presentation and buffet dinner at the Hills Lodge with a Q&A session with our specials guests.  |

**To assist with planning it is vital we have an idea of numbers of participants who wish to attend.**

**To indicate your interest fill out the form below and return the whole page (with a \$50 refundable deposit) by mail to:**

**Make cheque payable to:**

Volvo Sporting Car Club of NSW  
PO Box 419  
Bexley NSW 2207

**OR**

EFT funds to the St George Bank

**Account Name:**

Volvo Sporting Car Club

**BSB:** 112-879

**Acc No:** 473827411

**Transaction Description :**

2015 Rally Deposit



Standard Room at the Hills Lodge

**Then post or, scan and email, the completed form to Julie Williams**

**[hollymist@bigpond.com](mailto:hollymist@bigpond.com)**

Name: \_\_\_\_\_ Number of people attending: \_\_\_\_\_

Address \_\_\_\_\_ State: \_\_\_\_\_ Postcode: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Vehicle Model: \_\_\_\_\_ Year: \_\_\_\_\_

Deposit enclosed: \_\_\_\_\_ or EFT Date: \_\_\_\_\_ Receipt Number: \_\_\_\_\_



# Classifieds: Cars and parts

**FREE ADS for club members. \$5 fee applies to non-member ads (+\$5 for photo) - fees waived at the discretion of the editor. Please notify the editor when vehicle or parts are sold. Editor reserves the right to edit or withhold ads if necessary.**

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

**PARTS FOR SALE** 1 x Amazon bonnet \$100  
3 x Yokohama Advan 032-R 205/60R-15 road



legal race tyres. 80% plus tread. (over \$300 ea. New) \$150 the lot. 1 x gearbox M40 VGC. \$100 1 x pr. 4 pot brake callipers fully re-cond. By BGT. Inc. pads. Never used. Suit 140 but



have adaptors to suit 120. \$350. 1 x pr. Race seats. New, never used. \$300 the pair. 1 x B 20 engine with twin SU's complete assembly inc. bell housing, clutch & gearbox. Still in car. Not been used for a number of years but was a very good runner. Best offer. Call Bill 0429 425759

**1983 240GLE:** Silver/blue. Rego NSW August 2015 Driven daily. Good history. 320K Sydney. \$1750 Graham Bennett. 0408 600 475. bennettbi@bigpond.com

**VOLVO 122 PARTS FOR SALE** Front guards L&R. both excellent. Bonnet, very good. Boot Lid, excellent. Steering box. Excellent. Front head light assembly. Front Indicator assembly. Rear reflector assembly. Rear tail light assembly. Door handles / latches. Call Bill on 0429 425 759

## 120 REPRODUCTION TUNNEL CONSOLE

These are made from a genuine Volvo extra that was available at the time for these



models. If you are looking for that extra bit of organised storage or "a cupholder" this will be the article to get. Fits nicely between the seats. Comes with instructions to fit and is available for manual or automatic versions. Price TBA soon. Call Mark on 0403 814545 or email mark@vptuning.com.au

**RADIATORS AT VP TUNING** High quality alloy radiators for Volvo 850 X70 -'98, 940 X90, P2 S60, V70, R. Good improvement over the stock radiators with plastic side tanks which can crack over time. Now available for manual



and automatic transmission! Call Mark on 0403 814 545 for the latest pricing.

**NEW ECU TUNE PRICES** VP Tuning has reduced their ECU tuning prices. New RRP prices are: Motronic -'98 \$990.00 (was \$1165.00); ME7/9 \$1275.00 (was \$1385.00). Club discount still applies! Call Mark on 0403 814 545

## 1BEAM-TYPE PAOYI AERO WIPERS

Tested to over 1 million wipes for lower noise and longer durability. Complete with 7 adaptors to suit 99 percent of cars. Various sizes available direct from the importer only \$15 ea. Contact Andrew at Daley Prestige Repairs 0404 646 365 or email andrew@daleyprestigerepairs.com.au

**1800 TAILLIGHT RESTORATION** Have your corroded die cast taillight housing brought back to new condition. Also, the STOP, TAIL, BLINKER fitted with new insulated bayonet holders with separate EARTH. Exchange service is available or you can have your own units restored and returned to you. If you choose to have your own taillight restored the manufacturing period is up to 6 weeks. For technical information or advice contact Chris Bennett 0403920274. Email volvoclassic1800120@yahoo.com.au. For exchange service contact Gerry Lister on 02 9499-6666

**1972 VOLVO P1800ES** Stylish & elegant 2000cc, 4 speed manual with O/D. Time for



a new owner. Full rego to 21/5/2015. Great condition & well maintained. Cream duco with original tan interior. Loves the open road. Some spares available just in case. All offers considered. Call Irene on 02 48451704 for more details or email irene.barerra@gmail.com

## VOLVO 1800 LOGO KEY RINGS

Nice addition to your classic Volvo! \$15 including postage within Australia. Please contact Lee via email classicvolvogirl@gmail.com



## OZVOLVO ORG

The Australian Volvo enthusiast's forum

Mechanical troubleshooting

100% free to use

Community trading post

Off-topic chat

Projects and build threads

Register today at [www.ozvolvo.org](http://www.ozvolvo.org)

## VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002  
Seaford VIC 3198  
Australia

mobile: 0403 814 545  
email: mark@vptuning.com.au

**122S 4 DOOR 1968 DAILY DRIVER** I bought this Volvo 8 years ago from the son of the original owner. The Volvo became my daily driver from then until around 18 months ago when I took it off the road to deal with some rust that had been in the doors since I bought



the car. In that time I have had the generator rebuilt, motor rebuilt (only the second time it has ever been rebuilt, did it as a precautionary measure when the timing gear wore out), diff replaced and general minor maintenance. It was a fantastically reliable car for its age, sat happily all day at 100/110km/h on the freeway on many interstate trips. There are receipts dating back to the 1970's with the car. To bring the car back to excellent condition I believe the following is needed: Regulator rebuild, Door windows refitted (window pushes are rusted and should be replaced), minor rust in the front guards dealt with a lick of paint and some work on some tiny rust bubbles around the car would have it looking great. Some seams need restitching in the seats. \$5,000. Call Ryan on 0432 889 159.

**1992 940SE TURBO** 252,xxx Kms (Turbo model B230FT engine). Remote central locking\* and alarm. Pioneer CD player and CD stacker in boot. Grey color leather seats in good condition. A/C is working. Alloy wheels and good Pirelli tires. A very well for its age preserved car. Has been looked after since it was purchased in 2003. Oil changes every



5,000 Kms. It has been using 98 octane fuel. Had new rotors at front and rear wheels. New A/C compressor and dryer fitted in 2007. Long life coolant 50:50. Top and bottom radiator hoses are new. The main fuel pump fuel filter has been replaced. New cam belt and tensioner fitted at 229,000 Kms (2010) and a new harmonic balancer. Had a new rocker cover gasket fitted. Long life spark plugs. Fairly new Maintenance free battery is fitted. \*some minor issues need to be addressed. A small rusty spot at the top of the front passenger door. The cable end from the hand brake has recently snapped inside the hand lever and it will need to be replaced. \*The passenger's front door locking solenoid is faulty and only locks manually. Registered to 8 October 2015, but with the hand brake problem present the car is going to be sold without RWC. RWC shouldn't be a problem after that repair. This car, regrettably, has to be sold as the family needs have changed lately and there is not enough parking space for a spare car at present. \$2,800. To contact seller, visit the club's website: [www.volvovic.org.au](http://www.volvovic.org.au)

#### **VOLVO 4 STEREO - MP3 CONVERSION**

Modified radio cassette (RX-93 series) to replace cassette mech with a MP3 module. Reads USB and SD cards via sockets where



the cassette used to insert. Original cassette control buttons still operate MP3 module (Prev / Next Track & Pause/Play). Cassette REV button now toggles between MP3 and original AM/FM circuitry. \$155 + Postage. Or \$125 exchange. (Note: exchange radios do not need to be working, just complete and presentable). Call Craig 0428 529 372 for more details.

**1972 P1800ES** Vehicle Number 00914. 4 Speed Manual with O/D and only travelled 75,000 Miles. I have never owned a vehicle that has attracted so much attention....every time I drove it. This vehicle has full NSW registration and has been restored to a very



reliable condition. It has Koni adjustable suspension, Pertronix Electronic Ignition, and is a pleasure to drive. Many parts have been replaced with new. I have the original Aircon unit which would need to be upgraded before reinstalling. If you are interested and/or require more info contact Ian on 0428 686164 or email me [atianbb@bigpond.com](mailto:atianbb@bigpond.com) Offers around \$24,500 will be warmly considered.

**1984 240 GL** One owner manual station sedan 4-speed manual with OD. Light blue duco. Always garaged, car is in good original condition. 354k. Mechanically sound, drives



really well. One ding left side rear. Currently on club plates. \$2000. For inspection contact Geoff in Castlemaine on 0429 722 991



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*Guaranteed For Life*

**FCPeuro.com**

Dan Clayton - Australian Account Manager

USA phone number — 1-860-577-7340 • [danc@fcpeuro.com](mailto:danc@fcpeuro.com)



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**SUPERPRO POLYURETHANE BUSHINGS • VOLVO GENUINE PARTS**  
**H&R SPRINGS, KING SPRINGS & DVS COILOVERS**  
**BRAKE HARDWARE & CONVERSIONS • BMW GENUINE PARTS**  
**DVS SUSPENSION & PERFORMANCE PARTS**

**WWW.DVS.NET.AU**

# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal

Printable On-line Application Available at [www.volvovic.org.au](http://www.volvovic.org.au)



|   |  |
|---|--|
| <p>( ) <b><u>New Application</u></b> (1 year membership from date of payment processing - please allow up to 6 weeks; if urgent, phone or email member secretary.)</p> <p>( ) <b><u>Renewal</u></b> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p> | <p>Annual Membership fee is \$40 for Adult/Family and \$20 for Student/Pensioner. New memberships begin from date of processing, and are valid for 12 months. At the end of this period you will be asked to renew your membership (a renewal form will be posted with your final magazine). Renewed memberships are for 12 months from your membership expiry date (not date of payment).</p> |
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| <p><b><u>Your Details:</u></b></p> <p><b>First Name:</b> (Mr/Mrs/.....).....</p> <p><b>Partner's Name:</b> (Mr/Mrs/.....).....</p> <p><b>Street Address:</b> .....</p> <p><b>City/Suburb:</b> ..... <b>State:</b> ..... <b>Post Code:</b> .....</p> | <p><b>Membership number</b> (renewal only) .....</p> <p><b>Surname:</b> .....</p> |
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| <p><b><u>Contact Details:</u></b></p> <p><b>Phone:</b> (.....) ..... <b>Mobile:</b> (.....) .....</p> <p><b>Email:</b> .....</p> |
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| <p><b><u>Car(s) Details:</u></b> (You must list vehicles with CH plates. Engine number optional - can be found on Registration Certificate)</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Model</th> <th style="text-align: left;">Year</th> <th style="text-align: left;">Colour</th> <th style="text-align: left;">Reg. No.</th> <th style="text-align: left;">Engine No.</th> <th style="text-align: left;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table> | Model | Year   | Colour   | Reg. No.   | Engine No. | Body Style | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
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| <p><b><u>Membership Type:</u></b></p> <p>( ) Adult/Family (\$40)</p> <p>( ) Student (\$20)</p> <p>( ) Pensioner (\$20)</p> <p><b><u>Volvo Club of Victoria Stickers:</u></b></p> <p>( ) One Sticker (\$4)</p> <p>( ) Three Stickers (\$10)</p> | <p><b><u>Payment Details:</u></b> <b>Total amount paid \$</b>.....</p> <p>( ) CHEQUE ( ) MONEY ORDER ( ) OTHER.....</p> <p>( ) DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria BSB: 063-564 Acct. No. 10014322] (Include transfer receipt with form)</p> <p><b>Note:</b> If you order stickers (at left), please add this amount to your membership payment. These will be posted out to you with your next magazine.</p> |
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| <p><b>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</b></p> <p><b>Signature</b> ..... <b>Date</b>.....</p> |
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| <p>For information about the club please contact the President Heino Nowatzky on 0425-705-045.</p> <p><b>For information about your membership please contact the Membership Secretary Greg Sievert on 0401-713-595 (AH) or email <a href="mailto:greg.sievert@gmail.com">greg.sievert@gmail.com</a></b></p> <p>Please send this form with payment or direct deposit receipt to:</p> <p><b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b></p> <p><b>If paying by direct deposit, you can email a scanned copy of this form and your direct deposit receipt information to <a href="mailto:greg.sievert@gmail.com">greg.sievert@gmail.com</a></b></p> |
|---|

# Volvo Car Australian dealers

## New South Wales

|                            |                                |               |     |      |              |
|----------------------------|--------------------------------|---------------|-----|------|--------------|
| Trivett Volvo              | 75-85 O’Riordan St             | Alexandria    | NSW | 2015 | 02 8338 2147 |
| Alto Volvo                 | 387 Pacific Highway            | Artarmon      | NSW | 2064 | 02 9412 7555 |
| Trivett Volvo Parramatta   | 70-72 Church St                | Parramatta    | NSW | 2150 | 02 9841 4127 |
| Peter Warren Volvo Cars    | 13 Hume Highway                | Warwick Farm  | NSW | 2170 | 02 9828 8123 |
| Purnell Volvo              | 990 King Georges Rd            | Blakehurst    | NSW | 2221 | 02 8558 7000 |
| Hunter Viking Car Centre   | 16 Christo Road                | Georgetown    | NSW | 2298 | 02 4960 1200 |
| Woodleys Motors            | 200 - 208 Marius St            | Tamworth      | NSW | 2340 | 02 6763 1500 |
| Bellbowrie Motors          | Cnr Pacific Highway & Halls Rd | Coffs Harbour | NSW | 2450 | 02 6656 8700 |
| Tynan Volvo Cars           | 37-39 Burelli St               | Wollongong    | NSW | 2500 | 02 4229 3033 |
| Allan Mackay Autos         | 239 Argyle St                  | Moss Vale     | NSW | 2577 | 02 4869 1100 |
| Jason Wagga                | 42 - 50 Dobney Avenue          | Wagga Wagga   | NSW | 2650 | 02 6925 3211 |
| Annlyn Motors              | 93 - 99 York Rd                | Penrith       | NSW | 2750 | 02 4722 9900 |
| Scuderia Veloce Volvo Cars | 586 Pacific Highway            | Chatswood     | NSW | 2067 | 02 9411 6677 |
| John Davis Motors          | 38 Bathurst Rd                 | Orange        | NSW | 2800 | 02 6362 0966 |

## Australian Capital Territory

|              |              |        |     |      |              |
|--------------|--------------|--------|-----|------|--------------|
| Rolfe Motors | 29 Botany St | Philip | ACT | 2606 | 02 6282 4888 |
|--------------|--------------|--------|-----|------|--------------|

## Victoria

|                              |                           |                |     |      |              |
|------------------------------|---------------------------|----------------|-----|------|--------------|
| Silverstone Volvo            | 591 Doncaster Rd          | Doncaster      | VIC | 3108 | 03 9840 8868 |
| Bilia Hawthorn               | 139 Camberwell Rd         | Hawthorn       | VIC | 3122 | 03 9882 3600 |
| Altitude Volvo Cars Brighton | 913 Nepean Highway        | Bentleigh      | VIC | 3204 | 03 9576 5399 |
| Melbourne City Volvo         | 351 Ingles St             | Port Melbourne | VIC | 3207 | 03 9684 1070 |
| Rex Gorell Volvo             | 212 - 224 Latrobe Terrace | Geelong        | VIC | 3220 | 03 5244 6222 |
| Jacob Motor Group (service)  | 171-175 Melbourne Road    | Wodonga        | VIC | 3690 | 02 6055 9829 |

## Queensland

|                           |                               |                  |     |      |              |
|---------------------------|-------------------------------|------------------|-----|------|--------------|
| Austral Volvo             | 773 Ann St                    | Fortitude Valley | QLD | 4006 | 07 3250 3080 |
| Southside Volvo (service) | Cnr Buranda Street & Logan Rd | Buranda          | QLD | 4102 | 07 3895 3535 |
| Sunshine Volvo            | 179 Nerang Rd                 | Southport        | QLD | 4215 | 07 5509 7100 |
| Southern Cross Prestige   | Cnr James St & Anzac Ave      | Toowoomba        | QLD | 4352 | 07 4690 2333 |
| Pacific Volvo             | 129 Sugar Rd                  | Maroochydore     | QLD | 4558 | 07 5458 9738 |
| Rockhampton Prestige      | Cnr Musgrave & Armstrong Sts  | Rockhampton      | QLD | 4702 | 07 4922 1000 |
| Tony Ireland Volvo Cars   | Cnr Woolcock & Duckworth Sts  | Garbutt          | QLD | 4814 | 07 4726 7700 |
| Trinity Volvo             | 94 McLeod Sts                 | Cairns           | QLD | 4870 | 07 4050 5000 |

## Western Australia

|                  |                          |              |    |      |              |
|------------------|--------------------------|--------------|----|------|--------------|
| Premier Motors   | 393 Scarborough Beach Rd | Osborne Park | WA | 6017 | 08 9443 1133 |
| Barbagallo Volvo | 1286-1288 Albany Hwy     | Cannington   | WA | 6107 | 08 9231 9777 |

## South Australia

|                 |              |          |    |      |              |
|-----------------|--------------|----------|----|------|--------------|
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## Northern Territory

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