

ROLLING

AUSTRALIA
No. 186

September/October 2009



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



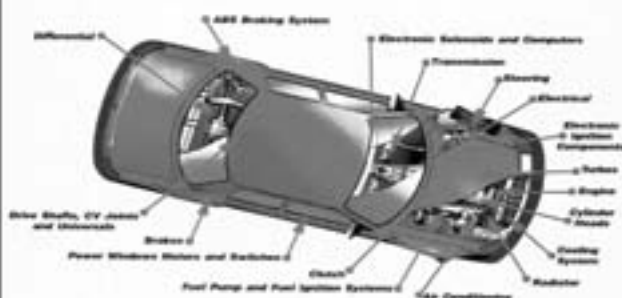
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Within the Volvo Car Club of Victoria, each model Volvo is represented on the committee by a "Register Captain" or contact person for matters concerning that group of cars. The role of a Register Captain is determined mainly by the individual, but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

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ROLLING AUSTRALIA

SEPTEMBER/OCTOBER 2009 ISSUE NO. 186

THE MAGAZINE FOR THE VOLVO CLUBS OF
VICTORIA AND SOUTH AUSTRALIA
(INCORPORATING WESTERN AUSTRALIA)
THE VOLVO 1800/120 CLUB OF AUSTRALIA
THE VOLVO CLUB OF QUEENSLAND

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DEADLINE FOR SUBMISSIONS

Next edition deadline is 10th October 2009

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Volvo Club of Victoria Calendar of Events

For the latest event information, check out the Club's web site at www.volvovic.org.au

Unless specified below, all night meetings are held on the 1st Wednesday of the month at 8pm sharp at the South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6.

Unless specifically stated otherwise, all events below are open to Victorian CH-plated vehicles.

September 2009

Wed 2nd Night Meeting
Guest Speaker Simon Fraser gave a great presentation about his recent junkyard trip to the USA - more info in next Rolling. If you missed it, you really missed out! Thank you Simon and thank you Adrian Beavis for organising.

Fri 11th Corryong Historical Machinery Club Rally
-Sun 13th Club member Rick Dugdale, owner of the Clearwater Caravan Park in Tintaldra, has extended the invitation to all members to stay for the weekend @ \$25 per head per night, with dinner (Saturday night) @ \$18 per head (if enough people are interested). Please contact Rick via email uppermurraycaravan@bigpond.com or phone 02 6077 9207 if you are interested in attending.

Sat 26th Bay to Birdwood Classic - Adelaide
-Sun 27th This event is open to all registered and road worthy vehicles (bikes, cars, trucks) manufactured between 1 January 1956 and 31 December 1977. Web site (including on-line entry forms): www.baytobirdwood.com.au/the_classic.html
It's a great event and we usually have a group of at least 5-6 cars from VIC going over. Please contact Heino (0425-705-045) if you're interested in going so we can advise the SA club and organise to drive over as a group. The SA club will have a welcome event on Saturday night for all members (details in the SA club calendar).

October 2009

Wed 7th Night Meeting
Guest Speaker info see www.volvovic.org.au

Sat 10th Safety Check Day at Carson & Murphy
Location: 24 Firth St, Doncaster, 03-9848-9655
Time: from 9AM
Bring your Volvo by for a free safety check by the expert mechanics at Carson & Murphy. They'll put your car up on the hoist and check the suspension, exhaust and drivetrain, and can also hook the car up to the computer to check for any problems with the tune of the engine. Come early and get your name on the list to avoid disappointment as only a limited number of cars can be checked on the day - we'll do everything we can to check everyone's car.

Sun 11th Parts Sale & Swap Day!
Location: Classic Volvo Service, Factory 2, 17-21 George St, Blackburn. (MELWAY MAP 48 A.10)
Time: from 9AM
The featured group this year will be pre-1960s rarely seen MERCEDES-BENZ models. We hope to have up to 10 of the best on show. Should be great fun as ever, and being a sell and swap, always bargains. FREE SAUSAGE SIZZLE, TEA AND COFFEE ALL DAY. For more info, contact John Fleming 03-9877-7754

November 2009

Wed 4th Night Meeting
Guest Speaker info see www.volvovic.org.au

Sat 28th Shannon's Christmas with the Club
Music, dancing, auction and special guests!
The club plans to book a table for 10 people to attend - everyone had a great time last year. Cost includes full meal, drinks and entertainment. Contact Heino 0425 705 045 if you wish to attend so we can confirm ASAP. Cost \$60 (TBC).

December 2009

Wed 2nd Night Meeting - BBQ at Voldat
Location: Voldat Automotive, 46 Roberna St, Moorabbin. Ph: 9553-1091. Free end-of-year BBQ for all members from 7PM. Thank you to our host John Johnson from Voldat Automotive.

TBA Club Christmas Party
More info to follow in the next edition of Rolling. **WATCH THIS SPACE!**

January 2010

NOTE: NO Night Meeting in January!

Sun 17th RACV Great Australian Rally
Melbourne to Mornington. Pre-register by 12th January for \$35 or on the day for \$45. More info and entry form available at www.abccc.com.au

February 2010

Wed 3rd Night Meeting
Guest Speaker info see www.volvovic.org.au

Sun 28th Volvo Club of Victoria Annual Display Day
in conjunction with the **RACV Classic Showcase**
More info in the next edition of Rolling. Venue is Flemington Racecourse - same as 2009. This is the club's big event of the year. Come along and join in the fun!

Magazine printed by club member Rick Robey @ Fairkote:

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Attention all Club Members:

More photos, stories, tech tips and other Volvo-related information is needed for the magazine. Please email or post to the editor (details on previous page).

Cover Photo Contest: MORE PICS NEEDED!!!

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

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

On the cover: Gippsland Vehicle Collection ("Maffra Shed") and some of the Volvos that attended the Continental Vehicles open display day on 12th July 2009. Story & pics in this edition of Rolling.

President's Report

Heino Nowatzky

0425-705-045

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NOW HEAR THIS: AGM

The AGM was held on 5th August 09 and the majority of the committee have been re-elected. I guess that means you are happy with the current committee. I thanked all the committee for their efforts throughout the year and I hope you all agree with my statement that the most important person on the committee is Greg Sievert our Editor.

Without Greg we would all be without this wonderful magazine. Greg was absent from the AGM on a visit to the USA but had agreed to remain as the Editor (sighs of relief). Since Greg was absent I decided to throw in the Membership Secretary position as well. Not quite, Greg and the committee had discussed the fact that as he sent out the magazines and had a copy of the members' database it was just as easy to do that as well (thanks Greg). Adrian has also stayed on as the Treasurer, which makes things much easier with the bank. Lance has graciously accepted staying on as Vice President and John Johnson remains the clubs Secretary. Tina has relinquished the Membership Secretary's position but has been elected as a General Committee member, along with her brother Dion, Mark Icton, Thorben Hughes and new member Ian Turnbull. Ben Winkler did such a good job with the web page he's back as the Webmaster. He requested a

fancy title (calls me El Presidente) so I suggested 'Spider' but that wasn't taken up. All the Register Captains have been re-elected. The only person not seeking re-election was Alex Isaacs but he still organised the Dyno Day held on the 15 August 09. Thanks for all your help and support Alex.

Lyle and Rob from Bilva were our guests and conducted their annual parts sale at the AGM and this year Adrian Beavis organised the Pizzas. He did threaten gourmet pizzas, accompanied by much teeth gnashing from our more traditional pizza loving members of the committee, but at the last hour a dispute (I hear a heated argument ensued) with the owner of the gourmet pizza shop saw a switch to the local traditional pizza shop. This was much appreciated by members and the committee. I understand a few wagers had been made on the pizzas Adrian, so you came out on top, well done. I did get one complaint (very tongue in cheek) that there were way too many pizzas (if there is such a thing) but it is difficult to plan how many will attend the AGM.

The Dyno Day was organised by Alex and was run at the Swinburne TAFE. All up we had twelve cars run on the 'rollers'. See separate article. *[Article to follow in the next edition of Rolling. Ed.]*

Next event that many of us will be attending is the Bay to Birdwood in South Australia. It looks like a large number of us will be travelling across the border for this bi annual event. For some it will be their first time. John is preparing for the Concourse so we wish him well. Robert Bakker is flying down for the weekend and I'm sure other interstate visitors will be there. We look forward to catching up with the SA Club members.

*Until next time,
Heino Nowatzky*

MEMBERSHIP UPDATE:

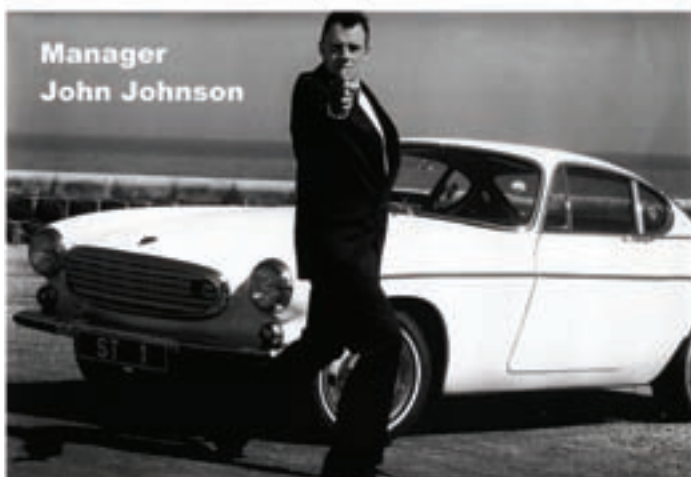
Reminder to all Volvo Club of Victoria members - please pay your membership on time if possible as it saves us having to send out multiple renewal reminder forms. We currently have 178 members, 33 of whom have payment due! If you have any questions about your membership, please contact the membership secretary, Greg Sievert, on 03-9397-5976 or greg.sievert@gmail.com. If paying by direct deposit, you can scan and email your renewal form to me to save on postage.

Welcome to New VIC Members:

Jim & Karen Williams (2x 164s)
Scott Pigdon & Jade Post (242GT V8)
Adrian D'Silva (240GLE)
Jeff & Jenny Wilson (242GT)
Anthony Bongiorno (740 Turbo)



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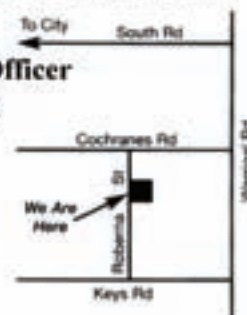
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THE EDITOR'S DESK

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Flying High

Welcome to this edition of Rolling Australia. As I write this, I'm flying at 1016 km/hr and 10,084 metres above the Pacific Ocean on my way to visit family in USA, while simultaneously the Volvo Club of Victoria are holding their AGM back in Melbourne. (How'd those gourmet pizzas turn out Adrian? Sorry I missed them!) Maybe it's presumptuous of me to even be writing this now without waiting to see if I have been re-elected as your editor for the next year? If you're reading this now, then I guess you have your answer! (Full details of the AGM can be found elsewhere in this edition).

Back to my travels...this trip is probably sooner than I would have visited, but with the cheap airfares and uncertain times at work, now is as good as any a time to refresh, reflect, and enjoy some warmer weather for 3-1/2 weeks. Yes, I know international air travel has a high carbon footprint - I'll have to make it up later by planting a few hectares of trees up at our bush block. I chose to fly United Airlines this time primarily because I could choose a seat before I bought the ticket (but also because I have a few frequent flier miles built up with them). The price was remarkably low (less than \$950 return to LA), and the same fares could be had on Qantas and V Australia. I've heard of people getting tickets from Melbourne to LA for less than \$750 return this year - unbelievable considering the average fare we've paid over the last 10 years is probably around \$2200 return. I booked "cattle class" because I couldn't see spending over \$6000 on a return business class ticket (and that's the discounted fare - business class usually runs over \$10,000 return!) Never have forked out the money for business class in fact, but this time something interesting happened. I decided to ask the check-in attendant if there were any "cheap" upgrades available, and when she told me the cost, I got out my credit card and made the deal. So, instead of flying in seat 69F, I'm on the upper deck in a new lie-flat seat with a laptop power point and all the airline food I care to eat. I won't quote the exact price, but I'll tell you it's

costing me about 10% of the normal business class fare to LA. The moral of the story is - it can't hurt to ask! I'll probably relegate myself to economy class on the return flight as I will have spent a fair chunk of money picking up some needed bits and pieces for the electric car project while I'm in the States.

There seems to be a bit of good news on the automotive front. The sales nosedive has levelled off in many markets (in fact, I saw today that Volvo's sales are up about 25% over the same month last year in the USA - not sure what the status is in Australia). General Motors exited from Chapter 11 bankruptcy in record time, and the "New GM" is now known as "General Motors Company" (while the "bad" assets of the old GM are now under the name "Motors Liquidation Company"). I wonder if I can now say I work for the government since Holden is owned by GM, and GM is 61% owned by the US government! As I write this, there is still no decision on who the new part-owner of GM's European (Opel/Vauxhall) operations will be. It still looks to be between Magna and RHJ (a Belgian investment company). GM is in the process of restructuring the management and operations, with all the international operations now being consolidated under the GMIO banner with headquarters in Shanghai. At Holden, our MD (Mark Reuss) is returning to the USA to become vice president of engineering for GM, and our new MD is Alan Batey - currently Holden's marketing chief. It'll be interesting to see how the company evolves (both locally and internationally) with the new leadership and structure. Recent announcements on the Holden front include a raft of changes to engines and transmissions to improve fuel economy, with almost all the Commodore-based vehicles getting a direct-injection petrol V6 (3.0L to 3.6L depending on model) and 6-speed automatic transmissions. The Omega now clocks in at 9.3 L/100km - pretty impressive for a car the size (and weight) of a Commodore. Interestingly, all 3 local manufacturers announced fuel economy enhancements within the

space of about a week, with Toyota's Camry (only a 4-cylinder!) dropping from 9.9 L/100km to 8.8 L/100km, and Ford announcing a plan (still several years out) to put 4-cylinder turbo engines in the Falcon and a V6 diesel in the Territory. I'm still waiting for some news from Volvo on when we'll be getting the DRiVe fuel-efficiency leader models here. I assume they're coming, but who knows when? The delay in rolling them out in Australia is probably based on the limited market size here and high demand in the European markets.

Status report: 7:30 PM - pizzas most likely being consumed at AGM. In-flight: are the toilets backed up or did they just serve too many salted nuts at the beginning of the flight? (That one was for Wayne - you know what you're missing out on now!) Seatbelts light is back on - bumpy ride coming up or maybe the flight attendants just want a break. In-flight "movies-on-demand" entertainment system has been re-booted for a 3rd time - I hope "Windows" isn't running the plane's flight control systems...and I forgot to mention I have nobody sitting next to me because the seat is broken (mechanics were onboard in Sydney trying to fix it, but no luck, so I don't have to step over somebody to get out of my seat!) Hope nothing else goes wrong with this bird!

Back to Volvos. It seems like there are a lot of P1800s for sale at the moment if you look at www.carsales.com.au and do a search. Prices range from about \$12,000-\$40,000 - hopefully you get what you pay for! There's also been quite a bit of action on eBay recently with several 262C/242/GTs (including a V8 from Perth) being listed. I've been bidding on a few Volvo-related items, but always seem to get outbid by \$1 in the end. Must be me and one other person interested in every item I bid on (probably unwittingly bidding against Heino again - hahahaha!) Speaking of that, you'll see Heino's recent 240 bargain in the "births" section, along with the slick late 240GLE wagon Adrian Beavis picked up as his run-around. And if I get some pictures, also

Thorben's new addition - a V70T (his first foray into the FWD world...) Also in this edition is a second story from Dion Nowatzky about his first car and the rest of the Volvos he's owned over the years.

This edition features belated coverage of the Volvo Club of Victoria annual Display Day - so if you were at the event, your car should be pictured somewhere in the magazine. We also have a bumper 1800/120 Club section (thanks George for pulling it together again) and some more tech tips and stories from John FLEMING (yes, last edition I mistakenly wrote John KEANE on the title of his stories - sorry about that but probably nobody was the wiser since both Johns work at Classic Volvo Service - and they're probably used to people getting mixed up!) Thank you to everyone who contributes to the magazine - I couldn't do it without you - so keep those stories, pictures, tech tips etc. coming and I'll do my best to get it all in and out to members on a timely basis. Our printer Rick has graciously given me some new software, so if the magazine body lay-out process goes as smoothly as the cover that I've already done the new way, production time should be reduced. It may also inspire me to play around with the appearance a bit including fonts, so see if you can spot the difference in future magazines. If anyone has suggestions, let me know!

Regards,



Footnote: When the plane touched down in LA, the computer screen said we still had 29 km to our destination. I didn't realise the runway was so long! Upon arrival the flight attendant made some apologetic announcements about there being no movie service whatsoever in economy class during the flight - I guess that explains the re-booting of the in-flight entertainment system...luckily we still had movies on demand in business class. LA airport sucks - noisy, smelly, dirty and crowded.

I love Melbourne! 3-hour lay-over here then a plane change in San Francisco before I finally arrive in Chicago at 11PM - it will be a long day!
Postscript: Arrived in Chicago last night, but my luggage didn't. Looking forward to putting on some clean clothes once they finally deliver the suitcase sometime later today! Was hoping they wouldn't find it because the eating binge has started already and I might need to replace my clothes with XXL size...welcome to America!

Treasurer's report

Adrian Beavis 04 02 20 34 37 (AH)

As at August 4th the account balance was \$4,799.72. The following is a summary of the club's expenditures from July 1st to August 4th.

Membership subscriptions	\$260.00
Donations July night meeting	\$57.20
Magazine contributions from interstate clubs	\$680.00
Interest	\$3.08
Total income:	\$1000.28
Expenses:	
Bank account fees	\$10.00
Magazine printing	\$1100.00
Postage and related for Rolling magazine	\$333.09
Reimbursed expenses*	\$41.70
Hall hire for the period July 1 st 2008 to June 30 th 2009	\$300.00
Total expenses	\$1,784.79
Net income:	-\$784.51

No more financial news, so until next time, when I may have succeeded in organising the annual audit, happy motoring.

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VIC Events Coverage

VCOV Annual Display Day - Sunday 17 May 2009

This year's Display Day was again held in conjunction with the AOMC Classic Showcase (formerly the British &

European Car Show) at Flemington Racecourse. We had great weather and a large turn-out of cars (40 in total). Thanks to the committee members and others who helped organise the event, especially Wayne, Sandra, Chris and Dion for helping with

BBQ and food tables. It was great to have long-distance travellers Erik Ullner from South Australia, Kent Beecham from Queensland and our Guest Judge Robert Bakker - president of the 1800/120 Club - also from Queensland.

Thanks also to Silverstone Volvo for providing us with a brand new XC60 - it definitely drew a lot of attention to the Volvo display.

We hope to see everyone again at next year's event (mark the date: 28th February 2010). If you didn't make it this year, why not bring your car along next year and let's aim to have the biggest display ever!

VOLVO CAR CLUB OF VICTORIA INC RESULTS OF PEOPLE'S CHOICE VOTING ANNUAL SHOW AND SHINE SUNDAY 17th May 2009



120 Amazon & PV Class:

- 1st: HPV544 – Len Ward – PV544 Green
2nd: CH1844 – Phil Perkins – 122S Grey

P1800 Class:

- 1st: ST1 – John Johnson – P1800S White
2nd: 727GP – Walter Gowans – P1800E Blue

144/164 Class:

- 1st: WSV308 – Erik Ullner – 164E Burgundy
2nd: 01079H – Lance Phillips – 144GL Burgundy

242GT/262C & 242 Series Class:

- 1st: 03471H – Mark Iceton – 262C Gold
2nd: VVV262 – Kevin Holden – 262C Gold

240/260 Series:

- 1st: MK240 – Mark Hoffmann – 240GL Blue
2nd: IKC694 – Paul Kennedy – 244DL Orange

740/760 & 900 Series Class:

- 1st: FNL883 – Mark Hoffmann – 740GL Wagon Gold
2nd: RJN743 – Neil McDonald – S90SE White

Small Volvos 300/400 & S/V 40:

- 1st: GUDRUN – Gudrun Hoffmann – S40T Grey

850 & Later Class:

- 1st: AT5R – John Johnson – T5-R Yellow
2nd: WJV060 – Dion Nowatzky – V70T Charcoal

Modified Class:

- 1st: QBC607 – Wayne Bowers – 240GL Supercharged Silver
2nd: TMB335 – Ben Winkler – 240GL Supercharged Beige Brick

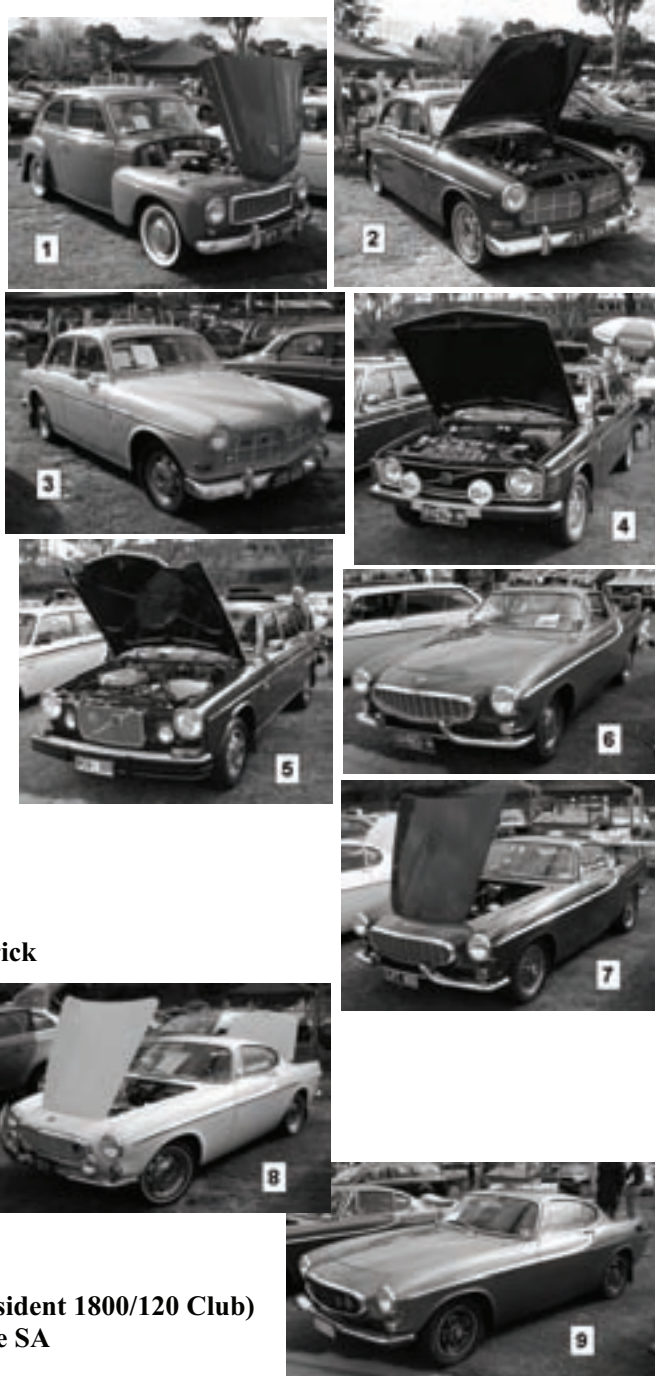
Encouragement Award: Selected by Club President
Gerard Gowans – TTF689 – 760 Silver

Most Typical Volvo: Selected by Club Committee
Dennis Macky – 03333H Volvo 245 Wagon Beige

Longest Distance Award:

Kent Beecham – Drove from Brisbane QLD

Master Class: Selected by Guest judge Mr Robert Bakker (President 1800/120 Club)
WSV308 – Erik Ullner – 164E Burgundy – Drove from Adelaide SA





DISPLAY DAY CAR LIST & PHOTO NUMBER

#	Rego	Model	Colour	Owner
1	HPV544	PV544	Green	Len Ward
2	CH1844	122S	Grey	Philip Perkins
3	JUB666	122S	Blue	John Grant
4	01079H	144GL	Burgundy	Lance Phillips
5	WSV308	164E	Burgundy	Erik Ullner
6	02863H	P1800	Red	John Huggard
7	LPI800	P1800S	Red	Lembert Marder
8	ST1	P1800S	White	John Johnson
9	727GP	P1800E	Blue	Walter Gowans
10	CH9370	1800ES	Yellow	Greg Sievert
11	QBC607	240GL Supercharged	Silver	Wayne Bowers
12	TMB335	240GL Supercharged	Beige	Ben Winkler
13	IKC694	244DL	Orange	Paul Kennedy
14	03333H	240GL Wagon	Beige	Dennis Macky
15	CHX224	240GLE	Gold	Simeon Mascarenhas
16	MK240	240GLE	Blue	Mark Hoffmann
17	02519H	242GT	Silver	George Opoczynski
18	MY242	242GT	Silver	Rod Patton
19	VVV262	262C	Gold	Kevin Holden
20	03471H	262C	Gold	Mark Icton
21	AUS262	262C	Gold	Doug Miller
22	FNL883	740GL Wagon	Gold	Mark Hoffmann
23	EOE335	740GLE 16V Wagon	Burgundy	Wendy Icton
24	CAM740	740T	Green	Alex Isaac
25	SFT151	740T	Blue	Mark Icton
26	TTF689	760GLE	Silver	Gerard Gowans
27	TOD705	760T	White	Angus Campbell-Wright
28	TE940	940GL	White	Travis Ellis
29	NAR240	940GLE	Gold	Paul Kennedy
30	GJZ960	960	Green	David Spratt
31	878KUK	960GLE	Silver	Kent Beecham
32	TCH985	S90 Royal	Blue	Ron Howard
33	RJN734	S90SE	White	Neil McDonald
34	GUDRUN	S40T	Titanium	Gudrun Hoffmann
35	AT5R	850T5R	Yellow	John Johnson
36	WIJ877	S70	Silver	Peter Digby
37	SQG219	V70R	Silver	Roger McKay
38	WJV060	V70T	Charcoal	Dion Nowatzky
39	WTD340	V70T6	Black	Heino Nowatzky
40	BJD22Y	XC60	Green	Silverstone Volvo



Gippsland Vehicle Collection at The Maffra Shed - Sunday 12th July 2009



The weather was not looking too promising although the "forecast" was reasonable but at around 5am on Sunday it was blowing and raining in

Berwick but it did pass over thankfully and it turned out a quite pleasant Sunday. I struck a little rain just as I hit Berwick on the return home.

Anyway, the meeting point was the car park in Berwick

Village. I went down a bit early to put some fuel in the 144 and Thorben in the GT was already there after a good run down Eastlink. Unfortunately Allan could not make it down from

Ballarat due to a touch of Swine Flu. We all agreed it was better he hadn't come.

By departure time at 9.30 there was six cars with a good representation by the Casey Crew consisting of:

John Johnson in the 262 with some of his family down from Sydney for the holidays, Allan & Meredith Abbott in the S90,

Len Ward in the beige 144 & myself in the maroon 144.

Making up the six were Greg & Wayne in the supercharged 240

& Thorben in the 242GT.

Jan Voorzaat from Buffalo in South Gippsland on his first run met us there in his 940. It gave him a chance to meet a few members for the first time. We hope to see him again in the future.

The plan was to stop at Rosedale Bakery for morning tea but JJ was not told and when he stopped for fuel at Traralgon he turned left directly for Maffra but the rest of us had a nice morning tea at Rosedale.





The day was the Continental Vehicles open Display Day where they display continental vehicles in the museum for the next few months. It was a very good display but unfortunately no Volvos but maybe we can remedy that the next time the Continental Display comes around. There was mention of Volvos though with some of the Saint DVD collection and several Volvo brochures in a cabinet.

They were pleased to have the 7 Volvos on display outside as we made up the majority of the display cars with a sprinkling of one off of other makes like Fiat, Mercedes, Lotus,

Morris Minor and a couple of Holdens.

The Maffra Shed is run by an enthusiastic group of volunteers as a Club who have access to a data base of around 1200 cars owned by enthusiasts mainly across Gippsland who are willing to display a car for a few months. After the Continental display ends in November it will be the Commercial Vehicles until March 2010 then the British Vehicles until June followed by the Soft-Top Vehicles.

Therefore you could visit 3 or 4 times a year and see a different collection each time which makes it more interesting. We were able to purchase light refreshments like toasted sandwiches or sausages in bread with free tea and coffee [make your own] plus soft drinks could be purchased.

The Maffra Shed Motor Museum is open every Friday, Saturday, Sunday and Monday.

I think everyone from the Club enjoyed the outing. It was a pity a few more did not make the effort.

Lance Phillips

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Dion's Story: Part 2

This is where the story begins about my life in cars and in particular, about my first car. I suppose my story starts by saying that I'm dyslexic, so I couldn't read or write very well. I wasn't very good at school. Needless to say I didn't enjoy it very much. Reading a textbook and writing an essay about the war in Rome didn't interest me. But I sat down in the back of the classroom with a book about trucks, or cars, or trains, and looked at the pictures, much to the annoyance of the teacher.

By year 9, the teachers had enough of me at this point, so they applied for me to go into an automotive reading and writing course at Kangan-Bateman TAFE. Out of 16 students, the teacher got to pick four. I was in that four. This course entailed vehicle detailing, spray painting, mechanical repairs & services, dismantling, and vehicle trimming. Wow, what a life! I thought "this is me." This is where I got the bug for detailing cars. Taking something that's ratty and disgusting, and making it beautiful again. This is where I learnt about restoring cars, from inside and out, and this leads me to the story about my first car.

It's not what you're thinking it would be. Believe it or not, my first car was a 1982 Daihatsu Charade. I received the car as payment for looking after the neighbour family's house while they were overseas for a month. As you could imagine, it was not a pretty car. It needed more than a bit of TLC. From the torn seats to the rear passenger door that wouldn't open, to the rust that devoured the corner of the driver's door. Despite its condition, the neighbours were still attached to it. Dad and I decided to attack this thing head on and because my grandmother was staying with us at the time, the garage seemed to be a better option than the house!



Now the fun begins. The cantankerous oil filter broke three filter removal tools before finally succumbing to a screwdriver with leverage from a 6-foot steel bar. After lifting the driver's side wheels off the ground, it finally came free. After removing the filter, we found out it was the wrong one and had been bodged on there to the point of being ridiculous.

Now, on to the rust. After many hours of sanding, and many litres of rust converter, we finally cleared it away. The rebuilding process began. We re-sculpted the corner of the driver's door with fibreglass and some body filler, making it stronger than the rest of the car. One day while we were wet sanding the paint off at the bottom of our driveway, a lady drove past in a nearly identical car. She initially thought we were washing the car, but when she got closer, she got a shock to see that we were taking the paint off.

Then we got onto the task of getting the body filler from a previous repair out of one of the doors. After sanding for several days and hours, we found that although the entire door had been covered in bog, it was only hiding a dent the size of a 5-cent piece. Much to our surprise, it was an easy repair.

One day when Dad was away, I decided to drive the car into the garage. This was after straightening all the panels out and getting everything ready to paint. My mate had taught me how to drive a manual car earlier that week. After revving the engine to 3000 rpm and putting it into 1st gear, having no feeling for the clutch, I dumped it. The car accelerated into the garage, hitting the bikes first off, and then

running into an engine that we had removed from another car. The engine was displaced 3 feet before the vehicle came to a complete stop. By that point, I had stalled the engine. Feeling a bit sheepish, I decided to put a blanket over the front of the car. Later on in the week, not telling Dad what had happened, we went into the garage. He asked what the blanket was doing on the bonnet. I did some fast talking (maybe the car was cold?). We can laugh about it now!

Eventually, we had to move house, so we dropped the car off in my mom's garage. Those that know Daihatsu Charades would know the pedals are very close together and very small. As Dad was driving into the driveway at my mom's unit, he managed to hit all the pedals simultaneously, completely freaking out an elderly couple walking by.



The car remained in storage for about a year, and in the mean time, I got a new job mowing lawns. I told my boss about the car, and since he used to be a panel beater, he offered to paint the car for me as payment for my work. One weekend, we painted the car in his garage. We used a metalflake burgundy paint, which came out brilliantly.

Then we got the car back on the road. As I have size 12 feet and am 6-foot plus in height, I put a dent in the roof and found it quite easy to put one foot on all three pedals simultaneously (taking after my father!) So the car had to go. I ended up selling it to a friend. About a week after he bought it, he managed to hit an immovable object while entering a roundabout too quickly in the wet. The resulting damage required a re-spray of the front end after replacement panels were fitted.



This is the story of my first car. I've had many cars afterwards. The list grows - here's the beginning:

Previous cars:

1982 264GLE - Engine died.

1972 164E - Sold for spare parts.

1982/3 760GLE - Swapped for a 142GL off John Johnson.

1982 244GLE - Written off after being rear-ended.

1985 240GLE - My favourite. If not for this car, I would not be here.

Written off when it saved me in a head-on collision.

1997 V70 20V SE - Sold and replaced by my dream car - another V70

Current cars:

1967 145S - Future restoration project.

1974 145GL - A running project.

1980 242GT - A very unique piece of engineering, with many R-Sport and Volvo accessories fitted by the previous owner, who was a Volvo service manager.

1997 V70 2.5T - Work in progress. My current daily driver.

More about my current toy. On my previous V70, I did the wood-grain dash and a few trim bits. Those that know the dash board on a V70 would know how much of a task this is. This

practise gave me the confidence to pull my new car apart. I bought C70 suspension on eBay, and fitted it to my new V70 myself - boy, was that fun! I've changed wheels three times on this vehicle, and I'm currently happy at the moment with the choice. I fitted a black aftermarket grill, which, on a grey car, looks aggressive. I've also put silver mesh in the lower air intake of the front

bumper bar, and removed many of the panels in the engine bay and painted them black. I removed the rear "Volvo" badge, and put it on the rocker cover. I also removed the "V70" and "2.5T" badges off the back and replaced them with V-O-L-V-O lettering below the window from a 2009 V50, giving it a much later look. I've also installed the ipd reverse-intercooler pipe kit, which I had always wanted. Wow - what a difference! I've spoken to Mark Richardson (VP Tuning) to get a new sport exhaust system as well, because the current exhaust isn't loud enough. There's never such a thing as enough power, so once I get the exhaust done, I can start planning for an ECU upgrade. As I own several cars, money is sometimes hard to come by so things come in dribs & drabs. This car could take several years, but she's my baby, and I love her. After a long day at work, the V70 always brings a smile to my face. This is my life in cars to date. Part 3 of my story will follow in a later magazine, and thank you Greg for typing this out for me and allowing me to tell my story.

Dion Nowatzky

Walter & Sandra's Travels

Whilst on our recent trip to Kingaroy we met Duncan and Joan Fletcher from Nowra in a caravan park in the small northern NSW town of Warialda. Duncan drives a 1986 Volvo 740 and tows a 14 foot caravan.



Duncan has owned the Volvo for about 15 years and loves it. The car has done 318,000 k's on petrol and gas, returns 390 - 400 k's on 33 litres of gas and the oil comes out after 10,000 k's the same colour it went in. Duncan turns 87 in December and is looking forward to many more trips north in his trusty 740 in the years ahead to escape the cold of Nowra's winters. Duncan says the family is already angling as to who will claim his lovely car when the time comes for him to pass the keys over. Don't be too hasty to give up the keys Duncan and keep those wheels turning.

Walter Gowans

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242GT/262C Register

Lance Phillips

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TASMANIA

As per usual whenever I am out and about I always have my eyes open for Volvos and in particular GTs or 262 Coupes. This was the case on a recent trip to Hobart, Tasmania. I had planned to try and catch up with Clint Wills who lives and works in Hobart.



Clint's GT

Pam & I were walking down to the city shops and she spotted the GT first in the car park of a building. I recognized the registration as Clint's car. It was coincidental that his office was in the same street as our hotel so a quick call enabled us to meet and say hello. We had been in e-mail contact but this was our first personal meeting.

This break in Tassie was for Pam but I was happy that I caught up so on with the next few days of doing the tourist bits. I know there are several Register members in Tassie but time did not allow me to follow up on them so there is always next time so I thought.

Our last outing was to the Salamanca Market on the Saturday before flying home on Sunday morning. Once again we had walked down and on the way back I

glanced up a driveway of a workshop and there it was sitting in the driveway ready to go home but not to my home unfortunately.

Pam gave me the camera and said she would see me back at the hotel. This GT was no ordinary beast as it had been totally rebuilt and painted in a brilliant shade of red or orange depending on the light. Anyway it was a 12/80 model with the California front and a GT dash but that is where the standard items finished. The engine bay housed a neat Chevrolet V8

installation and the upholstery was recovered in leather. The boot housed a sub woofer installation and to complete the make over was a set of Simmons wheels.

The car is a credit to its owner Paul McPherson. It was purely chance that the car was there on the day as it just had a new diff fitted for the V8. The number plate says it all -YVOLVO.

That topped off the visit for me.

Lance Phillips

242GT/262C Register



Paul's modified V8 GT

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BIRTH NOTICES:

CONGRATULATIONS: It's a *VOLVO*!?

Heino's 240

Heino picked up this nice white 240GL on eBay. Nice find Heino! 240s really seem to be coming down in price lately, but people are still asking pretty high prices for nice examples. It's probably a buyer's market at the moment, so don't be afraid to wheel and deal.



Thorben's V70

Thorben has been going through cars faster than we can keep up with them in this column. He bought a silver S70, which he's now sold. That has been replaced by a V70T in need of some minor body repairs. Once Thorben has it done, I'm sure we'll see it at upcoming

events (and maybe some pics and a story too, Thorben!)

Adrian's 240GLE Wagon

See more info in the 240 register report in this edition of Rolling. Adrian Beavis needed a "runabout" and found this tidy burgundy 240GLE wagon on a used car yard in Moorabbin. After getting a few items attended to by Voldat for the RWC, Adrian can now be seen driving around in uber-style!



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



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President's Report

The big news this month is the Classic Car Display participated in by the club at Lismore on the weekend of 1 and 2 August 2009. Surprisingly, this was the first real event for our club this year, the last 2 official events being cancelled unfortunately due to outside circumstances.

The weather that greeted us for the weekend was absolutely superb.

A number of members met at the Mobil servo at Coomera to commence our journey to Lismore. (one member found it NEssary to bring another marque, but we enjoyed his and his lovely wife's company nonetheless.)

Our drive to Lismore was very enjoyable, and SWMBO was even persuaded to drive the 1800 down (with me in the 122), so we had 2 classics with us for the weekend.

Super food and enjoyable conversation flowed at the dinner at the local club on Saturday evening.

The display day brought an almost unbelievable array of old vehicles, many of which were in incredible condition. It obviously pays to live in a town in country NSW!

Our club presented 6 immaculate vehicles for display and besides the Jaguar club, meant we had one of the strongest showings of marques. Well done members.

To cap it off, member Paul Scholz won best European vehicle for his beautiful Gold 1970 1800E.

So for meals, accommodation, food and coffee, about \$250. For the memories – priceless!

Hopefully, we will participate in this event again next year.

(Continued next page)

Membership

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Club website or email Secretary*

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(Continued from previous page)

122 Overdrive

I am pleased to report that the M41 box made any easy transition into my 122. It was very straightforward to wire up the electrics necessary to make the solenoid cut in and out (especially with the aforementioned O/D wand already in place). I even made up a green warning light for the dash, which looks very factory!

The Overdrive is the earlier D-type, and it performs perfectly. The ratio is .75:1 and this now makes high-way cruising effortless indeed. Given the relatively low cost, the whole thing is a bargain! If anyone has in mind a similar conversion, go ahead, because it really is worth the trouble. It really made the Lismore trip even more enjoyable.

Cars for Sale

There remains a shortage of 120's for sale, and in fact the only one I have seen recently is a wagon of all things. 1800's on the other hand are available at the moment, and there is a pretty good cross-section of models available. All are top dollar too, which is good to see.

My 'girlfriend' continues to perform beautifully. I just wish I had more time for her.

Volvo for life

Robert Bakker
President

Right: Club member Martin Thomson discussing his ex John Keran EFK594 122S Rally Car

Below: Line up at Lismore



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OUR AMAZON

Hugh & Llois Shorten's

1963 VOLVO 122S 4 door (AMAZON) B18D

SHORT HISTORY

We purchased this car on Saturday 9th August 2003 from Jim Saunders for the sum of \$8,000.00. Registration number was AHJ 66M, Chassis number is 141792, and the Engine number is 64674 and the differential number is ENV 3087. The car was manufactured in June 1963. The engine type is B18D. The total mileage covered was 29,000 miles when purchased. The car is insured with Shannons for \$15,000 agreed value.

This car was originally delivered to Mrs Sheila Margaret Hordern of 1784 Pittwater Rd., Bayview on the 19.12.1963.

When Mrs Hordern died, the Volvo was bequeathed to her nephew, Dr John Hammond of Morpeth Rd Raworth. The car was auctioned in Maitland, by Dr John Hammond, in the year 2000, and was purchased by Jim Saunders.

The Volvo was purchased by Hugh & Llois Shorten on 09.08.03 from Jim Saunders of Nth Sydney. The car was delivered from Nth Sydney to Shoalhaven Heads, on 14.08.03 by Jim Saunders (to Sutherland). Peter Wells, Hugh & Llois Shorten drove the car, the remainder of the journey.



Registration Numbers attached to this car during its life.

RS 659, Mrs Hordern's ownership for the period 19.12.63 until sometime in 1987.

JH 301, Dr J D Hammond's ownership for the period 19.12.91 until 17.02.94.

AHJ 66M, Jim Saunders' ownership for the period 17.06.99 until 15.08.03

HS 018, Hugh & Llois Shortens' ownership from 15.08.03.

Note that Mrs Hordern and Dr John Hammond belonged to the same family. Thus Hugh & Llois Shorten are, in effect, the third owners of this Volvo.

This car is currently on Club Registration and has registration number 32395H.

The car was in very good original condition, but required some refurbishment. We de-

cided to give the car a full re-spray after completing some under bonnet refurbishment. The complete under bonnet and boot interior were re-sprayed during the period from late 2003 to early 2004.

The car was then transported to Ian Whitby's premises for professional painting on 07.02.04.

Ian said he hoped the car would be ready in 2-3 weeks.

Ian Whitby removed the front/rear windscreens on 09.02.04. Upon completion of the painting, the front & rear screens were replaced using the new rubber seals that I provided.

Phil Speer kindly towed the car back to Shoalhaven Heads on Friday 12th March 2004. We then com-

menced the rebuild of this car.

The car was to be displayed at the Australia Day Motorfest conducted by the NRMA on 26.01.06.

Volvo Amazon 122S 32395H was again on display at NRMA Motorfest on Australia Day in 2009.

It should be noted that my good friend Peter Wells gave countless hours of his time and expertise in the restoration of this car. The only rust found on this lovely low mileage car was in the nose cone on the bottom LHS. Ian expertly welded new metal into the nose cone.

On many of the car's panels, the paint was completely removed, at Ian Whitby's request, by Peter Wells & myself.

We marvelled at the galvanised panels that we found and the inherent strength built into the car. No 'plastic -fantastic here!

There is much more that could be told about this car, but this is to be a short history.



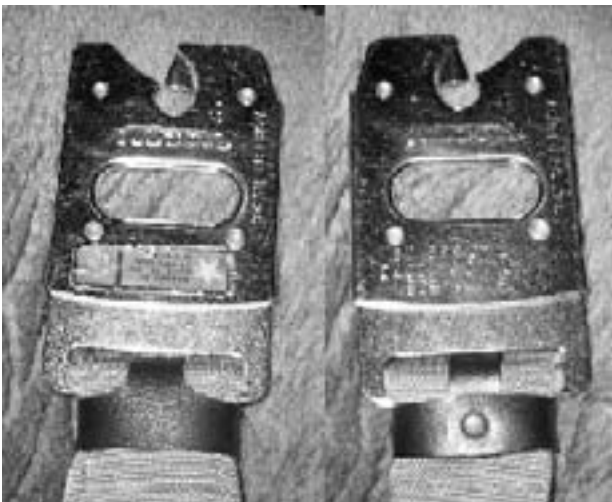
Seat Belts

Late Type Seat Belt Anchorage

As you can see by the photo on the left, these later type seat belt anchorages can be split up to their individual components for cleaning, polishing and very mild lubrication. There are several types of these depending on the model of car. The one pictured here is from a 140 series. The most common problems here are years of grit and dirt going into them, surface rust that can be cleaned and springs that rust or corrode that can be replaced.

Early Type Seat Belt Buckles

Have you got the remains of something that might have been glued to the buckle of your seat belt? Yes you are right, there was a sticker there (See buckle on the left and sticker below) that is now available. Also, most of these and later type buckles had a wrap around piece of leather/cloth backed vinyl (materials used and shapes differed depending on year) that kept the buckle in place (more or less) on the belt for your use next time. Otherwise it would just fall down the belt and you have to go fishing for it on the floor of the car every time you got in. These can easily be made by a motor trimmer and either riveted as per original or just sewn in place.



George Minassian



Volvo 1800 - The complete Story
By David Styles

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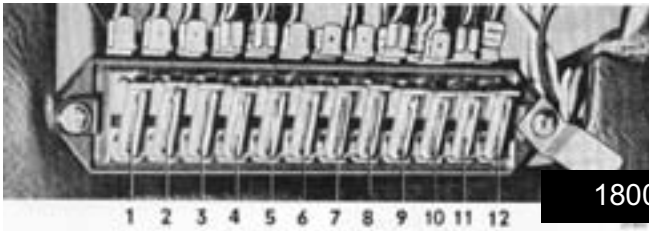
Volvo P120 - The Amazon Series
By Dieter Gunther



Fuse Boxes

Here is an overview of the original fuse boxes found in the 1800 and the 120 series cars.

The **P1800 & 1800S** models have two Lucas (better known as the 'Prince of Darkness') fuse boxes with covers mounted on the passenger side of the engine bay. These have three glass type 35 amp fuses. Might as well put 2" nails in there. Just joking, don't do that. The smaller fuse box has a single fuse that looks after the parking lights and the instrument lights while the larger box has the other two fuses for the rest of the electrical system. The one with all the purple and brown wires is for the clock (if it works!), ignition, charging relay, interior lights, lighter and horn. While the one with a bunch of green wires is for the washer/wiper, brake switch, overdrive, indicators and fuel gauge. Not too sophisticated, is it? If something electrical in the car is intermittent, then the fuse contacts are a bit corroded, so clean them up and you're up and away. If the fuel gauge stops working, just give it a tap, they all do that. If yours doesn't then you have a rare beast probably made first thing Monday morning.



1800E and 1800ES Fuse Box

With the introduction of the efi **1800E & ES**, Volvo fitted 12 fuses to cope with the electrics of the new car.

- | | |
|--|---------------------------------------|
| 1. Fan | 7. Spare |
| 2. Windscreen Wiper/Washer | 8. Rear Window Defrost |
| 3. Cig Lighter, Overdrive | 9. Brake Lights, Clock |
| 4. Hazards, brakes, charge light, Oil pressure, Rev counter and seat belts | 10. Interior Lights, Warning Buzzer |
| 5. Fuel pump | 11. Parking Lights, Instrument Lights |
| 6. Horn, Reverse Lights | 12. Reverse Lights |

The **122S** model (inc. the rare 121 and wagon) has just the one fuse box with four fuses. A smaller than normal 25 amp (white) ceramic fuse which is only available through specialists and three other 'normal' size 8 amp (white) fuses.



The **123GT** has a second fuse box that is similar to the 122S box in size but differs in that it has four 'normal' size ceramic fuses. A 16amp (red) for the GT horn, 2 x 8amp (white) for spot and fog lights and a (yellow) 5 amp for the boot and under bonnet lights. All special equipment on the 123GT.

A lot of you might not know this, but both fuse boxes have a card inside their covers that tells you what rate the fuses are and what items they control. These cards with time mysteriously disappear. Picture shows the originals for both fuse boxes and new reproductions that are now available.

George Minassian

A table of 1800, 120 and Early 140 series factory fitted original wheels/trim/hubcaps

Part Number	Car	Type	Chassis Number	Wheel Type	Trim/Hubcap
89991	120	4 door	Up to Chassis 166399	Solid 4"	Chrome trim/Red Centre Hubcap
89991	120	2 door	Up to Chassis 84599	Solid 4"	Chrome trim/Red Centre Hubcap
670429	120	4 door	From Chassis 166400	Slotted 4.5"	No trim/Black Centre Hubcap
670429	120	2 door	From Chassis 84600	Slotted 4.5"	No trim - except GT/Black Centre Hubcap
662842	220	Wagon	Up to Chassis 17949	Solid 4.5"	Chrome trim/Red Centre Hubcap
670451	220	Wagon	From Chassis 17950	Slotted 4.5"	No trim/Black Centre Hubcap
657838	P1800	Jensen	All Jensen P1800	Solid 4.5"	Full Disc
657838	1800S	Coupe	Up to Chassis 12499	Solid 4.5"	Chrome trim/Red Centre Hubcap
668280	1800S	Coupe	From Chassis 12500	Slotted 4.5"	No trim/Black Centre Hubcap
682000	1800E	Coupe	Chassis 30000-37549	5" Mag Wheel	Chrome Trim, Centre Cap, Chromed Nuts
684001	1800E 1800ES	Coupe Estate	From Chassis 37550	Slotted 5.5"	Centre Cap, Chromed Nuts
677100	140	Sedan	Early 142/144	Slotted 4.5"	No trim/Black Centre 140 Hubcap
677103	145	Wagon	Early 145	Slotted 4.5"	No trim/Black Centre 140 Hubcap

Volvo 1800-120 Club Financial Statements

Income & Expenditure	2009	2008	Asset and Liabilities	2009	2008
INCOME			CURRENT ASSETS		
Trading surplus	63.49	-71.00	Cash at bank	698.94	1,577.18
Membership fees	3,205.00	2,550.00	Term Deposit	10,609.97	7,943.04
Joining fees	85.00	70.00	Trading Stock	2,016.69	2,023.00
Interest received	404.65	0.14			
Donations Volvo Aust	1,500.00	950.00	Net Assets	13,325.60	11,543.22
Rally Income					
	5,258.14	3,499.14	ACCUMULATED FUNDS		
EXPENDITURE			Opening Balance	11,543.22	10,939.11
Accountant	330.00	330.00	Current year /profit (loss)	1,782.38	604.11
Club Magazine	2,237.36	1,581.72			
Postage	311.05	338.23	Accum Funds	13,325.60	11,543.22
Insurance	505.00	545.00			
NSW Expenses	34.25				
Bank Fees	20.00	12.00			
Trophies					
Qld Expenses					
Dept Fair Trading	38.10	38.10			
Website Expense		49.98			
	3,475.76	2,895.03			
Net Surplus/loss	1,782.38	604.11			



George Minassian
Treasurer

Vehicle Profile by Robert Bakker

Phil Rasmussen's Rare 122S Automatic



This month, we profile long-time member Phil Rasmussen's car

Type: 122 362 M
Colour : 79-1 (white)
Engine: B18D
Owner: Phil Rasmussen of Bundaberg



Phil's lovely white 122 is a very rare factory automatic, with 4 doors. He bought the car off Linton Smith in 1993, after Linton had owned it for many years. (Linton still babysits a 123 GT).

The factory made a limited number of 122 autos, equipped with a BW35 gearbox. Phil's car has the hardwearing B18D engine, with some minor mods, in particular, a special cam which he had made up to better suit the characteristics of the auto. He had the engine fully reco'd a few years ago with new pistons installed, and whatever else was needed. This was when he installed the new cam, which he says makes the car more responsive to drive with the automatic.

He is however, thinking of returning it to single carb spec, and a taller diff to make it cruise better. One reason perhaps is that with the two carbs and dipstick, it is very hard to change the oil filter!

The attached photos show the unique column mount for the gear selector. Phil loves driving it, but says a floor selector and power steer would be nice.

Recently, he stripped and repainted the engine bay, and for those who can remember seeing the car at Toowoomba in '08, all that looked very smart.

Phil has two other cars, and was one of the original members who made it to the first rally in Tamworth in 1989. He likes to do his own servicing. He has been a member since then, as has his son, Craig, who lives in Adelaide. Craig is also a 120 owner (amongst other Volvos).

It is always a pleasure to catch up with Phil and talk cars. We hope to see you again one day soon at a National Rally, Phil.

WANTED 1800s and 120s
Do you want your 1800 or 120 profiled in the magazine?
Please send details and photos to
Robert Bakker or George Minassian

123 GT Ramblings

Recently, while SWMBO and I were at our holiday unit, the subject of discussion with another owner turned to cars. "I bet you don't know what a 123 GT is!" he said.

A short time after, I had the pleasure of inspecting a very original red 123GT in Bob's garage at Hendra. It is still registered, but has seen better days. Maybe he will sell it one day. See the accompanying photos for more detail. Bob says he still uses it every once in a while.

The 123GT is perhaps one of the rarest Volvos to come into this country. Some 40 -odd were imported in the '67/'68 year models, and it is believed that only red, green and white ones made it here, though some other colours were available in Europe, as well as the B20 engine for '69.

The 123 GT came fully equipped for a Volvo in 1967. It featured the B18B engine straight out of the 1800, with 115 BHP, unlike the lesser tuned B18D in normal 122s. Overdrive, special wheel and dash, tachometer, wheel trims, chrome tailpipe, driving lights and special mirrors completed the package.

It was very well regarded in its day. Wheels Magazine (who is certainly no friend of Volvo these days) reported a top speed of 108MPH with 0-60 in 11.2 secs in the December 1967 issue.

They went on to say:

"the 123GT Volvo caused more of a stir among the road test staff than almost any other car this year. It is by far the best Volvo yet, and this must be a real compliment, for the whole Volvo range is first class".

Imagine them writing that these days!

You never know what you may find if you keep looking!

Robert Bakker



Next Event - South East Queensland

The next club event is the significant annual GLT Car Centre event with Peer. This is always a top event, and you *will* enjoy yourself, so please make the effort to come along, talk Volvo and have a look at some interesting stuff.

The event will be held at GLT Car Centre Merritt St Capalaba from 9am on Saturday 3 October. Peer is always very hospitable, and there are guaranteed to be many interesting cars on display.

Our final event for the year will be the AGM to be held at a place and on a date toward the end of November to be advised by circular to members. If you would you like to have a say at how the club is run, then come along.



The SA Pages

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

VOLVO CAR CLUB OF SA 2009 EVENTS

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BAY TO BIRDWOOD CLASSIC CAR RUN - 27 Sept. 2009

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

Visit "www.baytobirdwood.com.au/the_classic.html" for more info. The SA Club committee has organised a get together on the Saturday night prior to the event to welcome our interstate guests (see events calendar for details).

ROLLING AUSTRALIA

SEPTEMBER
11TH

Club Meeting

7.30pm – Glandore Community Centre

26TH

Pre Bay to Birdwood Get Together

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

S.A. Club Captain Ken Bayly will give a special private look at the floats for the 2009 Adelaide Christmas Pageant.

(This is a preview of the biggest Pageant in the World.)

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

27TH

Bay to Birdwood

Website: www.baytobirdwood.com.au

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

Limited to first 1750 vehicles.

For further information contact S.A. committee.

OCTOBER
25TH

Pine Point Crabbing Weekend

8.30am – Depart Globe Derby, Port Wakefield Road

Bring shoes to wear in the water, rakes, buckets and eskies

Catch your own lunch or if not in luck BBQ lunch supplied

BYO chairs & drinks

NOVEMBER
13TH

Club Meeting

7.30pm – Glandore Community Centre

14TH

Christmas Pageant

DECEMBER
6TH

Christmas Lunch

Buckingham Arms Hotel, Walkerville

12.30pm

Costs – Closer to the date

SHOW n SHINE - 28th June

About 15 club vehicles turned out for our annual display and BBQ on Sunday 28th June (apologies to those who turned up on Saturday -

the events committee promises to do better in future). All enjoyed a bright and sunny morning looking over the cars and tucking into sausages and salad for lunch. A rare sight for Adelaide is five 1800's in one place, and a sixth one

turned up later in the morning.

Hope to see them all again at Birdwood in September!

Craig Rasmussen





Len Ward & Professor Joubert with Len's 544

Seatbelt turns 50!

The following article and photo appeared in *The Age* newspaper on 13th August, 2009. The car featured in the photo is Volvo Club of Victoria member Len Ward's 544.

Seatbelt has it all buckled up at 50

CLAY LUCAS
August 13, 2009

AS A pilot in World War II, Professor Peter Joubert was saved from serious injury by his seatbelt when his plane flipped on landing.

It was just one of Professor Joubert's motivations when he led the successful campaign in the late 1960s to make Victoria the world's first jurisdiction to bring in mandatory wearing of seatbelts.

"There were dreadful road accidents happening, just dreadful," he said yesterday.

The Transport Accident Commission believes that making the wearing of seatbelts in motor vehicles compulsory (the fitting of them was already law) has saved about 2000 lives since 1970 - and prevented 20,000 serious injuries.

Tomorrow marks the 50th anniversary of the three-point seatbelt's introduction - on the 1959 Volvo PV544.

It is an important fact the car manufacturer is keen for us to remember as it launches a campaign this week to celebrate the anniversary.

That new seatbelt design, which replaced the waist-only belt, and the research that followed on its vastly improved effectiveness were instrumental in changing Victoria's laws.

"Volvo collected accident results from vehicles where people were with and without belts, and it showed their effectiveness," said Professor Joubert, who, with a small group of others, lobbied hard to persuade parliament to make it compulsory to wear the belts.

Not everyone in the state supported the laws.

"[Then premier] Henry Bolte was originally against it; he was a grumpy old man," Professor Joubert said.

But Bolte and his cabinet were eventually persuaded, changing the law in December 1970.

The change had a dramatic impact. In 1970, before the new law, 1061 people died on the state's roads. The following year, once wearing seatbelts was compulsory, the toll was 923.



Professor Peter Joubert sits in a 1960 Volvo. Photo: Joseph Feil

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The VCQ Pages

The Pages dedicated to the Volvo Club of Queensland

From Volvo Cars Newsroom:

Volvo models on a smaller scale too

When Volvo Cars launches a new car, an identical copy is released on a much smaller miniature-car scale. For the first time ever, a Volvo concept car is now also available as a miniature model.

"With the Volvo S60 Concept and our other model cars, we create increased brand familiarity and reach out in a different way," says Yvonne Hall Tobiasson, manager of Merchandise and licensing at Volvo Cars.

Volvo model cars of various sizes, models and variants have been around since the 1940s. However, it was only with the launch of the Volvo XC90 in 2002 that the new strategy was established: every time a new car model is launched, an exact copy in two colours will also be released in 1:43 scale.

"We have licence agreements with about 40 external suppliers. We sell the right to use our brand. This gives us income via the royalties we receive. This is part of our strategy for creating profitable new business for the company," explains Yvonne Hall Tobiasson.

Among the licence-holders are well-known model-car manufacturers such as Hongwell, Welly, Mattel and Majorette. Their head offices are in Hong Kong and their production facilities are located in China.

The Volvo C70 and Volvo C30 are among the best-selling models to date. 24,000 Volvo C30s and 17,000 Volvo C70s have been sold via Volvo's own channels. The Volvo XC60 which was unveiled in 2008 has already reached sales of 16,000.

The process of creating the model cars is extremely precise and takes place in cooperation with Volvo Cars' design department.

"The miniature models have to have the same colours, shapes, designs, interiors and fit precision as their larger counterparts," says Yvonne Hall Tobiasson.

In short, the process can be described as follows: the manager of the Volvo Cars design department supplies

the model-car manufacturer with computerised data, original-specification paint samples, drawings and so on to ensure that the model cars can be made as realistic as possible. Using these specifications, the model-car manufacturer produces a prototype that has to meet the approval of Volvo Cars. After that, they start production.

However, it is not possible to make an exact scale model, downsizing from full-scale to miniature. There are several factors that have to be taken into account. The main consideration is the phenomenon that a "real" car and a model car are actually viewed from two entirely different perspectives. Nor is it possible to apply the exterior paint as on the real car - fingertip sensitivity is needed to achieve the right blend for the scaled-down model car.

There are more variants than the model cars created in connection with new-car launches. One new model for summer 2009 is a remote-controlled Volvo XC60 in 1:14 scale. Mattel has made a black Matchbox Volvo C30. The same company also produced a Volvo V70 for Barbie a few years ago. Sweden's Viking Toys has produced toy versions of the Volvo C30, XC70 and XC90 in tough plastic for young kiddies to play with.

Over the years, some model-car makers have specialised in producing older Volvo models. At present there is a licence agreement for the manufacture of the Volvo 544, P1800, P120/Amazon, 144 and 240 Turbo. However, these are not sold through Volvo's network but directly via the retail trade sector.

As well as providing support for new-model launches, carrying the brand further and generating profitability for Volvo Cars, these model cars naturally also serve as collector items. There are many model-car collectors the world over. Every year there are several major fairs where collectors meet and buy or trade collector models with each other.

Right now, in fact, Volvo is at an exciting planning stage for forthcoming collector models based on soon-to-be-announced new Volvo models.

"Our preparations are in full swing. Having said that, the forthcoming model cars are still only at the prototype stage," says Yvonne Hall Tobiasson.

Coming Events

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

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

18 October 2009: Observation Run with the Motoring Enthusiasts Club. Check for details on the club website.

October 2009: Weekend at Stanthorpe.

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

29 November 2009: Christmas Party.

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

RACQ Motorfest

Motorfest was cancelled due to wet weather which had left the grounds too wet for the event. It will not be rescheduled for this year so we have to wait until next year.

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

From the Classic Workbench

by John Fleming - Classic Volvo Service

One of the amazing facts that most 122 and 1800 owners may not realize is that much of my work for many years involves repairing the "butchery" and neglect of others, rather than the more expected wearing out of parts. It just seems there is a serious lack of mechanical understanding, or perhaps a lack of interest with most who service Classic and Vintage cars.

Recently I inspected a 1965 122S for the first time, and ended up with 2 full A4 pages of serious faults and pure neglect. Perhaps the most pressing was finding about half a turn or more steering wheel slack, traced to the fabric coupling. The photo I have taken shows exactly the condition of the part as it was in service! I doubt the owner would have gone much further before a serious, or even fatal, accident occurred.



I couldn't help but notice the lube sticker on the windscreen, from a firm who apparently specialize in Jaguars and other makes. It stated in big letters "WE CARE" and underneath in smaller type "HAVE A GOOD DAY". Date of last service was only a few months back, and the two pages of defects and neglect (including zero oil in the steering box) didn't occur overnight. Very sad really, but please do be very careful where you have your classic car serviced and repaired.

RARE VOLVO B-16 FINDS NEW HOME

One of the very few remaining pre August 1961 Volvo 122S with the B-16 engine and 6 volt system cars has been sold to Roger Day in Melbourne. This car was only two registered owners from new at Regent Motors (HLC-222) being purchased by Mr.



Ian Young. A Rover 90 was the trade in at the time and after more than 25 years of ownership, the car changed hands to Gary King who was one of the original 4 foundation members of the Classic Volvo Register in Victoria, along with Ed. Russell, John Keane and myself. When Gary decided to have the car repainted it sadly coincided with a marriage break up, and the B-16 was sold. I purchased it in the late 1990's after having had my own blue B-16 HKU-711 badly damaged in a rear end shunt whilst I was stationary at a red light. As luck would have it, a few months after I found Gary's green car, yet another much better two-tone B-16 came on the Melbourne market and the green one was put into dry storage for future restoration. Time passed and having my hands full with another 2 122's, I decided to sell.

Roger has already purchased a stack of new parts for the green B-16, and will get onto it in earnest after his 1938 Pontiac is tidied up and back on the road. Judging from Roger's excellent effort restoring his 1959 Borgward sedan, we can look forward to a very nice 122S B-16 in the not too distant future. The photos show the B-16 being loaded onto the tray truck to head off to Roger's garage in Melbourne.

122: CONTEMPORARY DESIGN INFLUENCES

Jan Wilsgaard, born in New York of Norwegian parentage, joined the small Volvo design section in June 1950. During the next three years he produced several design prototypes as the Volvo company sought to expand on the PV 444. Wilsgaard spent some time in the USA furthering his studies, and worked with a number of firms which included Nash, Kelvinator and Kaiser-Fraser.

In 1954, aged just 24, he was given a brief to design a more modern car to be built alongside the PV 444. He set to work, with two

other designers, and of the resulting three final proposals, Wilsgaard's won approval, despite ageing Volvo co-founder Assar Gabrielson saying the car looked... "too pretty, it should be ugly!"

The PV444 engine (B-14) was enlarged to 1.6 litres (B-16) and the first Amazon pilot models were built in April 1956, and full production started in September 1956. The Earls Court Motor Show (London) in October 1956 premiered the Amazon to the world.

The car showed a well executed amalgam of Italian and American styling. The Alfa Romeo 1900 sedan was quite an influence, and from the USA, the influence of the 1953 Chevrolet rear window and roof line is very evident. Of great influence, too, was the newly released Chrysler 300 (never sold in Australia). The twin oval grilles and the front bumper bar are almost identical! Check out the photos.

The Amazon/122 is either a forward looking stroke of genius, or a lucky fluke, but either way the style has stood the test of time, just as the Volvo 1800 coupe, Porsche 356 or Alfa Romeo 105 has.



1951 Chevy C-pillar



1955 Chrysler 300



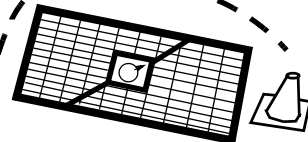
1951 Alfa 1900

240/260 Register

Mark Hoffmann

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Welcome Club Members, to this issue's 240/260 Series Register Page, a shorter contribution this time just to touch base after last issue's lengthy offering! Readers will recall that last time around, I discussed some car-care tips in the follow-up to the club's annual display day at Flemington, and I hope that the information and my wrap-up of the event was useful and enjoyable. I'll be checking out the standard of presentation of the cars at next year's event to see if any of my ideas have been taken on board and put into practice!

In my article, I touched on some aspects of car-care including metal polishing, tyre care and care of interior and exterior trim, but you may recall I deliberately avoided a discussion of paint care, feeling that this area deserved a dedicated and more involved article of its own. Time (and inclination) has gotten away from me to tackle this complex subject in due depth right now, but here is a quick polishing tip that members might find useful nonetheless...

Proper paint care generally requires a three-stage process involving surface preparation, polishing and wax protection, but even the most ardent enthusiast like myself would tend to balk at repeating that routine on some of the less-visible "secondary" painted areas like the door sills, inside the engine bay, and undersides of the boot and bonnet for example. These areas are often completely neglected in people's car care regimens but are where quality one-step products really come into their own in their ability to restore the surface, nourish the finish and provide lasting shine and protection for a minimum of effort. Given that the areas mentioned are usually in reasonable condition to begin with due to the paint being shielded from the effects of exposure on account of their location, more aggressive treatments are usually not necessary and my personal favourite product to do these areas with is *Mother's Cleaner Wax* in liquid (bottle) or paste (tin) form, and I prefer the former, although there are a variety of quality equivalents on the market. Use a clean cotton or terry cloth to apply it in a circular motion and change to a clean portion of the cloth frequently as it becomes clogged with polish and "dead" paint. Then allow to dry and buff off the residue with a

second clean cloth for a gleaming paint finish that won't disappoint!

Getting away from car care and onto cars themselves, club treasurer and friend Adrian Beavis recently paid me a visit with his newly-acquired burgundy 1991 240GLE wagon. Adrian has a fleet of no less than four 200 series sedans (am I really the most qualified member to be Register Captain with my mere two!?) but felt he needed a runabout with the capacity of a wagon for regular commutes to his country property, and after a brief search located this fine example of the type in a Moorabbin caryard. The old 240 was probably traded in and clearly didn't fit the format of later model local and Japanese marques in the yard as is often the case, so the seller was keen to move it onward with a minimum of fuss. Adrian wasn't really looking for a 240 wagon of "show car" standard, as I unsuccessfully tried so hard to do a couple of years ago before settling on my late 740, but the one he found is more than presentable and will clean up to a very high standard throughout with the TLC that Adrian plans to give it over time, whilst it earns its keep with regular country runs.



Truthfully, 240 wagons with their robust practical attributes and family appeal tend to have had harder lives than their sedan counterparts, so finding a good one on the used car market with a fresh interior and load area plus straight body and good paintwork can be a real challenge. Although Adrian's new wagon bears some battle scars on the paint and bodywork, it is overall exceptional for its age with excellent leather trim and uncracked dash, and just needs a good detail all around I think to make it shine. GLE features like factory alloys and full electrics just sweeten the package. Adrian was reassured when I confirmed that I too would probably have bought this particular car had I still been in the market for one!

Touching on events, on the horizon for me at time of writing is late September's *Bay to Birdwood* event in Adelaide which I'm embarking on with good friend and fellow club member Mark Icton. He and I should add to the handful of Victorian members heading over to fly the flag for the Victorian club and the Volvo brand. This will be my first interstate Volvo event and in fact my first truly national event since the 2001 *Volvo National Rally* in Geelong, and our steed for the adventure will be Mark's recently acquired blue 1970 145 wagon which is currently being prepared for the occasion with a new coat of paint. This veteran Volvo slips in well within the pre-1977 age requirement for the event (as do Mark and I, just!) but has yet to prove itself mechanically, having been laid-up in storage for a number of years, so Mark has some work to do between now and then to bring the car up to scratch and I believe some necessary work on the brakes as well as a whole lot of preventative maintenance is in order. We will no doubt also be carting along an array of spare parts and the necessary tools to fit them should the need arise!

I'm actually staying on in Adelaide for a day or so after the event, then flying home, but I think Mark would prefer it if I accompanied him on the trip in my own 1976 244, also an eligible car. Unfortunately I have a morbid fear of stone chip damage with is really par-for-the-course on a journey like that and which can't entirely be prevented by a (chafing) car bra as recommended by some, so that one will be staying safely at home I think. As such I can thank Mark for being more of a "goer than shower" than myself

to make all this possible, and hitting the open road in a Volvo classic like his should be really great fun! In fact, when I talk about leaving my own car at home I feel a little sorry for Adrian Beavis as none of his fleet of five classic Volvos is quite old enough to qualify for the event, and if one of them were I think he would be keen to join us for the rally as well. In any case assuming that Mark Icton's old 145 deposits us safely in Adelaide in late September I look forward to reporting on the event in this space at the next opportunity.

Until then I wish all members pleasant and safe motoring.

Mark Hoffmann (August 2009)

Brickbats & Bouquets

with "Grumpy"

NO CAR IS PERFECT!

Like as in *"nobody's perfect"*.

I have been thinking of all the cars I have driven over the years, starting with my father's Pontiac [may the brand rest in peace! Ed.] which was my first regular car after I got my licence. It was a great tank of a car but at least it had four wheels. It was old and I don't think it would have passed a safety check today. If you had to brake hard you had to be ready to steer quickly to the right because it would dive to the left.

It had a six volt electrical system and even with a new battery it would take several efforts to get it started on about three of its six cylinders, then as it warmed up the other cylinders would gradually report for duty.

I remember the night I managed to borrow it to take my girlfriend to a movie. It was a great film but when we got back to the car it was leaning drunkenly against the curb. Left front tyre FLAT...as in a pancake. So eager to show off my skills I got the spare, jack and wheel brace out of the trunk and proceeded to jack up the car, flicked off the hub cap and then realised that I couldn't undo the nuts and had to un-jack the car. Tried to undo the nuts many times without success - my girlfriend suggested that I try the other way. I thought darkly "what do girls know about cars?" Just to prove her wrong I put all my strength into the brace...nothing! So in desperation I tried the nut in a clockwise direction ...unscrewed easily! All five nuts - bloody left hand thread! What idiot in General Motors would design a car with left hand thread on the left side and

[normal] right hand thread on the right?

So I drove my girl straight home silently on that warm summer night - hot, sweaty, dirty and completely humiliated! I never felt the same about the car again. But to be honest it was big, comfortable, and powerful and cruised smoothly on long country trips.

Getting frustrated because I couldn't borrow the family car frequently I started searching for a car that I could afford with my meagre savings. I would have loved to get an MG, but all those I looked at were dribbling oil, hydraulic fluid and coolant from every joint - obviously in need of major mechanical repairs that I had neither the money nor skills to perform.

Then one day after frequenting car auctions I came across a Morris Minor tourer and the reserve was equal to every cent of my savings. I bought it on the spot and drove home in triumph. Sure it had a slipping clutch but with the help of a friend and a loan from my mother it was fixed in my mate's back yard the next weekend.

It is said that one's first car is like one's first love...remembered as the years go by in a golden glow. I had a lot of fun with that car over the next five years. I joined my first car club and spent many a Sunday in car trials over muddy back roads in the countryside outside Melbourne. I learnt how to control skids, do handbrake turns, double declutch into a lower gear, and how to power out of turns at the apex. I learnt from my club mates how to hot up the motor so that by the time the Morris and I parted company I had completely rebuilt the motor, gearbox, front suspension and rack and pinion steering. I had the head shaved and fitted a high compression head gasket, fitted twin carburettors, sports coil, and straight through sports exhaust system. This raised the top speed from 105 kph to 130



kph. To stop the little monster I fitted hard brake linings and a power brake booster!

The good points of this little car were that it was very simple to work on, and the torsion-bar front suspension kept the front wheels on the road. The motor was set low and mainly behind the line of the front wheels, and it had a wide track so it cornered well at speed.

The less exciting things were the live rear axle with semi-elliptic springs [as in a cart] with lever arm shock absorbers and no panhard rod to stop sideways movement when cornering hard. After a wild car trial a friend who was following close behind me remarked that in screaming through tight corners my car lifted the inside rear wheel like a dog piddling on a lamppost! In stock form the motor was only 914 cc, and a side valve at that. The rated horsepower was a puny 27 bhp and it was hauling around a heavy steel body with no plastic parts [except for the dash knobs]

My next car was what I had always wanted - a fire-breathing beautiful powerful sports car. All my dreams came true with the **Austin-Healey 100/4**. A genuine 100 miles per hour beast [160 kph]. Read all about in the next issue of Rolling.

Grumpy



Frisk's Garage

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Bayswater 3153

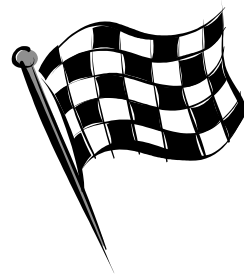


We are
HERE

NEW OWNER!
Michael Van Winsen



MOTORSPORTS REGISTER



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

Local Motorsports Information

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

Wakefield Park website:

www.wakefieldpark.com.au

Winton Motor Raceway website:

<http://www.wintonraceway.com.au>

Calder Park motorsport:

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

SDMA website:

www.sdmahillclimb.com

AROCA Victoria website:

www.alfaclubvic.org.au

Holden Sporting Car Club of Vic

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

Upcoming Motorsports Events

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

Ash Davies

ash.davies@dvs.net.au

ph: 0412 709 695

Noel Bruin (ACT)

volvocrazy@virginbroadband.com.au

ph: 0423 663 036

Cameron Tuesley

cam36023@yahoo.com.au

ph: 0425 791 817

140-series Racing

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

Festival of Sporting Cars Winter Race Weekend: Volvo Wins at Oran Park

by Kevin Allen

Oran Park Grand Prix Circuit, 24th, 25th and 26th July 2009

Members may recall an article penned earlier in the year from a FoSC Aust. Day race weekend at Oran Park's short circuit and the participation of my Volvo 122, this was the first race event

for the car since 1982 and as I discovered there was room for development in performance and handling.

I had intended to run the car at the FoSC Bathurst Easter race meeting but decided the challenge would be huge to build the car strong enough to endure the long climb up the mountain let alone the high speed descent down Conrod Straight.

The Preparation

Drawing on the experience of veteran Volvo racer Gerry Lister a plan was conceived to get more speed out of my (1963) 122, first off with the cylinder head and out with the old camshaft (2730 duration) and in with a brand new 'R Sport' (2870 duration) cam and followers fresh out of Sweden.

This completely transformed the engine into a willing, high revving worker with very angry induction roar through the twin 45mm Webers. I am very pleased with this outcome and for an outlay of a few hundred dollars, I would recommend this modification to the most conservative B18/B20 owner. The idle is smooth and engine torque commences from a low 1500 rpm with power up to 6000 rpm.



Next step Gerry ordered his favourite mag wheels, 8 spoke 15" X 6" Performance Minilites fitted with 195 X 50 series Federal 565 R5 tyres (\$150 ea), a great combination of looks and roadholding.

The final tweak to adjust the front wheel camber angle (10 negative) achieved by installing a solid 10mm bar spacer to the upper control arms with longer bolts to hold the assembly securely, negative camber on front wheels gives a much better tyre contact (grip) when cornering.

Final service items -change all the oils, repack all wheel bearings,

overhaul the brakes, tick off the pre-race scrutineer check list and the car is almost ready.

Scrutineering and Practice

Friday is the quietest day for scrutineering and I learn something with each safety inspection, this time it is the requirement for (2) visible return springs



on each carburettor and replace plastic valve caps with metal ones, ok.

Practice was delayed when a 1976 Ferrari 308GT threw a leg out of bed (a connecting rod punched a hole through the cylinder block, ouch) a long trail of oil despatched from the sump started in the esses continued through Suttons corner and up to the Dog Leg. This delayed proceedings for almost 90mins for the clean up, finally out on the circuit it was a terrific feeling to drive here again, a booming Mustang speeding past and a rear view mirror full of cars much faster than mine but I was happy to be there. Result was a 1.38 sec lap and 21st position in a field of 35 cars, the extra car speed produced an oil leak from the fuel pump so it was off to the garage to make a repair and reset the tappet / ignition timing adjustment.

Saturday Race 1

It was cool sunny winter morning, a good start in my first race and a hard push for the first couple of laps



overtaking the more tentative drivers; the 122 performed just great. Most competitors look twice when they see a Volvo coming up from behind to challenge for their position, for a disc/drum combination the 122 has fantastic brakes and if close to another car at the end of the main straight (112mph in overdrive) it is possible to drive past a competitor in the braking area.



This race was red flagged (stopped) when 3 cars tangled at the exit to bridge, an incident I managed to avoid by hard braking and swerving out onto the grassed verge of the circuit. The race was not restarted so the results were posted and placed the 122 in 14th position for the start of race 2 on Sunday morning.

Sunday

Sunday was a cold and overcast by 11am the temperature was a bitter 11o C, first race of the day was for cars in Group Nc a field lead by a 1965 Mustang followed by two GT HO Falcons, another Mustang, a Torana XU1, two Valiant Chargers, an early Ford Galaxie (you get the picture) a nostalgic moment to savour as my memories of these cars goes way back to the early '70s.



Race 2

8 laps on the Grand Prix circuit is a long way and race 2 was hotly contested, passing cars like 2005 MGF, Mazda MX 5's and MGB's is good medicine and at the end of this event the Volvo 122 was in 8th position.

Race 3

The rain had set in by race 3, I had worked out how important it is to get

heat into the tyres on the warm up lap, it was so slippery an MX 5 spun out in front of me at Suttons corner during the warm up. This part of the track still had an oil film laid down by Saturday's Ferrari engine blow up.

The first lap was all exploration, there were a few corners where grip was poor and by lap 2 the tyres were working just brilliantly. The 122 would brake and turn into the corners almost as well as if it were a dry circuit, the handling was awesome and picking off competitors in the braking areas and through corners was amazing using controlled oversteer on the slippery exits of many corners. It was a great experience to drive this circuit in the rain and by the end of the race the 122 had finished first almost 2 sec a lap quicker than the 2nd place competitor. The fast cars were a full 20 sec a lap slower on the wet track where the Volvo was less than 11 secs, what a difference that makes to the overall race time.



Race 4

This was the last event of the day and I was keen to get out on the track, the showers had turned to rain and small rivers of water streamed across the track in many places.

Head lights on as darkness descended upon the circuit in the late afternoon, many parts of the track had good grip but the slippery areas had deteriorated and were quite challenging if the car got off the racing line, while trying to pass an MGB resulted in one huge 'tank slapper', that little incident convinced me to settle for a 3rd place.

I am sure going to miss Oran Park when it closes at the end of 2009; the rolling hills, that ribbon of tarmac weaving through turns such as CC, Suttons and BP corners, the Dog leg which crests the highest point of the track and then there is the atmosphere of friendly competition on our door step here in Sydney. The circuit closure



another result of the motor sport enthusiasts taking organisers and facilities for granted!

Thank you to my many very good friends who attended the weekend to help out making this a very special event for me.

Footnote: I was able to spectate at the 'Final shot in the dark' night race meeting at Oran Park on 1st August 2009, these events have been held since 1965 usually twice a year. It was a nostalgic occasion, some very close racing of 29 events day/night. For those lucky enough to have experienced night races they are fortunate ones as this is the end of such events here in NSW.

For members wishing to view race results from any CAMS timed events go to: <http://www.natsoft.biz/cgi-bin/results.cgi> and check events going back to the '90s.

*Volvo for Fun
Kevin Allen*

FILMVEHICLES.COM - your car could become a movie star!

At the Shannon's Car Classic at Eastern Creek last weekend I was chatting to Matt Worth who suggested to me that some of our members may be interested in registering their vehicles on his website for possible use in film productions and I agreed to pass this info onto our clubs.

Rates for the use of the cars vary from around \$200 per day to \$1,000 per day, negotiable.

Greg, if you could notify members in our magazine so that they can access the website 'www.FilmVehicles.com' and decide if they wish to be involved or not. I registered my 164 just a few minutes ago. One photo is available for no charge or there is facility to include several photos at a small cost.

Further information can be obtained direct from Matt on 0415 162 342 or Matt@FilmVehicles.com

*All the best,
Kevin Greenaway*

Classifieds: Cars & Parts

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

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

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

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

There's a new Volvo dealer in the Melbourne Metro area: Altitude Brighton Volvo - open July 2009. Contact details below.

www.altitudevolvocars.com.au

Address: 913 Nepean Highway, Bentleigh
Email: info@altitudevolvocars.com.au
Sales & Service: 03 9576 5399

CLASSIC VOLVO SWAP & DISPLAY DAY SUNDAY OCT 11th.

Also, car boot sale...join in the fun! Free sausage sizzle and tea and coffee all day. This year features a display also of restored 1950's Mercedes-Benz. **FREE SAUSAGE SIZZLE, TEA AND COFFEE ALL DAY.** **FACTORY 2, 17-21 GEORGE STREET, BLACKBURN 3130. FROM 9AM. (MELWAY MAP 48 A.10) Ph: 9877-7754.**

1971 142 4 speed manual twin carb. White/brown. Trim very good, body good (some rust spots at bottom of windscreen). Car



located in storage - Clayton - Melb. Must go - too many other projects. Club Pres Heino says it's worth \$1000. Ring Bill 0429425759

Parts Galore for 142, 144, 145 or 164.

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

WANTED: RED SEATS FOR 122s. I'm looking for a set of original red seats in good condition to fit a 1964 four-door. Full set or whatever you have. Also looking for an original dash, old wooden gear knob, pair of rear seat belts & roof rack. Thanks. Joe 0450703416. e-mail joetanham@yahoo.com.au

440 GLT (VNW454) 5-speed manual, Red, Hatch, 4 cyl, 2ltr, 220000kms, Air conditioning, central locking, power steering,



front power windows, rear spoiler, CD MP3 player with 4 speakers, fog lights. Very Good Condition. Economical. \$4000.00 ONO. Colin 0429 096 095

1982 244GL. PRICE REDUCED!

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



ONO. Car is located on the Gold Coast. Grahame Hunt. 0414 942 522

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

WANTED: AMAZON. Looking for a 4-door Amazon in good running condition in Red, White or Light Blue colour with original good condition interior. Would consider a 2-door. Do you know of any? If so please send on contact details. Email Joetanham@yahoo.com.au or Mobile: 0450703416 (Sep 2009)

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



with no rust that I could see. Interior is in good condition and still has original rubber

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

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



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

TME / Simons order! Take advantage of the bulk order pricing for TME / Simons sport exhaust kits. Some parts will be in stock but



limited. Due to supply/shipping/holiday circumstances the order will be delayed until early November. I hope all customers can understand the situation and will bear with us. Due to this of course the order will stay open until the end of September. Sorry for any inconvenience! Call Mark at VP Tuning on 0403 814 545 for more info on models or check www.tme.com or www.ray.se

VOLVO CLASSIC CAPS. Logo is the original side pillar badge fitted to the Jensen P1800. Two styles are available: ADULT - Dark blue crown with tan suede peak & button, badge is dark silver on light silver with yellow & blue shield insert as the original car badge. CHILD - Black crown with yellow peak & button/vents, badge is yellow with yellow & blue shield insert. \$15.00 each



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

VP Tuning



Volvo Performance Parts

Mark Richardson

PO Box 2002
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Australia

mobile: 0403 814 545
fax +61 3 9776 8302
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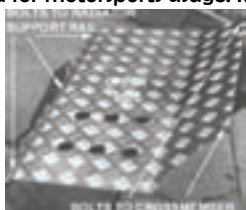
PLEASE Advise the Editor if your items sell, or if you wish to re-run your ad for more than 2 issues.

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



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

DVS Volvo 240 aluminium checkerplate sumpguards. Bolt up in place of the original plastic belly pans. Designed for motorsports usage. Made from



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

Weitec Performance Springs for Volvo models including 850, C70/S70/V70, S80, S60, S40/V40 as well as new S60/V70 and S40/V50. Lowering of approx 35mm from standard ride height (less on R models and

cars equipped with sport suspension packages.) Ride is firmer and handling is improved. Call or email DVS for further enquiries.

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

Brembo and ATE slotted brake rotors. Call **DVS** or email for details.

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

DVS Volvo 240/260 Adjustable panhard bar. Features adjustable rod-ends and includes appropriate spacers.



Improves cornering lateral stability and allows adjustment of rear axle position. Ideal for lowered cars. Powder coated in charcoal metallic pearl. **\$270.00**



Whether you are travelling around Australia, canoeing the Murray, up for a quiet weekend from the city or just wishing to enjoy the magic of our pristine environment, you will find your stay at Clearwater by the Upper Murray Caravan Park a refreshing and enlivening experience.

If you are looking for a unique holiday experience with a difference and enjoy the great outdoors, we would love to see you soon.



OWNER: Club Member Rick Dugdale

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

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



VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



<p>() New Application (1 year membership from date of payment.)</p> <p>() Renewal (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>
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<p>Your Details:</p> <p>First Name: (Mr/Mrs/.....).....</p> <p>Partner's Name: (Mr/Mrs/.....).....</p> <p>Postal Address:</p> <p>.....</p>	<p>Membership number (renewal only)</p> <p>Surname:</p> <p>.....</p> <p>State: Post Code:</p>
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<p>Contact Details:</p> <p>Phone: (.....)</p> <p>Email:</p>	<p>Mobile: (.....)</p>
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<p>Car(s) Details: (You must list vehicles with CH plates. Engine number optional - can be found on Registration Certificate)</p>					
Model	Year	Colour	Reg. No.	Engine No.	Body Style
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.....
.....

<p>Membership Type:</p> <p>() Adult Membership (\$40)</p> <p>() Student/Pensioner (\$20)</p>	<p>Payment Details: Amount paid \$.....</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>
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<p>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p>	
<p>Signature</p>	<p>Date.....</p>

<p>For information about the club please contact the President Heino Nowatzky on 0425-705-045. For information about your membership please contact the Membership Secretary Greg Sievert on 03-9397-5976 (AH) or email greg.sievert@gmail.com</p>

<p>Please send this form with payment or direct deposit receipt to: Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189 If paying by direct deposit, you can email a scanned copy of this form and your direct deposit receipt information to greg.sievert@gmail.com</p> <p>Thanks for joining or renewing your membership with the Volvo Car Club of Victoria.</p>
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Telephone: (02) 6766 3688

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www.jasonwagga.com.au/showroom/volvo.asp

John Patrick Prestige Cars
169 Hastings River Drive
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www.jpcc.com.au/

Peter Warren Volvo Cars
13 Hume Highway
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www.peterwarren.com.au/index.php

Purnell Volvo
996 King Georges Road
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Telephone: (02) 9567 0000
www.purnellmotors.com.au/page/volvo.html

Southern Classic Cars
188 -194 Corrimall St
Wollongong NSW 2500
Telephone: (02) 4254 2070
www.southernclassiccars.com.au/

Trivett Volvo
60 - 64 Church Street
Parramatta NSW 2150
Telephone: (02) 9841 8811
www.trivett.com.au/Sydney/dealers/Volvo_Parramatta

Trivett Volvo
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Alexandria NSW 2015
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www.trivett.com.au/Sydney/dealers/Volvo_City_Eastern_Suburbs

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239 Argyle Street
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Stuart Park NT 0820
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www.australvolvo.com.au/

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Maroochydore QLD 4558
Telephone: (07) 5458 9738
dealerpages.volvocars.se/au/en/dealerpages/4143/

Southern Cross Volvo
Cnr James St & Anzac Ave
Toowoomba QLD 4350
Telephone: (07) 4690 2333
dealerpages.volvocars.se/au/en/dealerpages/3334/

Southside Volvo
1388 Logan Road
Mt Gravatt QLD 4122
Telephone: (07) 3323 7000
www.southsidevolvo.com.au/

Sunshine Volvo
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Southport QLD 4215
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www.sunshinevolvo.com.au/

Tony Ireland Volvo Cars
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Telephone: (07) 4726 7700
www.tonyireland.com.au

Trinity Volvo
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www.trinityauto.com.au/

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www.solitaire.com.au

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Premier Motors
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Osborne Park WA 6017
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dealerpages.volvocars.se/au/en/dealerpages/2644/

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Wodonga VIC 3690
Telephone: (02) 6024 5570
www.blacklocks.com.au/

Melbourne City Volvo
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Port Melbourne VIC 3207
Telephone: (03) 9684 1070
www.melbournecityvolvo.com.au/

Silverstone Volvo
591 Doncaster Road
Doncaster VIC 3108
Telephone: (03) 9840 8868
www.silverstonecars.com.au/volvo/

Rex Gorell Volvo
212 - 224 Latrobe Tce
Geelong VIC 3220
Telephone: (03) 5244 6222
www.rexgorell.com.au/volvo.htm

VOLVO FOR LIFE

ON THE BACK COVER: Photo taken at the Volvo Club of Victoria Display Day at Flemington Racecourse. In the foreground is Len Ward's fabulous green 544, and in the background is the new Volvo XC60 (also in green) provided by Silverstone Volvo.

If undeliverable return to
Volvo Club of Victoria
PO Box 3011
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