

ROLLING

AUSTRALIA
No. 187

November/December 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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AUSTRALIA



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Volvo 2005 XC90 2.5T AWD 7 SEATS Trans 5 SP AUTO GEARTRONIC, Km's 75,891, colour: nordic blue pearl with tan leather. Comes with 3 year unlimited KM AWN warranty and 12 months roadside assist, long Vic rego, RWC, fully detailed, fully serviced, safety check. Rego TOB233 **Price: \$37,990 + on roads**



Volvo 2000 V40T SE 5 DOOR WAGON: Trans 4 SP AUTOMATIC, Km's 15,0241, colour: silver metallic with black leather. Comes with 3 year unlimited KM AWN warranty and 12 months roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego TKO088 **Price: \$12,990 + on roads**



Volvo 2001 V70 2.4 20v SE 5 DOOR WAGON: Price: Trans 5 SP AUTO, colour burgundy metallic with oak/arena leather, Km's 146,068. Comes with 3 year unlimited KM AWN warranty and 12 months roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego QZB883 **Price: \$15,990 + on roads**



Volvo 2004 V70 R AWD Custom 5 DOOR WAGON: Trans 5 SP AUTO GEARTRONIC, colour sapphire black metallic with soft sports R-Line leather in beige, Km's 45,009. Comes with 3 year unlimited KM AWN warranty and 12 months roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego SOK001 **Price: \$44,990 + on roads**



Volvo 2004 S60 2.4 20V SE 4 DOOR SEDAN: Trans 5 SP AUTOMATIC, Colour ash gold metallic, with oak/arena leather, Km's 122,452. Comes with 3 year unlimited KM AWN warranty and 12 months roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego YCX13X **Price: \$15,990 + on Roads**



Volvo 1995 850 SE 2.5 4 DOOR SEDAN: Trans 4 SP AUTOMATIC, Colour artic snow white with tan leather, Km's 215,666, Comes with 3 year unlimited KM AWN warranty and 12 months roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego NMI096 **Price: \$4,995 + on roads**

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Robert & Shirley Kaub

REGISTER CAPTAINS

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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Adding Cruise Control to your 1800
Classic Volvo Service Open Day Pics
Volvo Imagineering

ROLLING AUSTRALIA

NOVEMBER/DECEMBER 2009 ISSUE NO. 187

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 December 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.

November 2009

- Wed 4th Night Meeting
Guest Speaker info see www.volvovic.org.au
- Sat 28th Shannon's Christmas with the Clubs
Music, dancing, auction and special guests!
The club has booked a table for 10 people to attend - everyone had a great time last year. \$65 cost includes full meal, drinks and entertainment. Contact Heino ASAP (0425 705 045) if you wish to attend (bookings essential).

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.
- Sat 5th Voldat Safety Check VP Tuning Open Day
Location: Voldat Automotive, 46 Roberna St, Moorabbin. Ph: 9553-1091. Time: 9:30AM to 3PM. Together with VP Tuning, Voldat will also have an open day where a "fresh" new look will be shown for the workshop. VP Tuning will have some tuned customer cars on display and of course the parts that have arrived from our orders from IPD and TME. We hope together with the new Volvo dealer Altitude Motors to have a demo on display. From our recent overseas trip we have purchased some new Volvo model cars which will be available on the day. There will be plenty of food/drinks. See you all there!
- Sun 6th Club Christmas Lunch & Display Day Awards Presentation
Location: Waverley RSL, 161 Coleman Parade, Glen Waverley. Time: 12:30PM. Join the club for our annual Christmas lunch held in the Warramunga Restaurant, Waverley RSL. The club-subsidised reduced cost of \$35 per person includes a delicious 3-course meal (Entree sharing platters; Choice of mains including roast of the day, fish of the day or chicken parmigiana; Dessert). Soft drinks are also provided by the club (alcoholic beverages may be purchased at the bar). After lunch, we'll move into the private member's lounge for the distribution of the display day trophies and the usual door prize raffle where nobody will go home empty-handed. RSVP is required by the end of November. Contact Heino Nowatzky or Adrian Beavis to advise your attendance.

January 2010

- NOTE: NO Night Meeting in January!
HAPPY NEW YEAR!
- 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

Happy Holidays, from the Volvo Club of Victoria

- Tues 26th Federation Vehicle Display/Australia Day Picnic
Location: King's Domain Park. Entry forms must be submitted by 30th November. See John Johnson for an entry form and more details. A great day to come and see hundreds of vintage, veteran and classic cars and enjoy the Australia Day celebrations.

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
Location: Flemington Racecourse - Members' Car Park - same as 2009. This is the club's big event of the year (we usually have 40+ Volvos on display!) Come along and join in the fun! Full details in the next edition of Rolling. As per usual, entry fee is \$12 per car (pre-paid). Entry time to be confirmed - usually 9AM for display cars, 10AM for the public). We will have a free BBQ lunch for all club members, as well as parts vendors onsite. Any questions, contact Heino.

Magazine printed by club member Rick Robey @ Fairkote:

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Cover Photo Contest: MORE PICS NEEDED!!!

Note: Vertical ("portrait") format preferred 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 picture published, 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 front cover: Top: Alex Forrest's 1800S in WA (photo submitted by George Minassian); Middle: Len Ward's Volvo collection (story & pics in this edition of Rolling); Bottom: ACT member Anthony Hyde's "new" modified 242GT in action. The project took over 3 years and parts from 5 cars went into the rebuilding. It features a carbon fibre bonnet and you can bet it has a very potent engine! (Check out Anthony's excellent technical web site dedicated to the 240 turbo: http://people.physics.anu.edu.au/~amh110/turbo_world.htm)

President's Report

Heino Nowatzky

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NOW HEAR THIS: *Christmas and the Holiday Season*

It's nearly the end of another year. 2009 has been an interesting year for most and it seems like Australia has weathered the financial crisis better than many other countries. Hopefully the rain brought some drought relief and those in the bushfire affected areas are seeing some normality returning to their lives. Not that we should or could forget what has happened but I wish you a peaceful Christmas.

A number of Victorian Club Members made the bi-annual trek over to Adelaide for the Bay to Birdwood Classic event. Some were 'first timers' to this wonderful event. The trip over was eventful with constant heavy rain keeping us busy. Lance picked up Robert Bakker from Melbourne airport, as he had never experienced the drive over. I think you got your money's worth Robert. First to falter was the mighty 164TE when the battery appeared flat after we stopped at Ararat to meet up with Thorben. A quick diagnosis discovered the main wire from the alternator to the battery was loose. We were quickly on our way and the 164 at least behaved after that. Mark Icton and Mark Hoffmann were on their first Bay to Birdwood and Mark Icton's 145 had only been finished the night before we left. We kept a watchful eye on a weeping brake line and thermostat

housing but no dramas the car made it to Adelaide. We had a strange convoy with the 164, Mark's 145, Dion's 145 and Thorben was delivering a 1990 240 to Adelaide for my sister to use. Thorben had Alan as a passenger and Dion had Kevin Holden (also first to the Bay to Birdwood).

We were just nearing Taillem Bend when Lance called us to tell us he had broken the timing gear. Now this is where I need to eat humble pie because the weekend before I had been discussing the drive over with John Johnson and he told me of all the spares he had distributed between him and Mark Icton. My reply was that we had never had any dramas and why on earth would you take a timing gear. Famous last words. Luckily Lance had top cover with the RACV so he had the 144 recovered to Adelaide and the rest of us shuffled passengers. Len Ward, who had been driving with Lance in convoy, joined us on the final leg into Adelaide.

I would like to thank the SA Club Members for all their help and hospitality over the weekend. Michael Bennett looked after Mark's 145 and my 240 on the Saturday while Craig Rasmussen worked feverishly on Lance's 144 to get that ready. We all caught up on Saturday evening for dinner (organised by the SA Club members). Unfortunately we discovered the

leaking water pump on Dion's 145GL way too late to fix it so it missed the Bay to Birdwood the following day. Dion was disheartened but joined us in the 164 instead. It was a wonderful day with an early start. Well the weather was terrible, cold wet and windy but the people of Adelaide braved the elements and came out in force to cheer on the cars (that is what makes this event so special). John Johnson and Sandra did us proud with another Top Ten Finish in the Concours. We managed to get most of the Volvos together in the paddock and Ken Bayly kept us topped up with coffee, tea and biscuits.

That night we were at Ken's fitting a new water pump that Ken was able to give us. Thank you so much Ken for your hospitality and support.

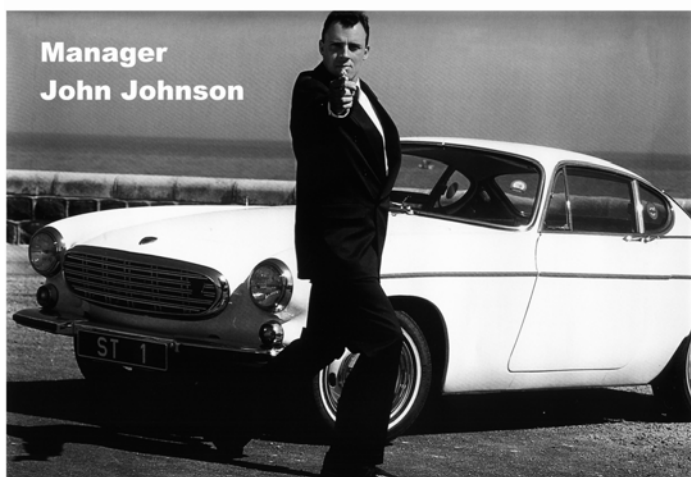
The trip home was less eventful but was memorable for another reason. Len Ward let us know that he was turning 70 on the following day and that he was born in Kaniva (just across the SA border in Vic). Well we were coming through Kaniva around lunchtime so we suggest we stop for lunch. Len told me about a good café and we lined the four Volvos up outside. The food was good and Len told us about his childhood and the town. A little bit later the proprietor of the café came out to join us and I detected a tear in his eye. It just so happened that



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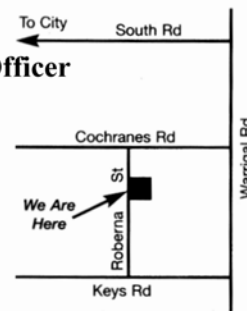
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he owned a Volvo Dealership in Canberra in the early 70's. A short drive up the road and we had a photo shoot outside the house that Len spend his early childhood (Happy 70th Len).

[See photos in Vic Events section. Ed.]

We nearly made it home without drama but just near Melbourne Dion phoned because this temperature gauge had gone off the scale. I had trouble finding the leak, in the dark with a torch but then saw the thermostat housing had a hole in it. A quick roadside repair saw Dion under way again.

As this is the last magazine for the year I would like to wish you all a very Merry Christmas and a wonderful New Year. There are a number of club activities planned so come along. John Johnson is also planning something big at Voldat for the final tune up day of the year.

*Until next time,
Heino Nowatzky*

Welcome to New VIC Members:
Wayne & Kim Hill (purchasing XC70)
John & Hazel Brady (P1800 & 260)

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. *Check the renewal date on your magazine label if you're unsure!*

We currently have 176 members. Thank you to those who have renewed recently as the number of lapsed members has dropped to 14 (from 33 as of the previous magazine).

If you have any questions about your membership, please contact the member secretary Greg Sievert on 03-9397-5976 (greg.sievert@gmail.com). If paying by direct deposit, you can scan and email your renewal form to me to save on postage.

TREASURER'S REPORT

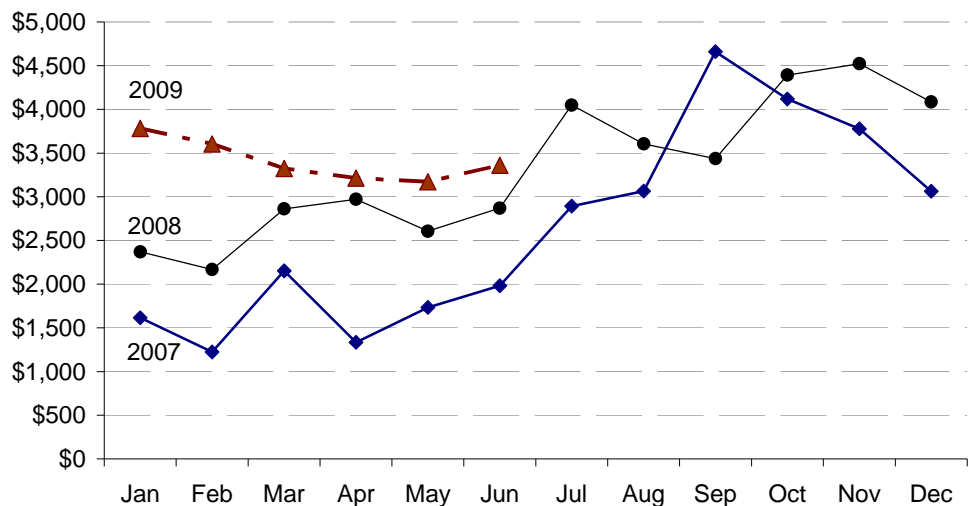
Adrian Beavis 04 02 20 34 37 (AH)

As at October 7th the account balance was \$4,043.83. The following is a summary of the club's financial transactions from August 6th until October 7th (which means that the October night meeting is not included in this report).

Income:

Membership subscriptions: \$620.00
Donations July and August night meetings: \$63.50*

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



Magazine contributions from interstate clubs: \$995.17

Advertising in Rolling: \$495.00

Total income: \$2173.67

*I missed the July meeting and the amount recorded as being collected then is net of cash repayments for the provision of nibbles. In other words, we paid for the nibbles out of the donations and the amount recorded as collected was what was left over on the night. Normally I record the amount collected and the amount paid back for the nibbles.

Expenses:

Bank account fees: \$30.00

Magazine production: \$1100.00

Postage and related for Rolling magazine: \$470.37

Reimbursed expenses**: \$96.85

Pizzas for AGM: \$290.00

Total expenses: \$1987.22

Net income: \$186.45

** Includes stuff for the BBQ at the Dyno Day.

No more financial news, except to report I am still trying to sort out the annual audit, so in the mean time, keep rolling.

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

Adrian



Thanks Peter Riggall (member from Tasmania) for sending in this photo. Note the sticker on the rear window ("Bloody Volvo Driver") and that the car appears to have been involved in a crash in a school zone. The only thing missing is a "P" plate!

THE EDITOR'S DESK

Greg Sievert

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End of a decade

It's hard to believe that we're fast approaching the end of the decade. Seems like it was only yesterday when we were worrying about the "Y2K Bug" which basically went off without a hitch. What bugs me more than Y2K is the fact that my home PVR (personal video recorder - which replaces the VCR of the 1990s!) always seems to have the wrong time on it (it's either an hour early or an hour late) and there's no way to set it - it gets a signal from the airwaves. Go figure! I guess we all know you can't rely 100% on technology or the programmers who are supposed to make it all work for us.

Speaking of technology, we recently took a weekend trip to Canberra to attend the Australian Electric Vehicle Association annual display day. If you read the news, you know there's been a lot of talk about EVs becoming more prevalent in the coming years, and the AEVA is a club much like the Volvo Club that caters to people interested in electric cars, bikes, etc. The display day took place on the lawns near the Old Parliament House, and unfortunately the weather was cold, cloudy, and light showers on and off. The wet weather didn't dampen the enthusiasm of the attendees, and nobody was electrocuted to my knowledge! The collection of vehicles on display ranged from home-converted cars, pushbikes, go-carts and race cars, to professionally upgraded plug-in Prius hybrids, a Tesla

EV, a couple early 20th century Detroit Electric cars, and a range of commercially-available hybrid cars and electric bicycles & motorcycles. There were also a number of informational displays about the history of EVs, as well as a few vendor booths (including Project Better Place - an EV charging station company trying to get established in Australia).

During the day, we had a chance to chat with several



Editor with the Tesla Roadster



VW Beetle with batteries

people who had converted their cars. It was interesting to note that most of the home conversions were very small front-wheel-drive econo-boxes (Daihatsu Charade, Holden Barina, Ford Capri, etc.) There was a VW Beetle (conversion not yet completed), a small ute, and a Lotus 7 replica (really nicely done). One thing that stood out (with the exception of the Lotus 7 and the Capri) was the lack of attention to detail - definitely not what I would consider top-quality workmanship.



Holden Barina EV motor bay

Several cars had multiple exposed battery terminals, poorly-restrained batteries, untidy wiring with dodgy connections, unsuitable vacuum pumps for brakes, poor motor mount designs, and just plain scary things like a Honda generator strapped to the back bumper of one of the cars (although it was a good effort that he made it from Melbourne to Canberra!) I shouldn't be too critical as these people actually brought their EVs on the day - mine is still in bits, with no batteries, and ETA is



Home-made "Segway"



Wayne with a Detroit Electric



Electric Lotus 7 replica



Generator strapped to bumper

TBD! I guess sometimes you have to sacrifice quality to get things done quick, but I'd rather not do it if I can't spend the time to do it properly (however my standards seem to be slipping a bit the older I get - maybe I'm beginning to worry that my number may come up before I have a chance to get all my projects finished!)

Regardless of the weather, it was a good trip. We also fit in a bit of sightseeing around Canberra, and seeing other people's EV conversions gave me inspiration and some ideas for my project. Maybe you'll see it on the road in 2010? Here's wishing everyone a great end of the year and holiday season. Stay safe and we hope to see long-time and new members alike at the many events during the summer.

Regards,

ROLLING EYES

There is yet another car pulling up in the back yard. Another Volvo that is never driven in the rain, or used simply as an everyday car, or heaven forbid, driven to the local shopping centre.

For better or worse it is their pride and joy. It is washed and waxed with TLC, admired and looked at with an affection you vaguely remember was once sacred just for you.

Then of course there is the "club meet" or heaven forbid the biblical "rally event"!

They talk Volvo to each other. A language, that is quite unique! Other people try to understand the lingo, but sadly for many they simply cannot grasp the particular dialect that is special to Volvo lovers.

They stand there and admire each other's car, discussing, comparing, assisting each other to improve their vehicles to make them even more alluring, not just to themselves but also all the other people in the Volvo village.

The wives share their latest "Volvo-loving husband" story, you know the one, where he carried on about the terrible roads his baby is meant to drive over, you closing the bloody door too hard, or heaven forbid, putting your luggage on the seat and not the floor. Or in other words, the dutiful partners share their "rolling eyes" story.

Then they discuss the children, grandchildren, work, world peace, the sad stories from the latest natural disaster that occurred somewhere in the world, shoes, the Political arena, taxes, the share market, our chronic lack of a decent health system, the latest

abduction story where the girl gets released after 20 years, good restaurants you've tried lately...well need I go on?



Sometimes the wives discuss how unfair it is that these men feel it's their right and entitlement to buy these toys whenever the "right" one comes up.

Personally I have never had a problem with that. My philosophy is quite simple and should be applied in all Volvo households. One 1800 equals one backyard makeover. One 122 equals a front verandah addition. One 264 equals one front yard makeover. 8 cars equals a holiday unit on the Sunshine Coast. Etc Etc Etc. This is what I refer to as Volvo Karma, a win win for both parties in the household.

So the next time he comes home waxing lyrical about yet another Volvo he wants, smile and then start mentally planning the karmic purchase that is essential to balancing out the Volvo Addiction.

In my house recently there was talk about a 760 being added to the fleet...I just know there are some Jimmy Choo or Milano Blahnik shoes that simply must have my name on them...

Volvo for Life...you bet baby!

[Thank you to one of our club members for this anonymous contribution...so true! Ed.]

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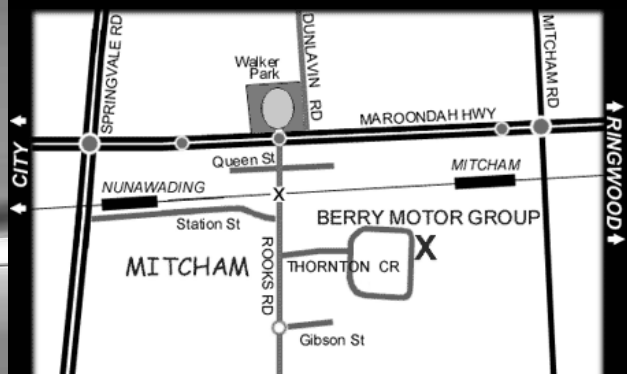
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BIRTH NOTICES:

CONGRATULATIONS: It's a *VOLVO!*?



Heino's 240: Mk 2

Heino picked up this nice white green 1988 240GL on eBay. No, you're not seeing double. Last month it was a



white 240. Now it's a green one. As I type this I think Heino's bidding on several more cars so watch this space!

Mark's S70

In the last edition, we reported the acquisition of Mark's baby blue 145



(pictured here prior to the Adelaide rally). Well, Mark and Wendy are now the proud owners of an immaculate S70 T5. Great find! Watch the club



web site for the sale ad for their current 16V 740 wagon.

Brian Beecham's C30 T5

Brian & June Beecham are the proud new owners of a Savile Grey pearl 2009 C30 T5. The car replaces Brian's 850 T5 - Brian having fallen in love with the C30's shape when he first saw it a couple years ago at the motor show! Brian said he already has some modifications in mind, including the addition of an expanded aluminium mesh grille in the lower bumper air inlet

area to protect the intercooler from stone damage, and maybe some improvements to the underbody aerodynamics once he has a chance to scope out the underside of the soon-to-be-released C30 DRIVE model here in Australia. We're looking forward to seeing the car at an upcoming event!

Irv Gordon's P1800

[Good to hear from our P1800 friend Irv Gordon in the USA, who has passed another few million km in his record-breaking car! Keep it rolling, Irv!]
Hi Greg,

Just thought you might find this of interest as I just updated my mileage with the folks from the Guinness World Book about a month ago. I just got the new and updated certificate which I have attached here. It is too late to get it into the new World Record Book but they tell me it is on their web site. Perhaps next year it will be back in print.

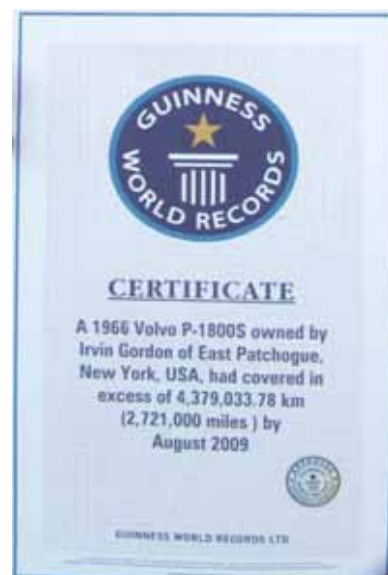
Meanwhile, still driving all over the country as usual. My next trip is in another week to Boston. I had the engine rebuilt again (2nd time) after 2,010,000 miles as I noticed a slight drop in oil pressure and wanted to know what was going on with my engine. Seems I had some slight wear on

my front engine bearing which was causing the problem. The rest of the parts showed very little wear if any at all. Amazing considering the mileage I put on the car since the first rebuild at 680,000 miles...again, nothing wrong but I was getting nervous at the time. LOL.

My best to you and all in the land down under,
Irv



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.

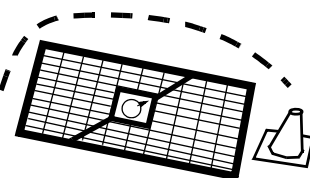


240/260 Register

Mark Hoffmann

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Welcome, club members, to this issue's 200 Series Register page. At the time of writing I've just returned home from Adelaide and the Bay to Birdwood Classic car rally, in which Mark Iceton and myself participated in Mark's 1970 145 wagon, so the report that follows is not strictly the 240-related content with which I normally fill this space, but at least I can say that the experience has confirmed for me that I still love my 244, and have no subsequent urges to defect to motoring with an earlier generation Volvo!

Seriously, though, I can happily report that the old 145 lived up to the bullet proof reputation of its kind, depositing us in Adelaide in around nine hours with rest stops included and no more than a slight coolant leak and an equally small brake fluid leak to hinder our progress, and the latter can in fact be traced to a monkey mechanic who had failed to properly tighten a brake line to the rear right-hand calliper. Our convoy of other Victorian Volvo Club members also fared reasonably well, although Lance Phillips stopped dead en route in his 144 after breaking a timing gear, and a water pump problem on Dion Nowatzky's 145 manifested itself on arrival, unfortunately knocking his car out of the starting line-up for the Sunday rally. As such, we were glad to have the friendly assistance of the local SA Volvo Club people, namely Michael and David Bennett of Sweden Salvage, to help resolve those technical issues before undertaking the return journey to Melbourne.

I have to say that Mark Iceton did a fantastic job of bringing his 40 year old steed up to standard for the trip

with much mechanical and cosmetic work having been done in the lead up the event, paying off in a car that was both reliable and really looked the goods for the Birdwood run and attracted plenty of praise. However, I have to apologise in advance if the following words displease the 140 series devotees among us, but the truth is that these cars simply no longer cut it for long distance touring, and no amount of work or attempted refinement can ease the nightmare of noise and vibration that is a pre-240 series Volvo! For this enthusiast who cut his teeth on an early 240 with it's smooth fuel-injected torque, compliant ride and smooth precise gearshift, not to mention what I still consider to be one of the most elegant and functional dashboard designs to grace that era, it highlighted for me just how far Volvo progressed when rolling out the 200 series in the mid 1970s. Conversely the 145, with its vague manual gear positions operated by a long-throw shift lever akin to a ski pole, sweaty plastic seats, non-retractable seatbelts that almost require an instruction manual to operate and ancient ill-fitting trims felt totally foreign to me as a Volvo, but reminded me plenty of mum's old 1973 Corolla of times past. As Dion reminded me, these of course are themes inherent to classic car motoring of any marque, and I understand that they are all part of the quaint and genuine experience, but I have to conclude that I prefer my old-timer to be comfortable as well as having its classic appeal, which is why I love the 244, so I won't be in the market



Mark Iceton and his Classic 1970 145

for anything earlier any time soon I don't think!

The 145 must have sensed that I wasn't entirely impressed with it, as the first rest stop saw me crack my head on the edge of its open tailgate, placed brilliantly just at eye height and balanced on only a single pneumatic strut with a potentially finger-severing latch arm mechanism on the left hand side. Then later, I added insult to injury (or should that be the other way around?) giving my finger a nasty cut on one of the myriad of sharp and primitive edges lurking inside the rear underfloor cavity. And yet, the original sales brochure Mark had obtained for his car made it all sound so modern and refined! I guess in reality it was for its time, and only a comparison with other foreign or locally-designed offerings of the era can confirm that all the Volvo virtues that we know and value are, in fact, all there in abundance in the Volvos of old as well. It's just that the ongoing vehicle refinement we have gradually come to take for granted makes it hard for us to see them these days!

A possible exception is the venerable 164 whose comfort and luxury in a well-sorted example has weathered the years very well I think, and a quick ride in Heino's gold 1974 model during the trip (admittedly a later model car than Mark's 145) was an experience more akin to what I am used to with the 240s with the added appeal of a smooth inline six-cylinder engine plus that gorgeous curvy front end that I've always been partial to.



Victorian Volvos Take a Break & Fuel Stop in Bordertown



Hunting for Parts at Sweden Salvage in Adelaide

However, en route from Melbourne Heino's car sucked up about twice the amount of fuel of Mark's relatively frugal four-cylinder B20 motor, and in spite of everything else it is this Achilles heel that has been the 164's demise I think and has sadly ensured that few enthusiasts among us still have time for that model these days.



Crashed 740T at Sweden Salvage

On Saturday morning prior to the rally we dropped in to Sweden Salvage for the aforementioned mechanical attention, which also yielded the opportunity to trawl through a wrecking yard containing a surprising array of later model Volvos as well as the obligatory classics, which certainly put me in my element, and some of us came away with a handful of spare parts which made the visit well worth it. Whilst Dion happily loaded up the car with V70 roof rails, Mark Iceton lugged away no less than three early 100 series rear bumpers which were duly loaded into the 145, but on arrival back at the motel I was shocked to find Mark dragging the greasy appendages upstairs and into the motel room in order to wash them clean in the shower! As embarrassing as this was, I thought it quite amusing until reminded of the fact that my name was on the motel account, so I was sure to clean up the

bathroom before departing and left no trace of Mark's indiscretions!

That night, the Victorian members joined our Adelaide counterparts for a pleasant dinner at a local hotel, and it was great to strike up conversation with (and put faces to the names of) those local enthusiast whom I know only from the content of this magazine, and vice versa, whilst Victorian stalwarts like Lance and Heino were merely refreshing old acquaintances. I found the South Australian members I spoke with to be friendly, knowledgeable and attentive, so I'd like to extend sincere thanks on behalf of Mark and myself for their hospitality, and we honestly look forward to repeating the adventure in a couple of years time, perhaps yet in a different vintage Volvo if I know the rate at which Mark I acquires old cars!

The main event was the Sunday Bay to Birdwood run itself, and local and interstate Volvos alike assembled bright and early near the start point in Glenelg with only the chilly drizzle and biting wind to dampen our enthusiasm, and by around 9.30am our convoy of older Volvos set off on the leisurely 40km drive to Birdwood in the Adelaide Hills among no less than 1800 classic cars of all makes and models spanning some 22 years of automotive history. The sheer scale of the event was really something to behold, and the fact that organizers had to cap the event at 1800 cars this year and to turn away subsequent entries says a lot about the health of the classic car movement in this country, as does the extent to which the Adelaide locals turn out en masse to line the streets and support the seemingly endless convoy of cars as they wind their way through town and out towards the finish in Birdwood. It was simply a wonderful atmosphere and spectacle to be a part of even if the uncooperative

weather somewhat dulled the sheen of the gleaming vehicles and kept some potential spectators away from the roadside on the day.

The arrival at Birdwood with the myriad of assembling classics was reminiscent of our own local British & European display day, but on a much larger scale and of course with a broader spectrum of local, European, Japanese and American makes on hand. The sheer number of vehicles necessitated a broadly spread out parking arrangement within the picturesque and wooded setting of Birdwood, also due in part I believe to a wet weather plan in effect for the day, making it hard to view all the cars as one large collective display. In fact I think it was sheer luck that the rain held off for the most part, preventing the ground from becoming a muddier quagmire that might have challenged cars and occupants alike, and one of the more memorable moments of the day for me was seeing a hapless elderly gent in a motorized wheelchair become bogged to the axles from which a half dozen men were required to pull him free! Throughout the day, many folks in period attire paid tribute to the bygone era of their vehicles including our own John Johnson with partner Sandra and their P1800, and live rock 'n roll music and dancing made for an authentic party atmosphere.

Participation in the rally included entry to Birdwood's National Motor Museum which is a must-see for the motoring enthusiast and pays tribute to Australian motoring history, featuring scores of well-presented vehicle exhibits including both locally-made and foreign cars ranging from the much-loved FJ Holdens and Falcons to classic



Convoy of Classics Winding Its Way Through the Adelaide Hills Towards Birdwood



Local & Interstate Volvos Assembling at the Finish in Birdwood

imports like the Leyland Mini, all of which have kept Australians mobile throughout the decades and bought motoring to the masses. In the mix are local curiosities like the failed Lighburn Zeta or much-maligned Leyland P-76, and fans of heavy haulers or two wheeled transport can find enough vintage trucks or motorcycles to keep them interested too. The museum also looks to the future with exhibits relating to alternative fuel sources and propulsion, and local manufacturer Holden keeps the museum abreast of the latest innovations in vehicle technology and development. Surprisingly I even spotted a pair of old Volvos among the indoor exhibits, a 144 and a P1800, so it was good to see our marque represented there even though I feel that a 240, the car that really

established the Volvo name in this country and which maintained Volvo as the best selling European imported car here for so many years, would have been a better representative of the brand.

But then again I'm biased!

With the motoring activities concluded, I farewelled the Victorian members on their Monday morning return journey to Melbourne as I looked forward to staying on in Adelaide with friends for another day or so before flying home. Unlike my fellow enthusiasts, interstate car travel, especially in an old car like the 145, was not something I was accustomed to, so in the planning phase I opted only to accompany Mark for the initial leg to Adelaide lest the long journey not fully agree with me, and instead to accomplish in the air in a matter of minutes a distance that takes the best part of a day to cover on the road. In hindsight the Adelaide drive, particularly with two drivers to share

the workload, was an easily achievable feat, not to mention an integral part of the experience, so perhaps I shouldn't have abandoned Mark on the homeward run. But then there's always a next time!

I hope members have enjoyed my wrap-up of the 2009 Bay to Birdwood event and until the next issue, I wish all members pleasant and safe motoring.
Mark Hoffmann

DON'T FORGET: VIC Night meeting in December is held at VOLDAT, not the tennis club. Also, come along on Saturday the 5th of December to the VOLDAT & VP Tuning OPEN HOUSE. JJ and Mark Richardson have been putting a lot of effort into the new look showroom (pic below!) Refer to Page 2 for event details. Don't miss it!



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Amazon Wagon Tales

[The following was submitted by club members Peter Westcott & Angela Hervey-Tennyson. Goes to show a little ingenuity can go a long way, as can knowing who your interstate club members are as their assistance may come in handy someday!]

I recently had a problem with our Amazon wagon in outback South Australia. Somewhere around Wirrealpa Station in fact. Not the best place to have a problem. The brake pedal went long and the handbrake wouldn't. I knew what the problem was because I'd had a shoe jump off the wheel cylinder on an Escort once, leading to almost no pedal and some interesting noises. Knowing what the problem was meant I also knew how to fix it. If I could only get the drum off. If you need help in Copley I can't recommend highly enough that you go to Leigh Creek Motors, about five km south, because in my experience Copley is the last place to try and get help. Nice bakery but that's it. I spent a full day being ignored on the forecourt of this forsaken place. And he's the RAA man for the area! I did manage to get on to Gerry Lister who was able to give me some tips should the correct puller not be found. Thanks, Gerry!

I carefully returned to the Prairie Hotel and because there was no mobile signal used reverse charge to call Her Ladyship (at home in Melbourne) to see if anyone between Parachilna and Adelaide had a suitable drum puller. She managed to tee up a visit to Ken Bayly, SA Club Captain, who had a puller. It was Sunday and I had to be back home on Monday. Over breakfast on Sunday I was chatting to a couple of guys whose Bash car had broken down and together we hatched a plan. They lent me a small vise grip, so as not to crush the sides of the brake hose, and a handful of cable ties with which I clamped off the rear brakes (to avoid further damage or a wheel cylinder popping out). I then set off for Adelaide and drove very carefully, using the satnav to warn of intersections and approaching corners. There was almost no traffic on the road and the front brakes felt strong so I was able to make good time.

Once in Adelaide and with the LHR drum off we discovered that the alloy adjuster block had fractured and the leading shoe had slipped off the land. And the adjuster blocks had been



replaced with new items no more than eighteen months ago as a precaution against this kind of thing happening with worn parts! Looking at it closely I decided that if the shoe could be anchored elsewhere the brakes would still function OK. So I put a 10mm drill through one of the 'spare' return spring holes and through the backing plate. An 8mm bolt with a thick washer and nyloc nut tightened, not quite fully, to allow the shoe to pivot was inserted and the drum re-fitted. All up the repair took about an hour from jack under to jack out. With the vise grip removed the brakes worked as normal albeit with a longish pedal and a quick test proved the car pulled up straight even on a wet road. I think in fact that the extra length of the pedal allowed better brake modulation especially with that crappy Lockheed remote booster. I hate remote boosters. On to the highway and after a few kilometres I found I didn't have to compensate for the repair and the jury rig got me home to Melbourne without strife.

Many thanks to Ken Bayly (and his brother) and Craig Rasmussen for their help and patience, I did boss Ken around somewhat though especially when I thought he was too slow cleaning the windows and lights!

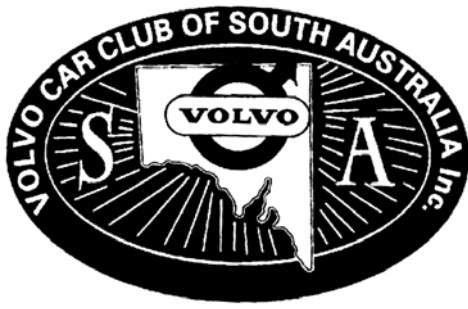


Vale: Bob Murray

The Volvo Club of Victoria would like to extend our sincere condolences to Peg Murray on the recent passing of her husband Bob. John Fleming provided the attached photo of Bob and Peg, and he writes:

I am including a photo taken a few years ago of Peg and Bob Murray when there was a Volvo display at Como House in South Yarra. Sadly, Bob Murray passed away early September and as he and Peg have been very long time club members. Maybe you would like to run the photo and a note in the magazine. Peg is OK and as Bob had been ill and in the nursing home for a while, I think she was prepared. She is still driving the 122 JKT 000.
John Fleming





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UPCOMING EVENTS:

NOVEMBER

13th: Club Meeting
7.30pm - Glandore Community
Centre

14th: Christmas Pageant

DECEMBER

6th: Christmas Lunch
12.30pm, Buckingham Arms Hotel,
Walkerville

The SA Pages

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

Tour of Freemason Hall and Ayers House

On Sunday 16 August around 28 members gathered together for a tour of the Freemasons' Hall now known as the Adelaide Masonic Centre. The building was restored in the 1980's as part of the Centenary celebrations of Grand Lodge in 1984. As well as offices for Grand Lodge, the building houses other office space, 3 lodge rooms, the Library and Museum, a public hall and areas for meetings, conventions and receptions.



- Ground Floor: State Dining Room and the family dining and sitting rooms
- Lower Ground: Wine cellars, replica kitchen & housekeeper's room and the underground Summer Sitting Room
- First Floor: Bedrooms, bathroom and nursery.



The group was given a tour of the magnificent rooms of the centre and a brief history of Freemasonry. After the tour the group gathered together for morning tea. A special thanks to Rodney for the outstanding informative talk and to Alexander for organising the tour and morning tea.



The group in the hall listening to Rodney speak about the different aspects of freemasonry.

After morning tea and lots of chatting it was time to meet at Ayers House for another informative tour. We were given a tour of the museum which is split over three levels of Ayers House and includes:

After the tour we enjoyed afternoon tea served in the grand opulence of the State Dining Room. Special thanks to Joan who organised the tour of Ayers House.

Mid Year Lunch - Victoria on the Park Hotel, Strathalbyn Sunday 12 July 2009

On a cold Sunday morning approximately 30 members gathered together for a leisurely drive through the hills. As a group heading towards Strathalbyn via Clarendon and Meadows we can't go past the bakery for morning tea. I am not sure that the bakery knew what hit them when 30 turned up for coffee. After morning tea we noticed that it was the day of the Meadows Market so we had a look to see what bargains we could pick up.

After about an hour wandering the markets we gathered together again to continue to our lunch destination. Lunch was a Strathalbyn and as we arrived about an hour prior to lunch we were able to wander again through the amazing antique stores in the town.

We had a wonderful relaxing lunch with lots of talk about cars of course. After lunch there was some more exploring of the antique stores. A great relaxing day was had by all.

The Bay to Birdwood was well attended - see member stories and pics in this edition of Rolling!

Bay to Birdwood. (Adelaide adventure #2)

by Robert Bakker
1800/120 Club President

2009 has been the year of participation in those big events that us Queenslanders only get to read about for me. The airfare war is really a boon if you are a rally junkie.

So it was with much excitement that at 4am one Friday I awoke to prepare for my flight to Melbourne. The plan was to fly to Melbourne and travel over to Adelaide (an easy 7-8 hour run, I was promised) so that I had the full measure of the classic Volvo phenomena.

Lance Phillips had kindly promised to be my chauffeur for the trip in his '74 144GL. We would start at the airport and catch up with other members on our way over. The best laid plans...

The first couple of hours proved uneventful, as we slowly made our way through the outer suburbs of Melbourne and started for the Vic/SA border. Our conversation centred around cars, and club stuff.

However, it was not that much further when the heavens opened, and the deluge began...

We were soon greeted at McDonalds by the ever pleasant Len Ward in his remarkable '69 144. The transition though, from 30 degrees in Brisbane to 8, was something of a shock, and would remain so for the balance of the weekend.

Our little convoy of 144s then proceeded at an excellent rate through the countryside, stopping for the occasional t and p. But little did we know what was waiting for us...

It was not long before the rain came bucketing down. The drought was broken, and the locals rejoiced. Our 144s simply shrugged off these conditions and continued on their merry way, B20s humming as magnificently as the day they rolled off the assembly line in Sweden, until...

About 140km out of Adelaide we had been making excellent time in



Lance's 144, when a strange whirring noise was heard. We thought nothing of it until the thrum of that B20 died. The fire had well and truly gone out.

The roadside diagnosis by yours truly was that the timing gear had lost some of its teeth. Time for a tow truck...

I then recommenced my journey to Adelaide with Len. A short time later though, I was offered a lift by young Dion Nowatzky in his injected 145, which I graciously accepted. It seems that I was afflicted with some curse, because it turns out Dion's car needed a new water pump before it was to head back to Melbourne.

I think Len's car was too tough for my spell though, as it performed magnificently over the whole weekend, and never missed a beat. (But then, it is only 40 years old)



THE BIG EVENT

Finally the day dawned. Another 6am start in the freezing cold made me start to seriously question my motivation for coming along.



We arrived at "the oval" at about 7am, and were probably in the first 1/3 of the pack. Can you imagine what 1750 classic cars looks like? It was like being in a traffic jam in 1973! This year the event was for cars built between 1956 and 1977. What an incredible display of cars! Apparently, this is the largest event of its kind IN THE WORLD!

As we made our way along the 80km route from Glenelg (the Bay) to the Australian Motor Museum (Birdwood), we were



greeted like royalty by South Australians who lined the streets and waved and cheered as we drove by - even in a 1974 144!

South Australia had seen quite a bit of rain in the last days before our arrival, but amazingly, it held out for almost the entire event, as though God himself had wanted to enjoy it. God however, didn't stop the bloody cold though!

I am pleased to report that one of our 1800s made it to the top ten of the concours. Joining John Johnson's superb Volvo was a Buick Electra, a Ford T-bird, a GTHO, a Monaro 350, an Alfetta, an XW Falcon, a Holden HT Brougham, a Ford Capri V6 and a Ford XA coupe. All were truly superb, and I am sure the judges had a tough time picking a winner. This turned out to be the Capri, perhaps because its owner had owned it for some 40 years!

As we trudged back to our car, some other amazing vehicles were sighted. One was a Lightburn Zeta (yes really!) and although our trip home was not greeted by loyal subjects, it was memorable nonetheless, travelling in a 40-odd year old convoy.

So many thanks to Lance, Len and Craig Rasmussen for their hospitality whilst I was there. Would I do it again? Damn right!!

Robert Bakker

More Bay to Birdwood pics on Page 15 (at the end of the VCQ section.)





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Coming Events

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

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

As this is the last issue for 2009, VCO would like to wish all members a safe and happy Christmas & a prosperous 2010.



The VCO Pages

The Pages dedicated to the Volvo Club of Queensland

Brad's 940 reaches a milestone

On 15th August 2009 at 10:54am my 1991 940GL sedan ticked over 300,000 kilometres. Obviously this is an event worthy of a photo. I was expecting this important event to occur so I had the camera phone ready to go (of course I pulled over first! No need to let the boys in blue spoil my fun...)



A short history...

I purchased the 940 on 30th December 2009 (a late Christmas present!) with 182,400 kms on the clock. The average mileage works out to about 11,100 kms per year. She was previously owned by a tool company on the Gold Coast. Even for a company car she was in pretty good condition overall, although I knew she had had a minor hit at some stage on the left hand side because the paint on the left mudguard was a different shade of blue to the bonnet...That was rectified in 2002.

In January 2004 she clocked over 250,000 kms. I was driving northbound on the Bruce Highway when this occurred. Back then I didn't have a phone with a camera to record the occasion and there was nowhere safe to stop anyway.

In almost 11 years of ownership, she has refused to start only once and that

was due to a flat battery. I knew the battery was dying (it had 'warned' me several times) but as usual I thought, "I'll get around to it eventually". 'Eventually' finally came but luckily I was at home and had the use of another car (a Mazda. EEEewwww) to go and pick up a new one.

The only major repair she has needed was a new head gasket in June 2007. Coolant had been leaking for several weeks from the exhaust-side rear corner between the head and block. Removing the head revealed a split in the gasket between a coolant passage and the outside world. This cost about \$1000 to repair including head overhaul, Volvo VRS kit, water pump, timing belt & tensioner, front oil seals, thermostat, injector seals, fresh oil & filter. My labour costs were free since I'm so generous. She has run flawlessly since - Whew!!

During my ownership, the 940 has received several upgrades and add-ons:

- 15" Aries alloy wheel (from wreckers)
- Power windows (from wreckers)
- Rear decor panel (new)
- Clear side indicator repeaters (new)
- Snow scoop (IPD supplied)
- Mudflaps
- Headlight protectors (saved the driver's side headlight twice so far - damn good investment)
- Tinted windows

I'm on the lookout for clear front corner lights and rear spoiler.

Overall, I'm very happy with my 940 and have grown quite attached to her. My parents refer to her as my girlfriend. The similarities between the 940 and a human girlfriend are frightening, but I won't go there...

Brad Wightman

GLT Open Day 3rd October

A brilliant and warm spring day was a perfect backdrop to this fantastic event. Peer and his staff always put on a good show and this year was no exception. About 50 Volvos were in attendance ranging from 1800's and 120's to the new C30. However, the 100 series was conspicuous by its absence this year which was unusual. There was





a variety of standard and modified Volvos including beautifully preserved 1800's and 120's, a 242GT Turbo and several 850 T5-R's and R's in various states of tune from mild to pretty wild. Visitors also had the chance to meet Gerry Lister from Volvo Down Under



Spares. His knowledge regarding the marque is astounding and we thank him for making the effort to attend.

The Vikings invaded just before midday and put on a show of their battle prowess with swords and shields. This was a very entertaining show which the crowd thoroughly enjoyed.

VCQ would like to sincerely thank Peer and his staff at GLT for being our welcoming hosts and supplying the free sausage sizzle lunch. We look forward to the next open day. A couple of photos are shown here. Check the website for more. *A hot drive home*

On the way home from GLT my 940's air conditioning decided to pack it in. A short shriek (which I had thought had come from the car beside us) was

242GT with custom B230FT+AW71.

Nice!! --->

warning that all was not well in Volvoland. Shortly after I noticed it was becoming somewhat warm inside making me realise that we were now without A/C. Initially I thought it had thrown off the belt but when I had the chance to stop and check the belt was still there. It seems that the clutch has died and I have been quoted in the vicinity of \$900 to replace the compressor, re-gas, etc. Is it worth it to have cold air? I'll have to ponder this one for a while.

More Bay to Birdwood

Thanks Walter Gowans (Volvo Club of Vic) for sending in these pictures



of members' cars entered in the Concours at the Bay to Birdwood.

Barry and Helen Judd are with the red 1800 (upper LH pic), and Helen's daughter Tricia and son-in-law Colin are pictured with Helen's granddaughters Jessica and Annalise (lower LH pic).

Also pictured are John Johnson and partner Sandra with John's 1800S (upper RH pic), and another 1800 owned by Lembit Marder from Victoria (not a club member - lower RH pic).





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PRESIDENT'S REPORT

Unseasonal warm weather did not prevent 14 1800/120s from putting on a glistening display at the GLT open day held at GLT motors in Calalaba on Saturday 3 October.

The event also saw the debut of Jeff Turner's new "lady", a safari yellow '70 1800E. It is in very fine condition indeed, and its new owner is tickled pink by his purchase.

It was good to see a number of classics that have not seen an outing for some time. One thing was apparent from the display, and that is that most (if not all) of the cars in our club are now to a very high standard.

There was also a lot of opening and shutting of doors, and much peering under bonnets, as our members shared each others enthusiasm for their classic Volvos.

I hope members enjoyed the event, and maybe even learned a thing or two, as after all, isn't that what it's about?

As always, a warm and sincere thanks to Peer for his hospitality in inviting us to take part in the event again this year.

By the time you read this, our AGM will have been held at the Yeronga RSL. Future events will be the subject of next edition's column.

On that note, do members have any suggestions for future events? The Australia Day and RACQ rally have been suggested to me for next year. What do members think?

Members, Christmas time will be on us before we know it. Time to start putting aside a little cash for those odd jobs that need doing on your car, and to start planning to put aside the time to do it. Please keep those beauties to the highest standard that you can!

This is what classic motoring is about. Keeping, maintaining and enjoying your car(s). "a stitch in time will save nine"..... so get those span-

(Continued next page)

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(Continued from previous page)

ners ready. Your president is always happy to lend a hand if mechanics is not your strength.

Until then

Volvo for life

Robert Bakker

PS will members please send me an email at Robert@rblawyers.com.au, so I can add you to my address book for quick updates.

Volvo 1800-120 Club Members - Please Note

Attention to Volvo 1800-120 Members who have not as yet renewed their membership this financial year.

This will be your last Rolling magazine if you haven't renewed by the end of November.

If in doubt please check with George or Vicki Minassian and don't miss out on any magazines.



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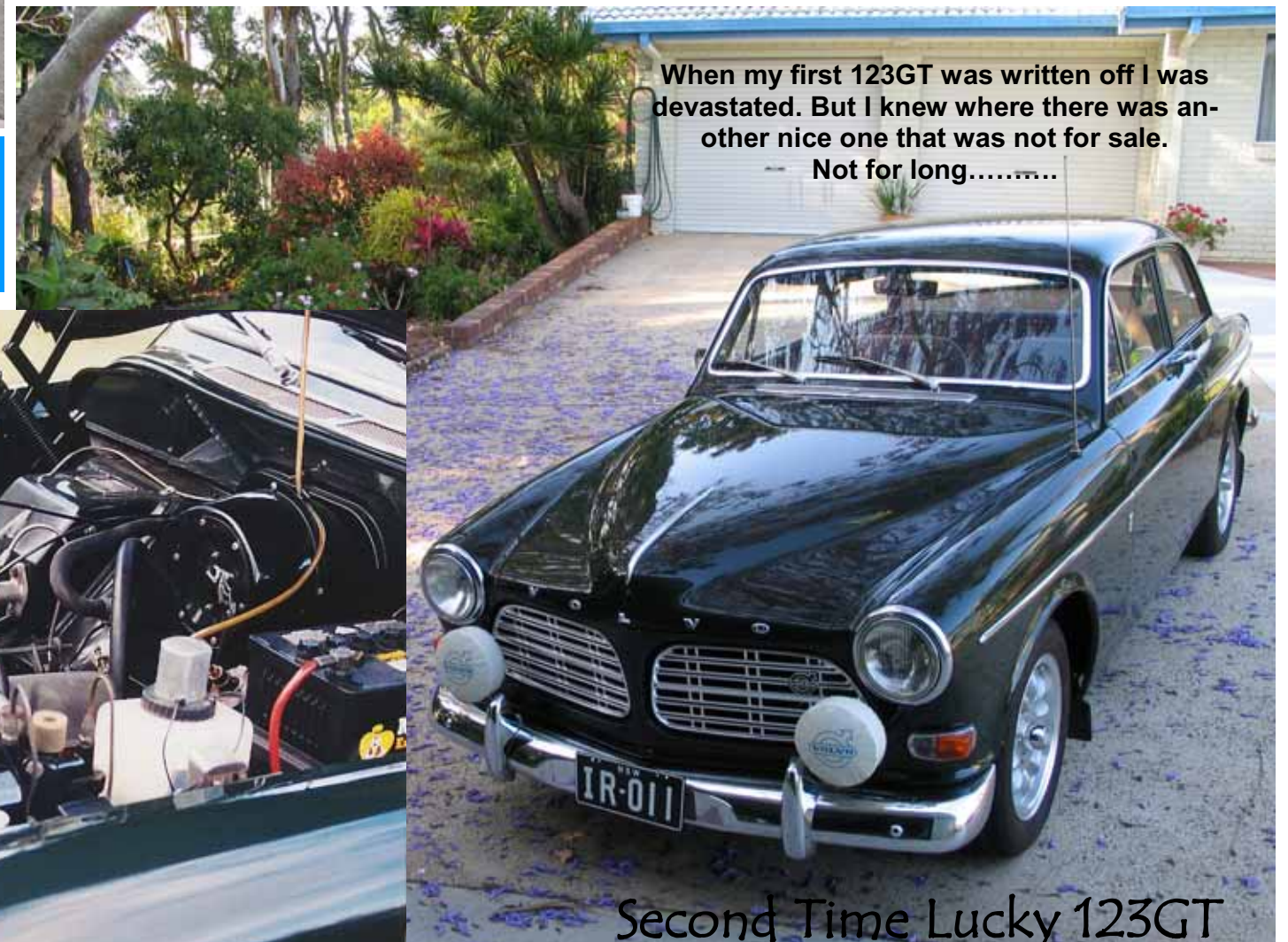
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Esther and Simon's VP 1800
It was a love affair at first sight and it replaced a modern Honda S2000



Tales Of Two Volvos



When my first 123GT was written off I was devastated. But I knew where there was another nice one that was not for sale.
Not for long.....



Second Time Lucky 123GT

Our VP1800 by Esther Dickens

Owners: Esther Dickens & Simon Perry

Owned Since: 2005

Model: 1969 B20B 1800S

Type: 183352S

Chassis number: 28865

Colour: Pearl White with Red Interior



A few years ago now Simon & I started to think that a classic car might be for us. We were driving a Honda S2000 at the time. It was loads of fun but we drove so rarely, we had to recharge the battery for each drive and it lost value daily. We both appreciated classic cars but my only concern was finding something reasonably reliable so I was not left stranded by the side of the road.

We were mulling over what to choose and went to the Macquarie Street Rally on Australia Day. This was when I first saw and fell in love with the P1800. There was just one, beautiful, silver with the bull horn bumper but I did not think much more of it as I thought it would be too expensive.

We looked round testing Stags, Alfas and others but nothing really grabbed us both. At some stage Simon mentioned there was P1800's for under \$20K and it was instantly on our short list. Not only did I love the looks it was in the Guinness Book of Records for its reliability!

In our search we decided to take a weekend trip to Melbourne. First stop was the Healey Factory where, while looking at other cars, we noticed a white P1800 outside but did not take too much notice of it. After a disappointing day trekking the suburbs our thoughts came back to the white Volvo. We made our way back for a closer look and a test drive which really gave us something to think about. The following day we phoned up to buy it.



We arranged to pick it up on the Easter long weekend (2005) so we could drive it back to Sydney. As soon as we got in our excitement grew. Two blocks down the road we decided to stop for cleaning supplies. By the first town we had to find a chemist to stock up on cotton buds, to really get into the details. We happily potted back northwards – Simon driving while I cleaned and polished all the areas I could reach from my seat.

On the first evening we came out of our motel room to find an older couple standing at our car chatting. As we walked up they commented on how pretty it was and asked if we knew it was The Saint's car. We have since found that it attracts a lot of attention from those who remember Simon Templar. It also draws gazes of younger people including small children and bikies, whose look of surprise when they are drawn in to read the badge 'Volvo' is always priceless.

It was not until the car let out splutter going up a particularly large hill that it occurred to us, driving an old car we did not know all that way might not be a great idea. Luckily it sprang back to life, motored out of the valley and all the way home.

Once we had had a chance to come to grips with the state of the car, we commenced what was in the end, an epic restoration but we started with much more modest inten-

tions. The exterior was in pretty good shape with just a few small rust spots in the sills. The interior however, was suffering from too much sun with a warped dash, perished panels and it was pink, not red. Although Simon often dreamed of stripping everything back we intended only to replace the dash and perished panels and clean up the rest. To this end I cleaned the interior & Simon the exterior in every detail.

Our plans went on hold for around 3 months while we waited for parts when during a routine service at a shop, a car was backed into the front. The bright side was we got a new grill.

By this time we had hunted out Gerry Lister's Volvo Downunder Spares and after much deliberation, decided to go for a full new interior which we would install ourselves. This meant all of the work on the interior already done went out the window. This was a risky decision given the fact that Simon already had an Alfa which had been dismantled at that time for over 5 years and still is. Twelve months after we picked it up we spent the Anzac Day and Easter long weekends working on it and managed to get 80% of the interior replaced. The other 20% took us the next 12 months. During which time we were unfortunate to get a bump from behind, which meant another wait for a new bumper.

In early 2008 we decided it was time to finish off the work and get the rust spots under the doors fixed. We searched around for a specialist who would take appropriate care of our Baby and found Michael at Still One Automotive. He showed us the Aston Martin he was carefully re-profiling and the Ford which was having every nut and bolt replaced and we knew we had found the right man.

Although we had intended the rust removal to be a minor job once we looked closely we realised that most of the panels needed some small work done due to small stone chips, scratches etc. This led us to decide to go ahead and add the roof and go for a full bare-metal repaint. This of course meant that the entire interior we had so lovingly replaced had to come out again. We really did not think the order through very well.

Five months down the track after a full strip back, rust removal, rust proofing, priming and repainting we were at the workshop on a regular visit when Michael mentioned they could just undo a few bolts, drop the engine out and do under the bonnet properly. His enthusiasm was catching and in our hearts it was what we wanted so we quickly agreed. The engine and suspension was fully disassembled, striped, and repainted including mechanical repairs to the steering and brake booster.

In February this year, a further 4 months down the track, we tentatively drove our new and shiny Baby home. In the end we had done the full job, just as we had dreamed from the beginning. We certainly did not save any money by trading in the Honda and we have spent a little bit of time stranded by the side of the road, but we would not swap our P1800 for anything.

Factory brochure boasting the 1969 Volvo 1800S features

1969 was the year with the least number of 1800s leaving the factory - 1693 units in total

Presumably Volvo was getting ready for the launch of the fuel injected 1800E

1969 also marked the last of the bodies that were to be shipped from Pressed Steel in Scotland

With the start of the 1800E run, bodies of the rest of the series were assembled in Sweden



A warning lamp on the dashboard lights up if the handbrake is applied or if one of the two brake circuits is out of operation.



Large safety-padded sun visors.



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Second Time Lucky 123GT by George Minassian

Owners: George & Vicki Minassian

Owned Since: 1996

Model: 1968 B18B 123GT

Type: 133352P

Chassis number: 303358

Colour: 94, Dark Green

Interior: 425-552, Tan

Delivery Date: 20 June 1968



Vicki and I have owned several Amazons since 1987. We bought our first one, a Red 1962 four door, from Coogee in Sydney for \$1,750. As we approached the address we noticed the 122S parked in the street. Vicki also noticed a 244 looking as lost as we were. Vicki said quick I think there is another prospective buyer looking for the same address. As it happened, we just beat two other would be purchasers to the owner's door. So we had first option. Phew! The car key was found and I went with the owner for a test drive with two passengers in the back seat ready to make the purchase if I said no. That was our first one. I remember it being a very wet drive back to Tweed with Vicki following in our 360GLT. There were so many pot holes on the Pacific Highway that the 360 needed two mag wheels to be straightened but the 120 got there in one piece.

Vicki took a Pearl White 122S Wagon to our Club's first rally at Tamworth in 1988 and with top tailgate open we made a lot of trips to IKEA in Brisbane to pickup several book cases. When we drove down to Sydney in it in 1989 some of our friends that we visited thought that our business had gone bust and that's why we were driving a 'cheap old car'. Some people don't get it, do they! They couldn't believe that we drive the Amazon for fun!

My most memorable 122S was a Dark Grey 1963 four door that I bought in Sydney in 1989 for a huge amount of \$7,500. A lot of money at the time. (Hard to believe that was twenty years ago). But I could see that restoring one to that standard was going to cost me a lot more in both time and money. I used this car quite a bit. Two Repco Mountain Rallies (Jaguar Club) in the mid nineties, teaming up with Kevin Elliott from Wollongong on one and the other with Volvo Rally Ace of the sixties John Keran at the helm, (what an experience!) Both those events landed us second place in our category.



Then came my first 123GT, a red 1968 model. That was bought from the original owner at Kiama on the south coast of NSW in 1990. Kevin Elliott and I managed to do the first Targa Tasmania Event in 1992 in it. The 123 is a great car. It's lower geared (diff ratio 4.56 as per B18 1800S models) to race other cars off the lights and with the overdrive has very long legs and less engine noise for highway travelling. It basically has 1800S running gear. All 122S models suffer from high revs hence high engine noise on the highway, but not this. And although the B18B engine in the 123 is straight out of the 1800S, it has an induction roar from the engine bay unlike that of the 1800S. All I can put it down to is the acoustics of the engine bay and bonnet. If anyone has any other theories on this then I'd like to hear them. Another difference between the



1992 Targa Tasmania



1800S and the 123GT (or a 122S for that matter) that I notice is the ease of the accelerator pedal. Where in the 1800 the pedal is anchored to the floor, the pedal in the 120 is hanging down from the accelerator linkage. Much easier and much more nibble in my view. So much so that I remember modifying an 1800S I used to own, to improve it's drivability.

I used this car for another three years when one afternoon tragedy struck. I was parked on the Pacific Highway at Tweed Heads while visiting a computer store when there was an almighty crash outside. To my horror, a Saab driven by a young guy had ploughed into the back of my 123 pushing it up against another car parked in front of it. Needless to say, the car was a total write off. It was very sad! I had it towed home and mulled over what I should do. The car was insured, so there was no problem there. But where do you find another 123GT. There are only about 35 of these cars in Australia. A phone call to John Wells to see if he would part with his dark green 123GT one was first met with a negative response. But after a couple of phone calls a price was agreed on and I had a replacement car for a couple of grand more than the insurance pay out. I was very happy. I spent a few months modifying it to my liking and there it is. Performance Wheels, Koni shock absorbers, a period Moto-Lita Steering wheel and a slightly thicker front bar. I have had this car now since 1996 and it still gives me great pleasure in driving and owning it. And so do my other Volvos, a 1966 1800S and a 1970 142S factory Rally car. But then that's another story for next time.

Oh! And I forgot to mention the factory 122S that I started restoring when Andy White hounded me until I sold it to him. I'm glad I did because he used it in many Targa Tasmania tarmac races and did extremely well in it. And I forgot to mention a half a dozen or so other 120s, but then who's counting.



A New Member's 1800E by Robert Bakker

Owners: Jeff & Rosemary Turner

Owned Since: 2009

Model: 1970 B20E 1800E

Type: 183352T

Chassis number: 32639

Colour : 100 (safari yellow)

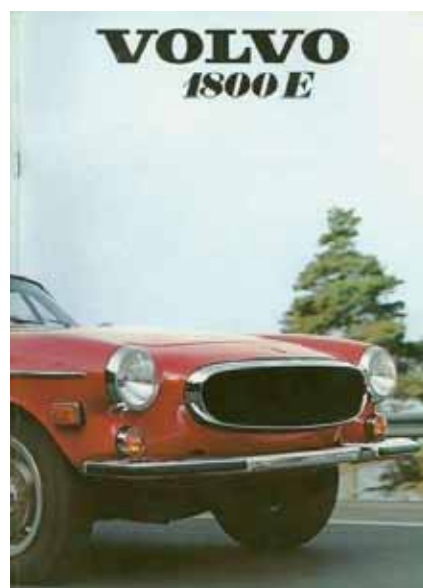
Jeff is only a recent introduction to the Volvo way of life. Having accompanied us to Lismore in August, and having ogled Richard Brabazon's 1800E for some time, I think he became quite smitten with the 1800, until one day very excitedly he acquired his new lady.

The car came from Albion Park Rail (near Wollongong NSW), Jeff having seen the car advertised on carpoint.com.au. He had been looking for (only) three months until he found her. By the way, he had his share of disappointment in his search (been there....)

His little girl is unusual in that it has a set of custom made Simmons mags. They look really smart. His car also has A/C (which I am sure scores brownie points with Rosemary), and not that long ago underwent a full respray. She has a semi-loud exhaust too, so really sounds the part. Of course, she has the usual B20E and the M410 gearbox. Does anyone know why they used that 'box for only one year?

Jeff was lucky enough to get a number of spares with her when he picked her up. Although she appears to have had no recent work done, Jeff has identified a few things he would like to fix, like the clutch.

It was truly refreshing to see Jeff's enthusiasm for his new toy. It really was contagious. Just remember though, Jeff, that they don't breed.....



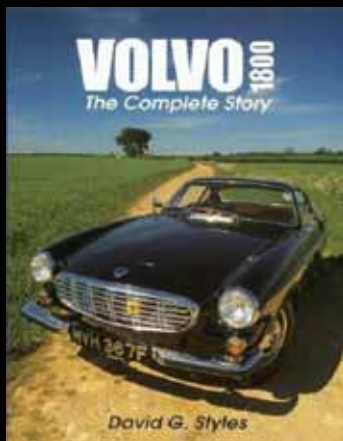
1800S Speedometer Repair

I recently stripped my speedo in an effort to see what was making it waver so much. The needle was jumping around by as much as 20 mile difference while driving. A bit hard to know what speed you're doing. I have put up with it like this for over 10 years. It was time to see what's making it do that. Once out of the car, I tried turning it with a spare square drive that I had and I could feel it binding and not too easy to turn. I have seen these seize up and strip the plastic gear at the gearbox end. After bending all the way around the chrome sleeve, I was able to strip it down to get to the inside. You will have three parts. The facia with all it's plastic bits, the back cover and the workings of the speedo. Be careful not to bend or break the needle when you are splitting the unit because it does get caught on the dial. They weren't made with servicing in mind.

There are a couple of gears in there that have had some black grease that had solidified somewhat which made turning it a bit hard and erratic. Make sure you work on a clean surface with plenty of light. A good clean up with methylated spirits, a small jeweller's screwdriver, cotton buds, an old tooth brush and a clean rag got most of the solid grease off. I was turning it with the square drive all this time to get to all the areas around the two gears. I could feel it loosening up quite a bit. I put it back together and back in the car for a spin around the block. It's not rock solid but I don't think they ever were. It would now move around a maximum of 2-3 miles difference. Much more acceptable. I could possibly improve on that very marginally by replacing the speedometer cable, but I don't think it's worth it since I probably have improved it by almost 95% by cleaning off the gummed up grease.

No matter how good your car is, I find there is always room for improvement. Now for the next job.

George Minassian



Volvo 1800 - The complete Story
By David Styles

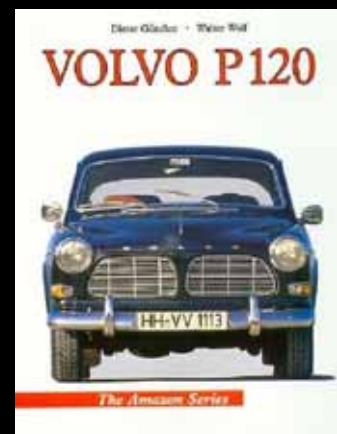
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Volvo P120 - The Amazon Series
By Dieter Gunther

VIC Events Coverage

Dyno Day

On the 15th of August, I organised a club dyno day at the Swinburne Wantirna TAFE. There was a nice selection of Volvos with Greg Dack and his 1987 245, Kevin Holden's 244 on LPG, John Johnson's 850T5R, Mark Iceton's



poorly running 740T, my 740T, Martin's (Mak) 1976 265GL, David's 242 GT with quad cam Toyota Soarer V8, Bill Benic's 122 race car with twin webbers, Heino's 2008 V70 T6, George's 144 race car, Peter Smith's 244GLE turbo, Chris Isaac with a VW Mk3 Golf TDI and Reece Isaac with his VW Jetta TDI.

The day started early, with Greg first on the dyno making 54.5kw at the wheels with his standard car, Kevin Holden's dedicated LPG 244 made 56kw which was a surprise and Mark's 740T, which has been known to be running badly lately, made a disappointing 117.6kw. This was a real letdown considering his car has a larger T3 turbo, TME exhaust system and a M46 conversion.

My 740T made 120kw with the air fuel ratio reading rich. It too has been modified with a 90+ exhaust manifold, new (10,000km old) 16T turbo, bigger injectors, modified airbox and 2.5" exhaust all the way through. More was



expected so there's room for improvement too.

Mak's 265GLE then delivered 44.3kw, which was expected given it has

August 2009 Dyno Day Results		
Owner	Car	kW
Greg Dack	1987 245	54.5
Kevin Holden	244 on LPG	56.0
John Johnson	850T5R	117.6
Mark Iceton	740T	117.6
Alex Isaac	740T	120.0
Martin (Mak)	1976 265GLE	44.3
David	242GT (Quad Cam Toyota Soarer V8)	128.0
Bill Benic	122 (Twin Weber) Race Car	90.6
Heino Nowatzky	2008 V70 T6	162.0
George Opoczynski	144 Race Car	105.0
Peter Smith	244GLE Turbo	113.0
Reece Isaac	VW Jetta TDI	98.0
Chris Isaac	VW Mk3 Golf TDI	52.0

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over 300,000km's on it and is most likely original. David with his 242GT V8 made 128kw which was about expected. The torque on it was a lot and towards the top end the air fuel mixtures went very, very rich in typical Japanese engine style. Bill's 122 race car with twin webers made 90.6kw and had the carbs tuned on the dyno as it was down on power. John Johnson then went on the dyno with his 850R and made 117.6kw which was disappointing, but it seems there is some work planned for it in the future anyway.

Chris put his Golf TDI on and it made 52kw. Strangely, we found the torque dropped off straight after it hit peak even though the power kept climbing, peaking a lot further along. Heino then ran his V70 T6 on the dyno and after they readjusted the straps, he went on to make 162kw at all four wheels. Unfortunately the car kept trying to go into kickdown so full power wasn't made.

George then put his 144 race car on the dyno and made an awesome sounding 105kw. Peter Smith's 244 turbo then made 113kw with Reece finishing up in his Jetta, making a surprising 98kw.

It was a fun day and I plan to organise another one soon, hopefully with less time between events.

Alex Isaac

September Night Meeting: Simon Fraser

We had the pleasure of a great picture show and talk given by Simon Fraser at the September night meeting. Simon is a Buick aficionado (see photo of his incredible finned Buick!) and had recently completed a trip to the western half of the USA in search of junkyards to source parts to bring back to Australia. In addition to the photos of beautiful scenery, we were also treated to many snapshots of colourful country towns



and massive classic car scrapyards and museums. The finale of Simon's trip was the Buick Nationals car display day in Colorado. Thanks again Simon, and thank you Adrian Beavis for teeing up the presentation.

Carson & Murphy Tech Session

Saturday the 10th of October was a beautiful day!

A small but enthusiastic band of members made the effort to take advantage of the Tech Session at Carson & Murphy. Due to the low numbers we did finish early so a couple of latecomers missed out unfortunately. I felt it was not justified have Len & Pete standing around on such a nice morning hoping someone would turn up when they could be doing something else so we closed the doors at 11am. I did have apologies from Heino (who had picked up a stomach bug so it was probably better he did not spread any germs around) and Greg Sievert (who was stuck in a traffic snarl on the

Eastern freeway due to a major accident and unexpected freeway closure).

Even if you do not want your car looked at then it is also a chance to socialise. This was the case with Brian Beecham who made the trip from Yea [yes

Yea] and Peter Digby from Williamstown.

I fixed my indicator so was happy with that although the 740T wagon has a couple of gremlins to sort out which make the wipers work when indicating [sometimes!!] or turning on the headlights can cause them to go which is a problem when it is not raining. Any suggestions would be appreciated thank you.

The oldest car and first there was Neville Thomas in his LHD, automatic, air conditioned 1800E which he had imported from California - a very nice example.

I would like to take this opportunity to thank Len Murphy and mechanic Peter for once again opening their doors on a Saturday morning for the Club Members. Hopefully next time we can get a few more along to take



advantage of this opportunity when the mechanics have time to chat as opposed to during the week when they are flat out on customers' cars and access to the workshop is not allowed. Thank you to those members who did turn up as it would have been disastrous if you hadn't.

Hopefully Mark Hoffmann who had his camera can supply a few shots to accompany this article. Thanks Mark.

After we closed Peter, Mark, Brian & I checked out Silverstone Used Cars as I was interested in a V70 T. Brian & I visited the coffee shop in the complex for a chat & a brew before being joined by David Spratt. Thorben had a look at the new line up of cars in Silverstone's showroom so all was not lost for them.

I enjoyed the morning as usual and assume the others did as well. WHY? Because they are a good day out, so keep it in mind for next time.

Those taking part were:

Neville Thomas (1800E)

Peter Hoffmann (940GLE)

Mark Hoffmann (240GLE)

John Robertson (740 Turbo)

Maggie Robertson (S40T)

Lance Phillips (740T wagon)

Brian Beecham (C30T5)

Peter Digby (S70)

David Spratt (960 - too late)

Thorben Hughes (740T - too late)

David Raynor (960 - dropping off car for work on Monday)

Apologies:

Heino & Dion Nowatzky (Sick)

Greg Sievert (Caught in traffic due to fatal accident on the freeway)

Regards

Lance Phillips

Len Ward's First Forty Years of Volvos

Early 1968, I was interested in purchasing a 1963 Wolseley 444, as I was driving a 1963 Volkswagen 1500 station wagon at the time. I took a Wolseley for a test drive, and wasn't overly impressed with it. I then needed to reconsider my choice and started thinking about a Volvo 122 station wagon. I went to a Volvo dealership in St Kilda in July 1968 and upon entering the showroom, I saw a brand new, pale blue, 1800S. The salesman approached me and asked what I was looking to buy. I told him I was interested in a 122 station wagon, and he informed me that they had ceased production.

However, he did offer me immediate delivery on the 1800S. I said to him that I wasn't interested in that model, and he told me about a dealership in Mount Alexandra Rd, Moonee Ponds that may be able to help me.

I took his advice and went to Moonee Ponds. When I arrived, I saw two 122 sedans for sale - one was blue and the other was cream, however the blue was sold. The cream car was a 1964 model in original condition, with 47,000 miles on the Speedo, for \$2,100. I took the car for a test drive, and fell in love

with it straight away. It had to be mine. This was the beginning of my forty year love affair with Volvos.

I paid a \$10 deposit on the Saturday, and on the following Monday, I returned and paid the balance in cash. I then drove it with pride to its new home. On this drive home, little did we know that 40 years later, it would still look the same as it did on this day. This is the story of Volvo #1.

After showing my car off to my dad, he was also very impressed with the car. He then went out and bought himself a brand new 142 that became his pride and joy. In total, he updated to a newer model three times, and was more than happy with them. Following his death in 1980, I inherited a yellow 1974 142. This became Volvo #2.

In 1988, I happened to be driving past a Volvo dealership in Dandenong, and I couldn't believe my eyes when I saw a very glamorous gold 262 Bertone. It had a Californian front, which looked very impressive. Due to its uniqueness, I just had to have it and it became Volvo #3.

During this time, there was another Volvo in the family that belonged to my daughter. It was a red 1969 144 automatic. As she needed a water tank for a house, I made a deal with her and it became Volvo #4.



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As my collection was growing, I always kept an eye out for unique cars. My close friend, Lance Phillips, was aware of this passion, and in 1996 told me about a beige 1974 144 from a deceased estate. This car had travelled a mere 60,000 kms and looked brand new. To my amazement, the car registration showed that it was registered on the same day, of the same month in the same year, as my dad's 1974, 142 Volvo. This sealed it for me, and I felt that it was too much of a coincidence, and this became Volvo #5.

Some may think at this stage, that enough was enough, but no!!!

In December 1999, Lance Phillips again mentioned about a Volvo that he thought I might be interested in. This time, it was a blue 1982 245GL station wagon that was for sale at Bulleen. After taking it for a test drive, I weakened, and this became Volvo #6. It's ironic that after 30 years, I finally got the station wagon that I was after when I was looking to buy my first Volvo.

October 2004 saw John Fleming phone me regarding a 1960 PV544 that he had heard was up for sale by Irene Pearey. He wanted to know whether I was interested or not. Well...of course. The opportunity to purchase this type of car only happens once in a lifetime. I just couldn't say no, and this became Volvo #7.

As at 2008, I still have 6 of the 7 Volvos. Unfortunately, my dad's yellow 142 was retired and wanted a sea change, so now it lives at Phillip Island. I have since built an American Barn which houses 4 of the 6 cars, while the

other 2 live in a garage. I love driving them all (one at a time of course) and am always on the lookout for more unique cars to add to my collection. However, a divorce may cost more than another car and I need all the money I can get to keep my fleet in the manner to which they have become accustomed.

Len Ward

[Thanks Len for the great story. See a colour pic of Len's fleet on the front cover of this edition. There's also a pic of Len's 544 on the back of the Sep/Oct 2009 edition of Rolling. I'm looking for more stories like this - so please send them in! Ed.]

Len turns 70 - visits home town!

As Heino mentioned in his President's report, the Victorian members who drove back in convoy from the Bay to Birdwood stopped off in Len's home town of Kaniva for a quick visit. Thanks Heino for the pictures of the gang!





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242GT/262C Register

Lance Phillips

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A Southern Perspective on the 40th Anniversary Rally

Rallies are part of the Club culture whether they are National or Anniversary and as such bring together a group of enthusiasts with a common goal to enjoy their vehicles and people's company for a

weekend. As such I try to attend whenever I can to catch up with friends and meet new members as well as to check out the cars on the Display Day. Due to other commitments only Dragan & Branka Krasic in their S60 and I in the 242GT made the trip north for the NSW 40th Anniversary Rally.

including Roger Pearson who was celebrating his birthday and Kevin & Christine Allen their anniversary [no numbers!]

Julie had the Show bags full of goodies, shirts and grille badges ready for distribution as people rolled in.

Saturday dawned clear and cars were readied for the display in the Hotel car park. Around 42 plus cars were displayed with the 1800 series by far the most in numbers and variety followed by the 5 x 242GT which pleased me. A good selection of other models made up the numbers. Independent judges from the CMC had the unenviable task of judging the cars. A few models were conspicuous by their absence like 262C and 360GLTs.

The Dinner was a Grand Affair with Alan Desselss, Managing Director of Volvo and Laurissa Mirabelli, Volvo Public Affairs Manager as guests of the Club. Alan gave some insight to where Volvo is heading in the future although it is not certain under whose ownership. He is hoping for a Swedish Consortium but no one knows at this stage.

The meal was delicious intermingled with auctions and trophy presentations. The oldest vehicle, Fernando's 1962 P1800 and the newest Dolly's demo XC60 were also stars in the room.

On Sunday morning everyone was ready to head out to Eastern Creek for the Shannon's Classic. With just under 2000 cars of all description on display it was a great day culminating in 2 parade laps at less than 10/10ths but still exciting. One of my picks was a 1930 Cadillac -superb.

Farewells were said and people headed home. Several of us were staying another night in the Holiday Inn before heading north [the Greenaways] and south [the Krasic and I].

To avoid the road works on the Hume I went home via the A.C.T. and the Princes Highway and had the GT tucked up in the shed before the rain, hail and wind hit Melbourne with a vengeance about 2 hours after getting home.



As I was not in a hurry I made it a 2 day trip and arrived at the Holiday Inn, Rooty Hill around Noon which was too early to book into my "Executive Suite on the 6th floor" so I found a car wash and then had some lunch.

After booking in and relaxing for a while it was then time for Cocktails and nibbles three floors down with Dolly Diaz, President of the NSW Club who had catered

to feed an army with a tasty array of food and drink. An enjoyable evening was had by all



I would like to thank Julie Williams as Rally Co-ordinator for a job well done and to Dolly Diaz and the remainder of the Committee for putting on a great event. I thoroughly enjoyed it as I am sure everyone did. Thanks also to Terry Thompson for the Eastern Creek event which was also a great day.

Lance Phillips

Vice President - Volvo Club of Victoria & 242GT/262 Register Captain

VOLVO NSW 40TH ANNIVERSARY RALLY

I saw the notice of the upcoming rally in the club magazine and I thought to myself "I'm going to go to that meet and catch up with some old friends I haven't seen for some time."

There was to be an RACQ Motorfest in Brisbane a few weeks before so I got to it and cleaned up the old 164E TE to a 'sparkle-alarkleling' condition only to be advised, the night before, that because the venue for the Motorfest was very wet from recent rain, it had been cancelled.

Oh well, at least the car is nice and shiny for Sydney.

Margaret and I set out for the 1100 kilometre drive to Sydney on Thursday morning and stayed that night at a motel in



Uralla. Marg wasn't feeling too great and by the time we reached the Holiday Inn she virtually confined herself to the hotel bedroom for the next three days.

I felt very guilty running around meeting old friends and generally enjoying myself while Margaret languished in the hotel room.

Friday night was the welcome party held in the Presidential Room at the Hotel. Heaps of finger food and the room was about the size of my house!

Up early Saturday morning and I tried to relieve the 164 of the road grime accumulated on the trip down before putting it on display.

What a display, I think there were over 15 1800s all in a row with the bonnets up and I began to again have serious regrets about selling my lovely 1800ES years ago. What is done is done, get on with life, I told myself. At least I still have the 164E TE which I bought with only 2000 kilometres on the clock way back in 1975.

The Saturday night Presentation Dinner was really great. The décor and food was excellent and the decorations a credit to the organisers.



I was seated next to Rex Sneyd from Inverell when the prize for the best 242GT was announced by registration number. He was confused and had to go down to the car park to check if the number was really his!

Dolly Diaz played a DVD of the Club's 40 year history which was very well received by all and we heard a report of Volvo Australia's positive achievements in the marketplace from Alan Dessels, the



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Managing Director. I also had a chat with Alan about the possibility of perhaps bringing Irv Gordon, together with his car, to do promotions for Volvo in this country.

Sunday morning we all went in convoy to the Eastern Creek International Raceway. I had not been there before and I was extremely impressed at the track and the facilities. With 145 car clubs represented, the display of over 2000 classic cars was really something to see if not a little bit overwhelming. I saw cars I could drool over such as the Jaguar XK 140 Coupe, Morgan, Thunderbird, Ferrari, Lotus, MG, Mercedes, Porsche, Volvo and even a Messerschmitt and Goggomobil van which I never knew had ever existed.

At 11 am it was the Volvo club's turn to do two laps of the raceway in convoy. I was followed by Vince Harmer in his 164E race car which I photographed in my rear vision mirror. [See back cover photo. Ed.] I waved him on so that I could get more photos of him cornering - albeit at very low speed as this was not a race. Is it illegal to

drive on a race track with one hand while taking photos with the other?

The rest of the day I spent wandering among the displays taking even more car photos (my collection is huge) until it was time to return to the hotel and check on Margaret's condition. She was well enough to go to the RSL club next door to enjoy dinner with Lance Phillips and another couple from Melbourne. As far as I know I was the only Volvo representative from Queensland and I'm already looking forward to the meet again next year.

On the journey down to Sydney the 164 made a funny noise every now and then and I couldn't figure out what it was. Leaving Guyra in Northern NSW after staying the night in a motel, we found out what it was. Only about one kilometre from the motel the engine suddenly began to "screeeeech" and make other horrible noises. I immediately stopped and lifted the bonnet and was confronted with clouds of smoke. Bloody Hell!

Luckily it turned out to be that the idler pulley bearing on the air conditioner



drive belt had seized and the smoke was from the belt which was almost on fire from the friction being caused. We took the belt off and drove home in excessive heat without the benefit of the air conditioning.

Queensland was having the hottest August days since 1946. 35 degrees and it is still supposed to be winter.

Margaret has been to doctors and a chest specialist and is at long last on the mend ready for our next trip to Europe leaving on 29th September.

Kevin Greenaway

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NO CAR IS PERFECT [part 2]

So sadly I said goodbye to my faithful little Morris. 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].

The purists feel that the first model of the Healey was the best and I'm inclined to agree. Later models such as the 100/6 and the 3000 were fitted with the big heavy, lazy, BMC Austin Westminster motor, and while this increased the top speed to 193 kph [in a straight line!] it spoiled the handling qualities of the torquey old 2.6 litre four cylinder [my model].

The best part of the car was the fantastic pretty, low slung two-seater body, which still looks good today, 57 years after it was first shown at the Earls Court Motor show in 1952. There are usually three or four on show at the annual British & European Motor show in Melbourne - they still look great. The acceleration was great with a roar from the exhaust. The wire spoked wheels looked smart and my car was silver-grey with cherry-red seats, door lining and red and black carpet. The car was a great chick magnet, except that the girls wanted to get their hands on my car rather than me! If I'd know that I'd have begged, borrowed or stolen the money to buy a sexy sports car much earlier.

I drove it up to Queensland on a holiday and discovered the downside of driving a low-slung car - the problem is that you can't see very far ahead and small dips in the road can conceal a car or even a truck coming in the opposite direction - difficult when you are trying to zoom past some elderly doddering motorist. The other thing is that you are sitting with your legs straight out in front with very little space to move your feet. After four or five hours of thundering down the highway I clambered out all hunched like the hunchback of Notre Dame or Groucho Marx and almost deaf from the thundering exhaust.

The car was at its best on a sunny day or a balmy night with the roof down and the wind in your hair. I discovered what a wet car it was as I

ran into a torrential thunderstorm south of Grafton in NSW. The folding windscreen had a rubber flap that did not seal properly on the joint between the bonnet and the curved mudguards. The plastic side curtains did not tuck properly under the canvas roof so rain poured onto my shoulder and soaked the seat and carpet. On arrival at Grafton not only was the river in flood but the traffic was held up at a minor bridge. I waited in line for a while and then saw a bloke wade across the bridge wearing rubber boots, the water was not over the top of his boots. I remembered my country-girl mother telling about how she forded swollen creeks in the 1920's by tying wheat bags over the radiator of her car and keeping the revs up cross the creek slowly. I had a sheet of plastic in the trunk so I opened the bonnet, slipped the fan belt off, and tucked the top of the plastic inside, closed the bonnet, and tucked the bottom of the plastic behind the bumper bar.

Started the motor and pulled out of the line. I could see the smirks on the faces of the drivers who were thinking *"This young idiot is going to make a fool of himself"*. With fingers crossed I made it safely across although some water got into the floor. As I was putting the fanbelt back on and removing the plastic a driver in a Holden tried to copy me and drove straight into the water at speed...and flooded his motor mid-stream.

On arriving at my mate's house in Brisbane I hung the carpets on his clothes-line, but he whispered to me that it would take days to dry that way *"just wait until Pat goes shopping and we'll stick the carpets in her washing machine and spin them dry"*.

On the return trip I spent the night at a motel in Armadale in Northern NSW. Wanting to get an early start I got in the car at daybreak, started the motor and tried to edge quietly out of the motel at idling speed, but the cold motor stalled. In the deathly hush I heard through an open window an irritated voice say *"Bloody sports car drivers should be hung!"* Not wanting to hang around I started up again and exited the motel quickly.



On the return trip due to road resurfacing I had to take a temporary detour off the bitumen on the Princes Highway. I drove slowly along the crude track only to hear a nasty grinding under the car. On getting back onto the bitumen I looked underneath the motor and realised I had holed the sump and oil was dripping down. I had intended sleeping that night at my uncle's farm in central NSW. So with an eye on the oil pressure gauge I lit out for the nearest town. Bought several litres of oil and leaving a trail of oil for many kilometres I made it to the town near my destination. I had lived on a farm nearby as a kid and knew most of the locals, especially the folk who ran the service station/garage. Thundering into the fore-court, I spotted Les, one of the owners, with his back to me. Putting on my best Pommy, plumb in mouth accent I called out *"I say old chap, how about some service here?"* Les swung round and said *"You can go to...hell, oh, it's you, you young bugger"*. Net result; my sump was repaired and I was home in Melbourne the next night.

There were two main faults with the car. First, the small hatch giving access to the motor - in order to tune the car I had to almost stand on my head. The other problem was the cam-and-peg steering box which on my car was worn and made the car difficult to hold in a straight line at high speed.

After a lot of fun with the car including competing in the quarter-mile sprint on the old Fisherman's Bend airstrip I sold the car to finance my trip to Europe. The car was bought by a father who lived only a few kilometres from me for his 18 year old son. I never saw the car again and assume the kid may have wrapped it around a tree - I only hope he survived.

Next instalment, I enjoy travelling in Europe in a German station wagon - a Borgward Isabella.
Grumpy



Classifieds: Cars & Parts

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

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

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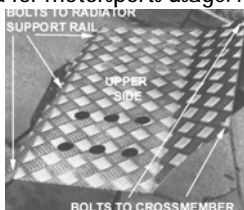
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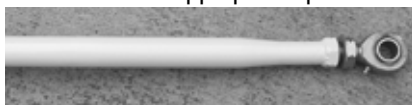
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Southside Volvo

Cnr Buranda Street & Logan Rd
Buranda QLD 4102
Telephone: (07) 3895 3535

Sunshine Volvo

179 Nerang Road
Southport QLD 4215
Telephone: (07) 5509 7100
www.sunshinevolvo.com.au/

Tony Ireland Volvo Cars

54 Duckworth Street
Garbutt QLD 4814
Telephone: (07) 4726 7700
www.tonyireland.com.au

Trinity Volvo

94 McLeod Street
Cairns QLD 4870
Telephone: (07) 4050 5028
www.trinityauto.com.au/

SOUTH AUSTRALIA

Solitaire Volvo

32 Belair Road
Hawthorn SA 5062
Telephone: (08) 8272 8155
www.solitaire.com.au

TASMANIA

Performance Automobiles

281 - 301 Argyle Street
Hobart TAS 7000
Telephone: (03) 6210 7000
www.performanceautomobiles.com.au/

WESTERN AUSTRALIA

Barbagallo Volvo

1286 Albany Highway
Cannington WA 6987
Telephone: 08 9231 9777
www.barbagallo.com.au/

Premier Motors

393 Scarborough Beach Road
Osborne Park WA 6017
Telephone: 08 9443 1133
dealerpages.volvocars.se/au/en/dealerpages/2644/

VICTORIA

Altitude Volvo Brighton

913 Nepean Highway
Brighton VIC 3204
Telephone: (03) 9576 5399
www.altitudevolvocars.com.au

Bilia Hawthorn

139 Camberwell Road
Hawthorn VIC 3122
Telephone: (03) 9882 3600
www.bilia.com.au/

Melbourne City Volvo

Cnr Turner St & Ingles St
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: Kevin Greenaway took this photo while doing a lap of Eastern Creek Raceway (taken with one hand while driving his "Race Car" 164). Vince Harmer in his racing 164 is featured in Kevin's mirror. Great picture Kevin!

If undeliverable return to
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PO Box 3011
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