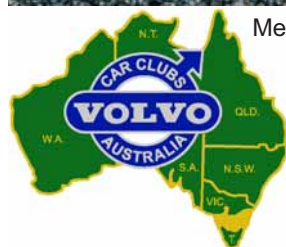


January/February 2010





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Volvo 2000 V40T SE 5 DOOR WAGON: Trans 4 SP AUTO, Km 15,0241, colour silver metallic with black leather. Comes with 1 year unlimited KM AWN warranty and 4 years roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego TK0088 **Price: \$12,990 DRIVE AWAY**



Volvo 1993 440GL 5 DOOR HATCH Trans 4 SP AUTO, colour forest green metallic with grey / black velour, Km 198,487. Comes with 1 year unlimited KM AWN warranty and 4 years roadside assist, long Vic rego, RWC, fully detailed, fully serviced, safety check. Rego PFN213 **Price: \$4,990 DRIVE AWAY**



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 45,009. Comes with 5 year unlimited KM AWN warranty and 3 years roadside assist, 1 YEAR of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego SOK001 **Price: \$43,888 DRIVE AWAY**



Volvo 1995 850 10V SE 7 SEAT 5 DOOR WAGON: Trans 4 SP AUTOMATIC, colour solid white, with oak/arena leather, Km 205,485. Comes with 1 year unlimited KM AWN warranty and 4 years roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego AR74LI **Price: \$6,490 DRIVE AWAY**



Volvo 1990 740GL 7 SEAT 5 DOOR WAGON: Trans 4 SP AUTOMATIC, colour titanium metallic with grey cloth, Km 227,841. Comes with 1 year unlimited KM AWN warranty and 4 years roadside assist, 12 months of Vic rego, RWC, fully detailed, fully serviced, safety check. Rego UPQ089 **Price: \$3,990 + on roads**

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ROLLING AUSTRALIA

January/February 2010, Issue No. 188

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

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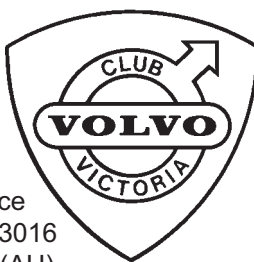
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DEADLINE FOR SUBMISSIONS

Next edition deadline is
10th February 2010

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- Adding Cruise Control to your P1800
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- Andrew White's Targa Diary & 122 Build
- Peter Soko's C30 Road Test

HAPPY NEW YEAR 2010!

ON THE FRONT COVER: A collection of parts to be used on the restoration of HPC-176, a 1962 122S 2-door (a Philip Perkins & Sons project!) [Photo: John Fleming]

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Volvo Club of Victoria Events Calendar

For the latest event information, check out the Club's web site at www.volvovic.org.au. Unless specified below, all night meetings are held on the 1st Wednesday of the month at 8:00PM at the South Camberwell Tennis Club, 332 Burke Road, Glen Iris, Mel/Ref 59 H6. Unless specifically stated otherwise, all events below are open to Victorian CH-plated vehicles.

FEBRUARY 3rd (Wednesday)

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

FEBRUARY 14th (Sunday)

Picnic at Hanging Rock. Always a great day out, families are sure to find plenty to look at, from Classic, Veteran and Vintage vehicles, through displays of miniature steam trains, the animal farm as well as displays from key sponsors and a range of food to meet all expectations. Entry is \$20 per vehicle. For more info, web site: www.picnicathangingrock.com.au

FEBRUARY 28th (Sunday)

Volvo Club of Victoria Annual Display Day

in conjunction with the RACV Classic Showcase.

Location: Flemington Racecourse (enter from Epsom Rd). 9:00AM

This is the club's big event of the year (we usually have 40+ Volvos on display!) Come along and join in the fun, and check out a great collection of classic British & European cars. Pre-registration form available at www.aomc.asn and is also printed in this edition of Rolling on Page 16. As per usual, entry fee is \$12 per car (pre-register by 12th Feb) or \$15 on the day. Entry fee for display cars includes driver and 1 passenger. Spectator entry \$15 per person. Entry time for display cars is 9AM (try to be there by 9AM so we can get the cars organised and parked) and open to the public at 10AM. We will have a free BBQ lunch for all club members, as well as parts vendors onsite. People's Choice judging of the Volvos in various classes, so

give your car a wash and a vacuum and bring it along to show off and win a trophy. Any questions, contact Heino. Note: dogs are not allowed at Flemington Racecourse.

MARCH 3rd (Wednesday)

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

APRIL 7th (Wednesday)

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

MAY 5th (Wednesday)

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

JUNE 2nd (Wednesday)

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

JULY 7th (Wednesday)

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

AUGUST 4th (Wednesday)

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

SEPTEMBER 1st (Wednesday)

8:00PM Night Meeting. Guest Speaker from MTE Sweden about performance tuning of your Volvo. To be confirmed (contact Mark Richardson - VP Tuning - 0403 814 545 for details.)


SEPTEMBER 4th (Saturday)

Open day: VP Tuning with MTE.

For this day we would like to hear well in advance from any Volvo turbo & Ford XR5 drivers who are interested in doing an ECU tune by the man himself. This way we can make a schedule and be sure to fit everyone in. We hope to be able to offer a very good deal for ECUs done on the day. (Of course we will need some good backing from all our Volvo drivers/clubs to make this event to happen) Details to be confirmed (contact Mark Richardson - VP Tuning - 0403 814 545 for info.)

Magazine printed by club member Rick Robey @ Fairkote:





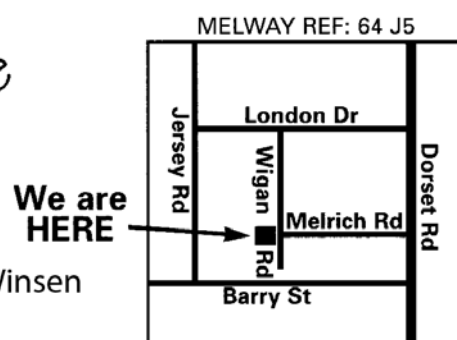
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Michael Van Winsen
Owner



Now Hear This: Wow, it's 2010

Can you believe that it's 2010 already? It only seems like yesterday when we were counting down the start to the millennium and worried about the Y2K computer bug that was going to render all our computers useless and create havoc throughout the world. I can remember back to the 70's when I was a teenager. 2010 was so far away it was the subject of science fiction stories. We would of course all be travelling throughout the world and inter-space in our own flying saucers (remember the Jetsons cartoon series?). Well we certainly aren't travelling in flying saucers, in fact we are pretty much still confined to terra firma but things are suddenly changing.

While the internal combustion engine has up until now been the only reliable and certain propulsion method for cars and trucks it is now under serious threat. Just about every manufacturer will now be offering an electric or hybrid car in the next three years. Volvo is working on a number of hybrids and has also concentrated on ecology friendly diesel, DRIVE models that return around 4.4 litres per 100 kilometres and have a CO2 emissions of 115g per kilometre (quite impressive). The biggest problem facing electric vehicles, up to now, has been a limited range and long recharge times. What makes petrol so popular

is infrastructure (petrol availability through service stations), quick refilling and range. Of course it wasn't always like this and it wasn't that long ago when automobiles were in their infancy and petrol powered vehicles were considered much more dangerous than steam powered. The drawback with steam was the long start up time while with a petrol car you could just hop in and turn the key and go (well back then you had to crank start it). But they had to build the infrastructure for petrol and diesel. We take it for granted that we can get petrol just about anywhere in Australia 24 / 7 but even that is a fairly new occurrence. I can remember when I was starting to drive in the 70's and there were no 24-hour service station around the city, you had to travel to the city outskirts to the big truck stops to get fuel after 6pm.

So now we will see a flurry of activity in getting charging meters throughout the city and home recharging will be quick and seamless. The range of electric vehicles will increase and will become similar to what we currently enjoy with petrol. I have heard stories of power pack exchange centres but would exercise caution with that one. When was the last time that you saw automotive manufacturers agreeing



to a worldwide standard? Also wouldn't you get a little bit annoyed if you took the time to look after your power pack only to inherit an abused swap-over?

Lots of people are jumping on the pollution bandwagon and pointing the finger at cars (which are always an easy target) but no one has addressed the 'distributed pollution' aspects of power generation to 'fuel' the electric vehicles or the rather nasty products that go into the batteries. What is the future for our beloved classics? Well the theory is that the more people switching to electric means more petrol to keep our classic going, for special occasions only of course. We could always convert our classics to electric power. Keep watching Editor, Greg's, conversion of a 240.

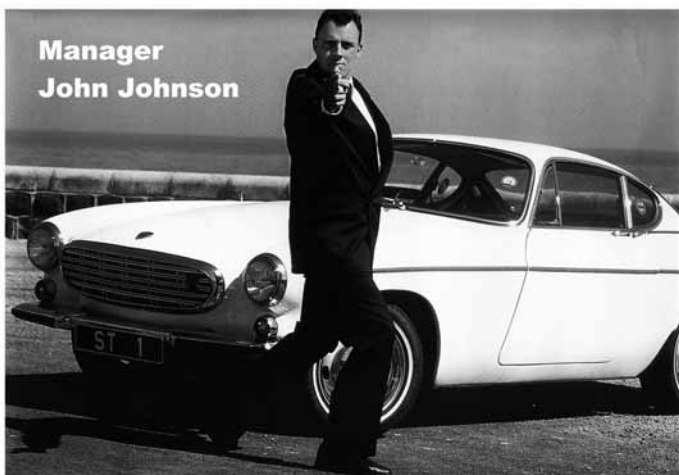
For the Victorian members remember the Classic Showcase (previously British and European) will be on early this year on Sunday 28th February 2010 at Flemington Racecourse (interstate visitors are more than welcome). So there's not much time to get you pride and joy ready. I would love to see more early Volvo's if possible this year. Think about bringing those 120's, P1800's, 140's and 164's that you are all hiding out into the sunshine for us all to see.

We wish you all a safe, prosperous, healthy and happy 2010.

Until next time,
Heino Nowatzky
President, Volvo Club of Victoria



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The Editor's Desk:

Once a clunker...

Welcome to the first (probably rather late) *Rolling Australia* in the new decade! Hard to believe it's 2010 already, when it seems like we were just talking about Y2K. It also means your editor has been in Australia for just over a decade, having arrived in Melbourne in December 1999. How time flies! I hate to think how many years I've been doing the magazine now - it seems like it is a lifetime commitment, but maybe somebody will want to take it over someday.

If all goes well, I will have done a bit of reformatting of the fonts and layout of the mag - nothing major, but I decided to take the opportunity as I have switched over to a new computer and different publishing software. If anyone has suggestions about how to improve the format and/or content, please let me know. Speaking of content, I've had a great response from members submitting stories and articles, so I have somewhat of a back-log of material to get through. Keep it coming, but if you don't see something you sent in this magazine, be watching for it in future editions.

Another exciting development is we may be incorporating the NSW club into the magazine. There are still some logistical issues to be worked out (including size of the publication) and everything is subject to final agreements, but watch this space. The more the merrier I say, and it will give us a different perspective from the eyes of another club.

I hope everyone had a great Christmas and Happy New Year. We enjoyed Christmas up in Wangaratta (country Victoria) with Wayne's parents, and had fun looking after their neighbour's whippets (a small greyhound breed). They're really quiet dogs and spend most of their time sleeping, but when they want to run, nothing can keep up with them! In early January, Wayne's folks brought one of the dogs down and spent the day with us at our bush block. Harriet (the dog!) really enjoyed sniffing around, and even caught a rabbit in the shed. It's nice to get out to the country after being rather boxed in by neighbours in

our townhouse here in Williamstown. We keep having those dreams of retirement to the country, but my "Great Ocean Road" taste isn't backed up by a lottery win, so we will have to set our sights inland if we ever do decide to go bush.

240SC Maintenance Works

Prior to Christmas, I had to give up my company car at Holden due to a role change, so it was time to do some much-needed maintenance on the 1988 240SC (supercharged) that I'll be driving on a daily basis from now on. Wayne had only been driving it sporadically over the past 3 years as he has discovered the joys of public transport (except when it rains, or is too hot and the trains all break down...)

We realised (too late) that the A/C gas was low, meaning we had to endure a 39-degree drive up to Wangaratta. Luckily the drive home wasn't too hot, and I was able to get it re-gassed after Christmas and all is good now.

Another thing I had been meaning to do was plumb a cold-air intake (something I never got around to after installing the supercharger a few years ago). When I did the supercharger, I had installed a K&N pod filter upstream of the mass airflow meter, but it still sat inside the engine bay behind the radiator, sucking hot air. I've been collecting turbo hoses, plumbing fittings and pipes from places like VolvSaab and Pick-a-Part, and now seemed like the time to have another go at it after my previous aborted attempt (which reminded me a lot of helping my dad install reticulated watering systems at a couple of our houses when growing up - never have the right fitting or pipe elbow, so another trip to the hardware store!) With my huge tub of pipes and hoses, I started trying to figure out a way to get the air from the MAF meter to out in front of the radiator or behind the front bumper bar. Using about 4 Saab turbo elbows and a couple short sections



of PVC plumbing pipe, I was able to squeeze the inlet down between the battery and headlight, and terminate it with the pod filter just in front of the radiator. Solved, but the next drama was cleaning the K&N filter. I followed the instructions (apply cleaner spray, let sit, gently hose off dirt, let filter dry, apply oil to

cotton). Upon inspection prior to oiling the filter, I noticed several small sections of the cotton filter material was missing from the wire mesh, which would allow unfiltered air into the engine. I guess the filter was either damaged during cleaning or use, so I ended up having to seal up the small areas with silicone prior to applying the oil. I'll have to monitor the filter to make sure more bits don't go missing - lesson learned is don't use any water pressure on the filter when you rinse out the cleaning solution.



For several years, there had been a few annoying clunks coming from the front suspension, and it seemed to be getting exponentially worse over the past month. I previously had it worked out as looseness (fore/aft play) in the steering rack end bearing on the driver's side, which I had discovered when I was going to replace the RH tie rod a couple years ago. I didn't proceed at the time knowing that the rack would need to be replaced. Over Christmas I swapped the rack out with the one from the blue '93 240 wagon (EV project car, which now has a manual rack). It was surprisingly easy, but upon finishing and bouncing the car up and down there was still a noticeable clunk. Turns out the large gland nut on the driver's side strut tube was really loose, allowing the strut insert to rattle around in the

strut housing (which explained the rapidly-worsening noise). After tightening that up, all the clunks, rattles and thuds seem to be gone - hooray! Throw in the toe-in adjustment, an oil and filter change, replace front wheel bearings, rotors & pads, install braided stainless steel brake hoses, and lube of the sway bar bushes and I've had enough of working on the 240 for a while! The greatest part of it all is I'm back in a Volvo and loving it (for now!)

240 Wagon EV Project

I also had the EV project car towed back to the house over the holidays, so I've been doing some tinkering on that as well. It had the hood "quiet" blanket on the underside of the bonnet, so I took that off and put it on the 240SC. It does make a difference in reducing the engine noises like injector ticking and the supercharger whine. Obviously it won't be required on the EV as the electric motor should be virtually silent.

I've pretty much decided that I'll put the EV batteries behind the front seats, so I removed the rear seat cushion and seatback, along with the seatbelts. All that added up to about 35 kg, which is pretty significant when you consider the batteries will only weigh about 280 kg. And if you don't have a rear seat, no rear passengers, so that saves another 186 kg (at 62 kg each). So the battery weight will almost be fully offset accounting for other parts like the petrol tank, muffler and spare tyre being removed.

The process of cleaning up the engine bay continues (some touching-up is required around where the battery sits due to minor corrosion). I also need to get under the car and finish removing the years of accumulated oil and gunk in the transmission area that I couldn't get to when I degreased and power washed it a while back (with Dion's help - THANKS!) I've put new seals/gaskets in the 4-speed manual transmission that's going in the car, so hopefully it will be leak-free.

The aluminium adapter plate that will join the electric motor to the transmission is coming along well. All the holes are drilled and a fit-up check is complete, so now I just need to trim off the unnecessary corner



bits and profile it to the bellhousing shape.

I made a mock-up of the electric motor, and now have that bolted to the transmission ready to test-fit into the car. That will help decide how to mount the motor to the original Volvo engine mounts on the crossmember.

Well, that's probably more than enough workshop talk for most of you to tolerate, so I'll sign off until the next edition of Rolling.

Regards,

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

WELCOME NEW MEMBERS!

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

Mats Skön (2x 945s, 444)
Jing Lei & Shane Catton (244DL)
Allan & Carolyn Jones (740GL & 3x 240s)
Fiona Hitchcock (164E)
Ian Swan (242DL, 244GL, V50 T5 AWD)
Michael & Maxine Brophy (850 T5)
Peter Robinson (440)
Frank & Mariella Papa (C70)

The club would also like to offer our sincere condolences to Rosalie and Roger young on the passing of member George Young in October 2009. We're happy that Roger and Rosalie wish to continue their membership in the club.

As of January 2010, the club has 177 members, with only 8 having outstanding membership payments due. Remember, if you have a car on Victorian club (CH) plates, it's

important to keep your membership current.

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

Treasurer's Report:

Adrian is recuperating from a hospital stay, and apologises for the lack of a treasurer's report. The bank balance at 1Jan2010 is \$3012.35. Full report in next Rolling Australia. Speedy recovery Adrian! Ed.

Things that go "BUMP" on the track...

Unfortunately, Bill Benic had a mishap in his red 122 race car - rolled it at Sandown (OOPS!) Not pretty, but crashes happen in racing, and the safety equipment is there to protect. Consequently, Bill is having a "clearance sale" of sorts to raise funds to rebuild the damaged Amazon and get it back on the track. See the "Classified Ads" section of this edition of *Rolling Australia* for some of the cars and parts Bill has for sale.



240/260 Register:

My 1976 244DL

Welcome, club members, to this issue's 200 Series Register Page, the first for yet another New Year. As such, I'd like to take this opportunity to wish all members and their families the best in health, happiness and success for the coming year, and I hope that all weathered the Festive Season safely and happily. I look forward to catching up with many of you at events and occasions in the near future. To start the year off, and in the absence of any other material with which to fill this space, I've reproduced an article below that I recently wrote about my 1976 244DL for the purpose of adding content to the "Members' Cars" section of the Volvo Club of Victoria website. There, it accompanies corresponding articles about the other Volvos in our family fleet, so please feel free to check them out online at www.volvovic.org.au if you have not already done so and I hope you enjoy the read! Some of you may already have viewed the following piece online, so I've added some new which I hope will make it worthy of another look...

Once in a while, and probably once in my lifetime, a car so special comes along that it doesn't lend itself easily to a brief summary in a space like this, and such is the difficulty I face in trying to put into words some thoughts about my first and favourite Volvo, my white 1976 244DL. It's now exactly 30 years since this car first graced our driveway, and here it remains as functional, reliable and dare I say beautiful as it always has been, even if it's limited use and pampered existence these days is far from the many miles it once travelled and loads it once carried as a hard-working family car. This anniversary seems like as good a time as any to pay tribute to "one of the best".

A 1970s 240 is probably not the model that immediately springs to most member's minds when they think of the car that stirs their passions for things automotive, but most of us do have a special attachment to the first Volvo we ever owned or drove, and the first time I climbed behind the wheel of this car as a 16 year-old learner, I knew

that I would always drive a Volvo and that I wanted one just like

this! There was something about the total feel of this car that's hard to define, from it's sure-footed and true handling to it's compliant ride, smooth torque, predictable steering, confident brakes and precise gearshift that hooked me from the beginning and convinced me that this was a car you could believe in – a true driver's car designed and built with integrity and to a standard, not a price. I've realized ever since that moment that most Australian drivers, not to mention motoring journalists, just never quite got the point about Volvos. But that's their loss.

I once read in a Volvo sales brochure that you simply can't expect a really thoughtfully-designed and well-built car to roll off some mass-production line every few seconds, and such is the case with a car like this one which has never failed to impress with it's build quality, sound common sense engineering and rugged reliability.

However Volvo's greatest strength was also it's Achilles' Heel, as it is the most important attributes that any car can have; things like reliability, quality, safety and practicality, that also tend to be the most boring – until you need them and find that your car of choice is lacking! However it's drivers and enthusiasts like ourselves, people who perhaps show more good sense than fickle emotion in our choice of car, who understand the true merit of a Volvo. If you're someone who wants the latest fad styling or jack-rabbit acceleration, then a car like this one was never the type to own or be seen in, but those things never meant anything to me, and the Volvo 240 series has always fit me like a glove.

My 244 had modest beginnings, sitting idle in a Sydney Volvo showroom for 12 months when new before being shipped to Melbourne and starting out as a local company

rep's car during which it covered nearly 80,000kms in a mere two years of use. Then, at the end of the 1970s, my father Peter purchased it as a safe and solid family car to replace his declining Ford Zephyr, and the Volvo was a big step forward over it's predecessor with disc brakes and fuel-injection, not to mention a cavernous and comfortable interior. I still vaguely recall the day, as a mere four year old, when that transaction took place and the car came home, and also being terribly intimidated by those enormous white doors that took so much effort to open and close and seats that seemed mountainously high off the ground! Little did I know that 30 years later I'd be sitting on those same seats and closing those same doors in a car that has defined



my enthusiasm for this hobby.

Peter drove the 244 for the following 19 years before finally updating to the 1993 940 you see on these pages, at which time the older car, still in perfect order in spite of over 350,000kms travelled, passed to me. All that was required for the roadworthy certificate at the time was a rubber steering column bushing and I recall that the mechanic remarked "There's not much wrong with the bloody Volvo!" long before that expression became popular. Peter can famously tell you that in nearly 20 years of motoring, the car never once made him late for work, and when not commuting with him the Volvo was usually laden with gear and carrying a young family on almost weekly long-distance country runs all over Victoria. Aside from the very occasional alternator failure or drive belt breakage, misfortunes

that can befall the best of cars, the 244 was faultlessly reliable. In fact, it's unfailing consistency is one of the most endearing qualities of this car. As the years passed and others in our neighbourhood inevitably updated from one locally-made or Japanese model to the next, with all the old local and imported classics slowly fading from the scene, the old white 244 has always been here, ageing gracefully and merely in transit from what was initially a prestige European status symbol, to a well kept older car and now, finally, to an immaculate classic that people are just beginning to appreciate and lavish with compliments everywhere it travels.

Dad always felt that a car was there to be used, and used it was, but always with care and respect. Whilst others blame their dirty or rough vehicles on the demands of a family life or simply on the rigours of a car being used everyday, ours was kept in perfect shape by precautions as simple as covering the seats for those winter fishing trips and keeping a good coat of polish and wax on the paintwork. We kids also understood that a car was to be respected and so doors were opened carefully to check for obstacles, dirty shoes or clothes were removed before entering, no messy food was consumed inside, and no toys were carelessly allowed to damage interior trim. In fact,

aside from the many wonderful upgrades and enhancements made to this car over the years, some of which I've mentioned below, one of the things I love best about it is its originality in which most of the paintwork, fittings and interior trim are that with which it left the factory, and still in as-new condition.

After all, anyone with the money and inclination to do so can take an old car and make it new again, but there's no substitute for a lifetime of care. All you enthusiasts and car-care fanatics with your pristine restorations, just think about that for a moment!

Peter loved his Volvo, and a big part of the enthusiasm involved the nice upgrades that came along from time to time that made the car that much more enjoyable to own and drive, and has helped make it the refined and comfortable car it is today. In its original form, the 244DL of the 1970s was a technically advanced but really rather basic car, but the beauty of a Volvo is in its incredible commonality of genuine



parts, allowing features from more upmarket or later models to simply be bolted on, and over the years dad fitted many features, too numerous to list in full, but including such pleasures as electric windows and mirrors, alloy wheels, power antenna and cruise control, as well as such functional genuine accessories as a rear venetian blind, tachometer, fabric headrest covers, integrated front fog lamps, and floor mats

. It was a work in progress over the years where parts offered at a Volvo Club meeting or wrecker visit could potentially offer yet another worthwhile upgrade or enhancement for the car, and dad can recall the source of almost every feature he added.

When I inherited the car as a 22 year-old in 1998, it signalled the

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beginning of a journey that has been a wonderful learning experience in mechanical servicing, repairs and car care, and an ongoing source of satisfaction, pleasure and driving enjoyment. In particular, further upgrading the car with genuine parts and accessories quickly became a real passion of mine, and so I soon picked up where dad left off and added power steering, overdrive transmission and heavy duty stabilizer bars from a 242GT model to eliminate the body roll in cornering from which the 240s tend to suffer. My real pet subject became and remains learning about and sourcing the myriad of genuine Volvo accessories originally offered for this car, and so began the endless runs to the wreckers and internet searches that over the years have allowed me to hunt down and fit countless fantastic, rare and useful features such as left and right hand floor-mounted storage consoles, retractable front seat centre armrest and rear reading lamps, as well as the more common ones like rear headrests and side weathershields. In fact, each time I feel sure I have learned of and located every conceivable factory accessory or upgrade, I discover something new in some corner of a wreckers yard or on some obscure internet page – and the journey continues.

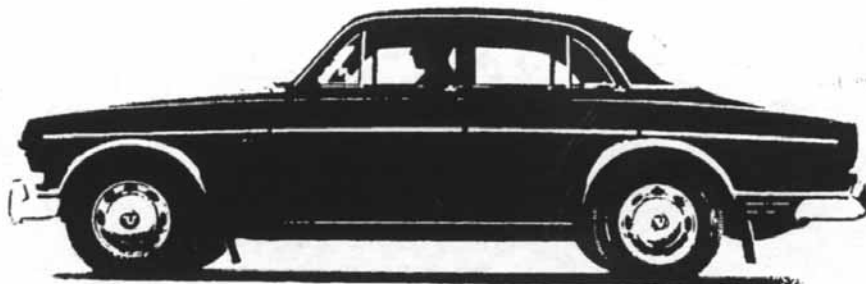
Not all of my favourite upgrades on this car have been of the genuine accessory or heavy mechanical variety, however, as I've made the occasional departure into the realm of tasteful aftermarket customizing where I've felt there was a shortfall to be addressed. For instance, this 244 pre-dates Volvo's generic boot carpeting and instead had a

simple vinyl matting as standard, so one of the earliest and best modifications I did was to purchase high-grade black automotive carpeting by the metre and to custom trim the entire boot inside including the otherwise neglected areas of the rear wheel arches and boot side walls, giving it a luxurious appearance as well as adding some very worthwhile sound deadening. A genuine Volvo spare tyre carpet cover completes a finish in which I left no surface uncarpeted! Speaking of sound deadening, I also purchased under-bonnet insulation material and custom fitted it between the ribs of the bonnet underside, again gaining valuable noise-suppression in an area which Volvo addressed as standard at the factory when insulating the 700 series cars but strangely, never with the 240s. Moving to the interior, I once stumbled across some high-tech aftermarket adhesive woodgrain film, and enhanced the otherwise monotone black expanse of the dashboard with some custom-made inlays in a burr walnut finish. I initially tried, and failed, to have a cabinet maker reproduce the original rubber pieces out of real wood, and was unsure at first about the merits of the adhesive film, but once fitted the effect was indistinguishable from genuine polished timber and has also lasted the test of time. Think it might look tacky? You should see me fool them at the Volvo dealership!



Often the last frontier for the car enthusiast is improving the appearance of the engine bay, and detailing this domain on the old 244 has yielded great results with which I never get sick of surprising people, unprepared to find sparkling polished aluminium surfaces and glowing black rubber in abundance under the hood on a car of this kind! Up until the mid 1980s, Volvo persisted with an all-over spray of protective lacquer for the engine bay, which translated without exception to an ugly and pervasive yellowed coating over the engine and most other components after the passage of a few years and kilometres travelled. These days, there is no longer any sign of that on my 244, with the aluminium rocker and timing belt covers having long since been stripped back and polished to a mirror finish as has the alternator, and steel components like the water pump pulley chrome-plated to match. Then came the rough-cast inlet and exhaust manifolds, removed and ceramic-coated in shiny silver and matt black finishes respectively for a long-lasting and

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impressive appearance. Original painted parts like the radiator and brake booster were returned to a "better than new" appearance with high-gloss black aircraft enamel paint. With the major and most visible areas attended to, remaining were an endless number of smaller parts ranging from mere brackets to hoses, electrical components to wiring, all of which have been or are in the process of being cleaned and smartened up, all contributing to the total appearance whilst still retaining the original factory appearance without any ungainly add-ons or radical customising which I would tend to avoid. In fact, the possibilities are virtually endless I have found, with copper brake lines able to be polished to a gleaming shine, original and dull nuts and bolts exchangeable for new metric stainless steel equivalents, and old wiring concealed within new sheathing. Best of all for me, it's an ongoing project with endless incremental improvements to come.

Back in 2001 I purchased the blue 1985 240GLE you can read

about on these pages, and from then on, and for the first time in nearly 25 years, the white 244DL ceased to be used on a daily basis and began to wind down towards the pampered existence of semi-retirement that it enjoys today. For the most part, my 244 can be found at home, garaged and spotlessly clean under a dust cover with it's alloy wheels polished, tyres blacked, bumpers Armor-alled and paintwork gleaming, ready at any time for a weekend run under sunny skies, a Volvo club activity, or some incremental tinkering by me. And now, with my new undercover carpark at work, the 244 can even resume some occasional commuting if I feel it is unlikely to be rained on during the short trip there and back! As for that tinkering I mentioned, I know that my task list of little improvements and upgrades remains as long as my arm with no chance of me ever losing interest.

Maybe most importantly, I can be sure that the car will never fail to start and purr like a kitten when I turn the key after weeks of sitting idle, and now with nearly 380,000kms

logged on the original motor, I know that it will continue to perform well for as long as it is on the road. Whilst others change engines and major components on these cars and seemingly manage to destroy the undestroyable, my philosophy, like Peter's before me, remains unchanged: routine servicing is never overlooked, and I never ask more from the machinery than that which is required for normal driving - consequently the machinery lasts forever. After long periods of commuting in other later model Volvos, climbing into this old 244 never feels like a come-down, and whilst some enthusiasts love the nostalgic or stylistic appeal of their classics only to get in and grit their teeth to endure a nightmare of noise and vibration on the road, the 244 always offers a fine level of comfort and familiarity that I love. And so it remains.

Until next time, I wish all members pleasant and safe motoring.
Mark Hoffmann
240/260 Register Captain

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- ▶ **Single-circuit brake master cylinder:** Suit 120 (1957-68), 1800 (1961-68).
- ▶ **Speedo nylon gear** in early overdrive. Part 380168.
- ▶ **Rear view mirror head, stainless steel:** Suit 120, 1800, 140.
- ▶ **Original 25 amp (short) fuses** for 120.
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Brickbats & Bouquets:

No Car is Perfect, Part 3

So having parted with my dream car, the Austin-Healey 100/4, I set off for Europe, but on the way I decided to stop off in Tokyo and visit with my friend Shinn Kuno for four weeks.

I lived with his family on the outskirts of that huge city and saw a lot of the sights during the week-days as my friend had to work. But he decided to take a week of his two weeks annual leave to show me the Isuzu Peninsula.

We set off in his little, battered, old car – I do not remember the make, but I do remember it had a 325 or 375 cubic centimetre, two cylinder, two stroke motor driving the front wheels. When I say “small” I mean tiny – the original Morris Mini was large by comparison! Still it had four seats...Japanese size.

I was glad I did not have to drive through Tokyo peak hour traffic which was horrific. Especially frightening were the taxis. I formed the opinion that when World War II ended there were a lot of unemployed kamikaze pilots who needed jobs so they were issued with taxi licences.

Here in Melbourne if you collide with another car both drivers get out and argue who failed to give way to whom, in Japan if two drivers crash they both jump out, bow low and apologise and exchange business cards and if possible drive off as quickly as possible, because if a police man comes by he issues BOTH with traffic infringement notices as it is not his job to sort out who was at fault.

I was a little apprehensive about driving on the country roads but my friend assured me that I wouldn't have to show my international driver's licence if stopped by the police as they were too polite to ask a foreigner for his licence.

We had a great time taking in the unique scenery, visiting historic shrines and buildings. One day when I was driving we came to a particularly steep hill. The car chugged to stop halfway up and not even first gear would make the car move. So I put on the brake and got out and suggested that Shinn try getting the car up the hill on his own. Without my

Australian weight the car rattled slowly up the hill with me walking behind.

About the only thing that the Japanese motorist shares with Australians is that we both drive on the left-hand side of the road!

On arriving in London I teamed up with A New Zealander and we rented a Mini-Minor van and set off on a 10 day trip around Scotland. I think that one reason that England and Scotland are so green is that it rains 70% of the time. I got to hate that little Mini. You had to sit with your knees not far from your chin and drive like a bus driver with a near horizontal steering wheel. The small 12 inch wheels meant you dropped into potholes with a thump. Because of the front wheel drive, and the small size of the mudguards the turning circle was quite large, although the car would fit into a small parking space if you could drive straight in. I must admit that with a wheel at each corner the road holding was superb and the fuel economy was great. At that time the cost of petrol in England and Europe was two to three times that of Australia.

Then I teamed up with two Australian girls, Yvonne and Robyn, and Robyn's boyfriend, Bob. We four wanted to buy a vehicle and set off on a camping trip to do Europe. Initially we had in mind a camper-van but the various Morris Doormobile Camper-Vans advertised in the Earls Court area were obviously on their last legs. Leaking fluids from every orifice, blowing blue smoke, slack steering and near bald tyres.

Scanning the cars-for-sale adverts I came on a four year old Borgward Isabella station wagon.

I knew several friends in Melbourne who owned the Coupe version and they had raved about their cars. I also knew another thing – the Borgward company had gone bankrupt two years before and this accounted for the cheap asking price.

This was a medium sized car, but with a 1500 cc overhead camshaft motor, which produced 75 brake horsepower or 56 kilowatts – not much by today's standard, but enough to push the car on the autobahn at a maximum of 130 kph.

Other advanced features were the hydraulic clutch and the four speed full synchromesh gear box operated by the column gear lever mounted on the steering column. It had a swing axle at the back with coil springs on all four wheels.

I test drove the car and it handled well, the motor ran smoothly and there was no blue smoke or air bubbles or oil in the radiator water. Tyres were less than half worn-a bargain at the asking price,



still I managed to get an extra 10% lower from the private owner who was desperate to sell.

So the four of us bought a roof rack, a 4 person tent, a two burner stove,

a local Esky and other camping gear.

A day or two later and we set off for the channel ferry at Dover. Arriving in France at dusk we decided to stay the first night at a Youth Hostel which curiously was run by a mad Scot, complete with kilt and a beard who roared instructions at everyone [including the Europeans] in a broad Glaswegian accent that ever we Aussies had trouble in understanding.

We travelled north through Belgium and made our first camp on the Dutch coast at a place called “Vogelslang” [literally “birdsong”]. Camps in Europe were beautifully equipped and often in



the most beautiful settings.

Yvonne and I shared the driving since neither of the other two had driver's licences. It so happened that Yvonne was driving as we entered Amsterdam in the evening peak hour; there were push bikes everywhere and they out-numbered car about 10 to one. They seemed to have priority and our poor driver was panicking that she might squish one. However she survived and after another camp in Appeldorn we proceeded north-east into Germany and the fast moving Autobahn system.

We were heading for Denmark and so did not stop to sightsee, but that part of the Atlantic coast by the North Sea is flat and not very interesting. Entering Denmark was fun with thatch-roofed farm houses and Dutch style windmills. The Danes joke that the highest mountain in Denmark is a whole 400 feet high [122 metres]! It so happened that we arrived in Copenhagen just on the evening peak hour, once again Yvonne was driving and there were possibly even more cyclists than in Amsterdam.....she swore that I had planned it deliberately.

Enough of my wanderings, but more about the station wagon. I did not like the body style much – it was rather bulbous, but it did have the advantage



of plenty room inside. Unlike Holden wagon it only had two doors, with the usual problem that the front seats have to be vacated and folded to let the back-seat passengers out. I hate steering column gear-leavers, but oddly this one was easy to use and very accurate. The chromed bumper bars were covered with rust when we bought it, and a vigorous application of soap and domestic steel wool soon made them half-respectable.

The car covered Europe from the fiords in Norway to the volcano in Naples and got us to Berlin, Rome and Paris in three and a half months. The only real problem was the exhaust pipe near the exhaust manifold which developed a hole. I tried several times to get it repaired or replaced in Germany but was told that there were no parts and the hole could not be welded. Several days of driving with the windows down because of the danger of carbon monoxide and the car sounding like a deranged tractor brought us to Northern Italy. On impulse when driving through a small town I pulled into a service station garage, and with no ability to speak Italian I indicated to the bloke in overalls that I wanted the hole welded. "Un momento" and he produced his equipment and he welded a patch over the hole in about 15 to 20 minutes and charged a very small sum.

The only other difficulty I had was that on perfectly straight road I had to move the wheel slightly from one side to the other – I suspect that the wheel alignment was out slightly.

I vowed after that trip I would never ever drive a *RIGHT HAND* drive car in Europe – so my next car was a left hand drive Volkswagen.

GRUMPY



HPC-176: HAPPY TALE OF AN EARLY 122S

By JOHN FLEMING

After several joyous years of B16 ownership (the blue HKU-711) I heard about a white 2 door being advertised. Ed Russell had noticed this car in the Melbourne University car park, and I duly contacted the owner, Mrs. Kathleen Robbins, and arranged to see it at The Anglican Vicarage in East Melbourne. This was about the middle of 1975.

It was very smart, having red trim and ran very sweetly. It was sold "as is",



but I reasoned the roadworthy wouldn't require much. I was right...the tester only requested replacement wiper rubbers and one leaky front shocker. He patted the bonnet and said

"These are great cars, you have a gem". How right he was! Put straight to work, it was used for business and pleasure, and also carted loads of Mercedes parts (I had three M-B's back then too) as well as several tons of felled willows.



After some months I decided to give it a big tidy up, and whilst cleaning under the back seat, found a business card. Turns out it was John Blanchard's Regent Motors (South Melbourne) country demonstration car. John, just then retired, told how he would attend country shows and take several cynical farmers for 90 miles per hour blast down a dirt road. They always pulled out their wallets and ordered a car! John Blanchard had the car for a few years later as his personal vehicle, and then traded in. Mrs. Robbins then purchased it and had it until I obtained it from her mid 1975.



As I looked at other 122S, I realized this car was very early, being built around February 1962. The Chassis Number is 7327-S-1180. The B18D twin carb motor is Engine Number 25,171. Now that "S" suffix is most interesting, only being applied to very early cars to denote "SPECIAL EQUIPMENT". You see, when the 2 door (Type 130 officially) was introduced before Christmas 1961, they were normally meant to under price the 122S 4 door. Drum front brakes and a B18A motor were standard. Of course, most people wanted the same hot specs as the normal 4 door 122S, and when this was fitted the "S" number was tacked onto the Chassis Number of the 2 door! Soon, it became apparent twin carbs and front discs were what 90 percent wanted, and the suffix was dropped. Single carb. drum braked cars got their own



code, and that's what it's all about.

I had many memorable trips in this 2 door 122, and the only mechanical work apart from routine was replacing a fibre timing gear after it started to break free from it's steel hub, thus imitating a Diesel engine! The ever-helpful David Woodhouse from Berwick (Melbourne's first 122 wrecker and specialist) came up with a perfect secondhand gear which I fitted. I never even had to lift the cylinder head, and so the car ran on until my mother gave up driving, and with other cars registered, the 2 door was laid to rest. It sat for almost 20 years, until it became very apparent I had other projects and it would never be given the restoration it justly deserved. Last year I decided to try and find a good home for it, and just at the right time Philip Perkins and his boys (all 122 dyed in the wool enthusiasts) purchased it. (See photos). Now, restoration is well under way, and the only major structural rust in the top box section where the front guards bolt on has been cut out and replaced. (See photos). So, a very historic and quite early 2 door 122 is being preserved. Philip has the original HPC number plates, and hopefully this great car will again grace the roads. Indeed a tale with a happy ending! I know Philip or I would be very interested to hear from other members who have 1961 or early 62 2 door cars with similar chassis numbers.

[See also front cover photo. Ed.]



VIC Events Coverage

CLASSIC VOLVO SWAP AND DISPLAY 11th OCTOBER 2009

Once again the weather was beautiful, and the turn up of varied Classic and Vintage cars fantastic. From early morning onward sellers had tables and sheets laid out with



some fabulous items on offer, and a great deal was traded on the day.

The Mercedes-Benz Club brought along a mouth-watering array of pre 1970 beautifully restored cars, including the big Type 300 limousines



and the glorious 190SL sports 2 seaters etc. The standard of restoration is what all 122 and 1800 owners should take note of! Other vehicles attending included a number of Austin 7's and a tiny 1929 Morris Minor...not to be confused with the post World War 2 Minor. Others seen included Borgward, 1938 Pontiac, 1931 Riley 9 and a good showing of Volvos. Just after midday the courtyard was

full and Classic and Vintage cars were lining the street outside.

Items spied for sale included several beautifully chromed 1950's Bosch foglights, mirrors, badges, mechanical and body parts. Of interest was fact ALL the 18 or so doors, guards, bonnets and bootlids off 122's were sold! Two different purchasers were very wise indeed. Unusual items seen included a very nice early Harman-Kardon stereo tape deck (Made in USA) and 4 boxes of choice car magazines such as Autocar and Motor dating back to 1946. These were snapped up within 5 minutes of being put on the stall. However, possibly the most unusual item was a Jason Donavon board game from his "Neighbours" TV era. Sandra Gowans was noted purchasing this, but, alas, the vendor had a brown paper bag on his head and couldn't be identified!!!

Check out the photos to see how the day unfolded. It's on again next year at about the same time, so make a resolve to come along and join in the fun.

NOVEMBER NIGHT MEETING

We were honoured to have an engaging presentation by Lukas Baumann about his travels. This was no ordinary trip! He DROVE his 1996 Volvo 940 Polar station wagon from Europe to Australia, through some of the roughest countries in the world (including the war-torn Middle East - scary!) The trip started out in Switzerland, and with many



adventures along the way, ended up in Melbourne for the Melbourne Cup and associated events (Lukas has a couple horses, but unfortunately they



wouldn't fit in the back of the 940 so he had to leave them behind...)

His ultimate goal was to drive the 940 around the Melbourne Cup race course at Flemington - something he was still working on achieving when he spoke to us in November. No car has ever been around the race track, so it would be something special!

Words cannot do his story justice in the space of this magazine, but I encourage you to check out Lukas's web site and read all about it and view more of his awesome photos. Check it out: www.LCBdirect.ch. And YES, that is Lukas holding THE ACTUAL MELBOURNE CUP! Thank you Lukas (and friend Coralie) for sharing your story with us. We look forward to seeing you again in the future.



OPEN DAY/TECH DAY 5th DECEMBER

On Saturday the 5th Dec we had a nice turn out for the annual Volvo club tech day.

Together with our open day for Voldat (freshly updated workshop) and VP Tuning (arrival of *ipd* wheels/sway bars etc.) we tried to let all our customers/club members see that we have done our best!!

Most of the cars found their way onto the hoist for the check ups. Always some things to find that will need attention sooner or later.

We would like to thank everyone who came and especially VSV

(Peter Soko, V70R '04) and Altitude Volvo (Robert Barber, S80 AWD) for displaying their cars.

Mark Richardson, VP Tuning

CRUDEN FARM OUTING OCTOBER 2009

JJ in ST1, Len in the PV and I in the 144 attended a Classic Car Display at Dame Elisabeth Murdoch's farm today. The ladies came as it was an open garden day to raise money for some charities.

There was a good selection of cars. As we did not put it in our calendar only the 3 of us went as we were local so to speak as it

was down at Langwarren [about 20 minutes drive].

There was a good display of:

- Mk1 & 2 Cortinas including a Cosworth Sierra for \$23k
- Saabs
- Renaults
- Jensen Interceptors
- T Birds & Lincolns
- Cadillacs [with biiggg fins]
- Triumph TR Register
- Bristols
- A sprinkling of other makes

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The weather held off although got a bit cool towards the end of the day.
Regards,
Lance Phillips
242GT/262C Register Captain

VOLDAT BBQ 2nd DECEMBER

As usual, we had a good turn-out of people and cars for the annual club BBQ at Voldat. Thanks to John Johnson for the venue, and Mark Iceton and Heino Nowatzky for getting the food and drinks organised, and to Wade & Kenton Matthews for assisting with the BBQ.



CLUB CHRISTMAS LUNCH & AWARDS PRESENTATION

On Sunday the 6th of December we enjoyed our annual Christmas lunch, again held at the Waverley RSL. Thank you Lance for organising the venue, and to Mark Hoffmann for doing a great job with the trophies again this year.

Around 40 people attended, and everyone seemed to enjoy the meal (if you didn't get enough to eat, it would be a shock!) After the meal, we moved into the RSL members' lounge where Heino presented the annual Display Day awards. There was also a large table of door prizes

(thank you Heino for organising, and Dion for being Santa's Helper). Everyone went away with at least one prize, with more left over for upcoming night meetings. It was great to have the Ullners over from South Australia (Erik loves to drive!) If

you didn't attend this year, make a point of it next year and enjoy the conversations with your fellow club members.





those speed cameras on the Western Ring Road!

Fiona Hitchcock is the proud new owner of "Ruby", a red 1974 164E.



She has just joined the club, and we look forward to seeing Fiona and Ruby at upcoming club events.

Heino has picked up another couple cars (who's counting?) including a white 240 wagon and a red 740GL. It's hard to turn down a

bargain, and with people wanting to drive a new car these days, the rock-solid older Volvos are going pretty cheap - very good value motoring!

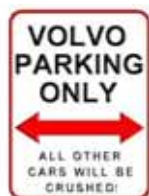
HEART TRANSPLANT

Kevin Holden is in the process of swapping out the P-R-V V6 engine in one of his Bertone Coupe project cars. You'd think the V8 engine would have to be shoehorned into the engine bay, but no - have a look at the photo below of the 2 engines side by side. The V6 is on the right side of the photo, and WOW - it's a lot bigger than the V8, even though the V8 has more than double the capacity of the V6. There's something to be said about the simplicity of a single-cam pushrod engine! Kevin also noted that V6 engine is placed so far forward in the 200-series engine bay that the rear motor/trans mount is actually holding the trans down, not supporting it, which explains the dodgy handling on the V6 2-series models!

BIRTH NOTICES:

Congratulations! It's a VOLVO!?!

Mark Iceton is putting the finishing touches on his "Volvo Orphanage", a 19 m x 7 m shed that will be kitted



out with the works, including toilet (in case Wendy kicks him out of the house!) We look forward to some photos of the grand opening event Mark, and we'll be placing bets on how quick you can fill it with Volvos! Speaking of which...

Mark has also just picked up a really clean gold 1991 240GLE wagon to use as his daily driver. Excellent find, Mark - just watch





RACV Classic Showcase 2010
Entry Form
(Formerly British & European Motoring Show)



Your Details

Name.....

Address.....

Tel..... **Email**.....

Vehicle to be displayed

Make..... **VOLVO**.....

Model..... **Year**

Registration Number

I would like to order a commemorative badge  @ \$18.00 \$.....

I enclose display vehicle entry @ \$12.00 \$.....

Total enclosed \$.....

Cheques payable to AOMC

Credit card details

Name on card.....

Card Number _ _ _ _ _ **Expiry Date** _ _ / _ _

Forward completed form to:

AOMC

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Mont Albert Vic 3127

Pre purchase entries close on Friday 12th February 2010.

Tickets will be posted to you.

Badges are to be picked up on the day.

[VOLVO CLUB OF VICTORIA - DISPLAY DAY PRE-REGISTER FORM]

VOLVO ADVERTISING

If you have ever surfed the "youtube" website, there are plenty of Volvo downloads for your viewing pleasure.

I recently had a look around, and came across some Volvo commercials published from time to time, and felt some thoughts on Volvo advertising worthy of an article for the magazine.

Some of you (like me) may remember seeing a number of the TV ads in their day.

If you search "Volvo Amazon 1" you will see some really classic 120 footage. Also from that era "Vintage ads : Volvo-wife". This one is very amusing, but I dare say would be very risqué today (sorry girls).

Moving through time, if you search "Paul Jones – Volvo ad" you will find my favourite. The ad is eerie and awesome at the same time – "when today's fashion trends are dead and buried, today's Volvo will still be there". The ad apparently cleared out Volvo's existing stock at the time! It shows a 1976 244DL driving around some "buried" cars and so presumably was filmed in the future sometime. Of course, we all know that the 240 series will outlast anything. Truth in advertising, Volvo style!

Moving on, do you remember the Volvo ads with the BeeGees theme - "Stayin' alive". Search "Volvo advertisement 1989". This clip shows an '89 760 GLE being put through its paces, but unfortunately, the great 740 Turbo ad from the day is missing (where a very cool black 740 T, where a very Stig-looking driver does some burnouts before he comes home to take SWMBO to the Opera)

There is another from about the same time – "1988 Volvo ad", which shows some pretty cool driving from a bunch of 740 GL's.

And of course, who could forget the "bloody Volvo Driver" series of ads from earlier this decade. All 5 in the series are available under this search, and although controversial, were certainly effective, because

they are still remembered some 5 years later on. I wonder if the little girl in the back of the XC90 grew up to buy one?

On a more modern note "XC60 LOV hurts" shows the exciting new XC60 in a favourable light, but the

take part in a "speed date" inside a brand new Volvo!! What will they think of next??

So over the years, it can be seen that Volvo has involved itself in some pretty "out there" themes to sell its cars. Did one of its ads result in you becoming hooked on Volvo?

Robert Bakker

President, Volvo 1800/120 Club

A quick search of the web found some of these ad materials (see below) that Volvo is using around the globe to capitalise on the "Twilight" movie series. I've seen similar ads in the local newspapers in AUS. Great if it's effective at attracting younger customers to the brand! Ed.



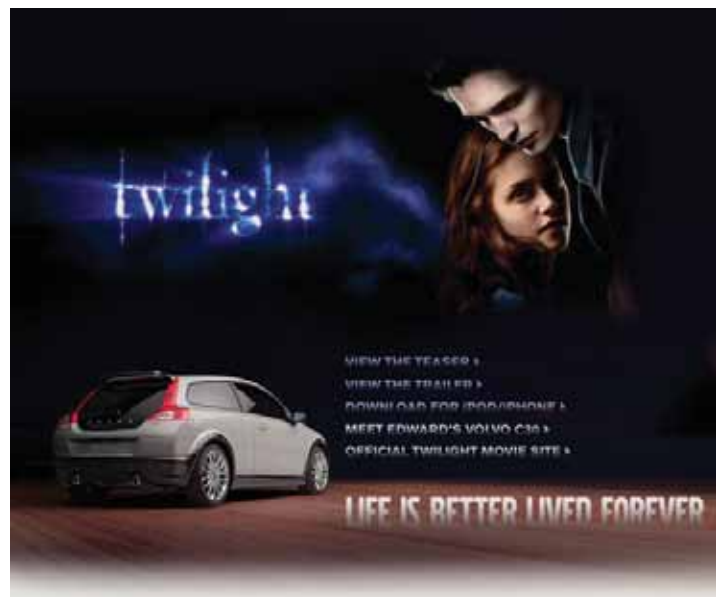
best part of this one, is that it has a number of clips of Volvo crash videos from the 120, through 140, 240 and moderns.

I am also indebted to Volvo Australia's ad agency, cumminsnitro for some information.

The recent "drive free" for 3 years has also been a huge success for Volvo locally, leading to a record sales month.

Volvo has started appealing to "gen Y" too (!). The recent "Twilight" movie hit features Volvo, resulting in "gen Y" seeing Volvo as "cool".

Can you believe it though, that recently Volvo also participated in the "speed dating" phenomena in Australia, when it invited participants to





VOLVO CAR CLUB OF SOUTH AUSTRALIA (INCORPORATING WESTERN AUSTRALIA)

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NOTE: All SA Club-related

Magazine Submissions

to Craig Rasmussen

craig.s.rasmussen@team.telstra.com

HO!

HO!

HO!

MERRY CHRISTMAS

Volvo Club of SA Pages

Dedicated to the Volvo Car Club of South Australia Inc.

2010 SA CLUB EVENTS CALENDAR

FEBRUARY 21st

Picnic Day at Thalassa Park
Windebank Road, Aberfoyle Park.
BYO lunch – BBQ facilities available
10.30AM Meet Victoria Hotel Carpark
Have a relaxing day and make a time
to catch up with friends

MARCH 12th

Club Meeting
7.30PM Glandore Community Centre

MARCH 28th

Technical Day at Povey Motors
10.00AM 140a Tolley Road, St Agnes
BBQ Lunch provided. BYO drinks,
chairs and a salad to share.
Bring cars and questions. Second
hand parts on sale and all new parts
in stock on the day for sale at trade
prices!

APRIL 18th

Warrawong Night Walk
Join a guide on a 90 minute
tour.
This tour is suited to older
children and adults. Solid
walking shoes required.
Cost: \$25 adults, \$15 children
5.00PM Meet Stock Road,
Mylor, VIA Stirling.
After the walk enjoy an
evening meal in the Bilby Café.

MAY 14th

Club Meeting
7.30PM Glandore Community Centre

CHRISTMAS LUNCH

On the 6th of December, members
of the Volvo Car Club of SA enjoyed



Christmas lunch at the Buckingham
Arms with a visit from Santa Claus
enjoyed by "kids" of all ages. Thanks
to Helen, Joan and Santa for a
wonderful day.

PINE POINT CRABBING 2009

Our annual sojourn to Pine Point was
again well attended by members.
The drive over to Yorke Peninsula
takes approximately two hours if
you don't stop for morning tea, or



as we always do, raid the bakery
at Ardrossan in which case it will
be three or more hours. Not that it
matters when the day is meant for
relaxation and enjoying the company
of good friends.





On arrival Helen has the kettle on for coffee and tea, then it's time to check the tide movements with club fisheries officer – Barry, who also makes sure the catch is legal and above board! Before going out crabbing the keen ones put on waders, collect buckets and some of the strangest fishing accessories I have ever seen. The photos prove the point.

The clubs BBQ team swings into action late in the morning; we have this part of the day down to a fine art. Thankfully the day was cool and the food certainly was enjoyed.

To Barry and Helen and

family a Thank you for allowing the club to take over 'The Shack' for the day, very much appreciated.

CHRISTMAS PAGEANT 2009

This year's parade was held on one of the hottest days I have experienced in 29 years. It is an absolute credit to all of the drivers including the members from our Volvo Car Club in the way in which they were able to help the pageant team successfully complete the event.

Thank you all from the Pageant Team.

Ken Bayly



Note - pictured is one of the fantastic new floats driven this year by club president David Bennett. As you can see from the construction, it started life as a humble old Holden Ute - what an amazing transformation!



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Swedish Vintage
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PRESIDENT REPORT

Our AGM was held at the Yeronga RSL on 8 November, followed by an enjoyable lunch. We welcome some new blood onto our committee for the 2010 year, and some BIG NEWS.

Principally to support the club's events organisation and promotion, we welcome Richard Brabazon, Jeff Turner and Neil Summerson to the fold. Neil has been a long time member of the club, whereas Jeff and Richard are more recent additions. We welcome their enthusiasm and are grateful for their support.

I remain as your president, Graeme Jones as vice, George and Vicki Minassian as secretary/ treasurer. Peer remains as tech adviser. You will agree, a formidable who's who of Volvo!

THE BIG NEWS

The 1800/120 club has not organised a **National Rally** for some time, and so it has been agreed that we will host a **Rally for EASTER 2011**. Presently, plans are to hold the Rally in NSW, perhaps in the **Hunter Valley region**. Our aim is to have a central location, so that it can truly be a national event, and ALL members can come along and join in the fun. It will also be significant, to **celebrate 50 YEARS** since the 1800 was released. Stay tuned for further news in coming editions.

MAINTENANCE TIME

If you are like me and the only break you have is over Christmas, I hope you take the time and opportunity to lavish some attention onto your classic. Like anything in life, your classic needs attention to thrive. Take her for a good run. Polish her, change the oil, adjust the points and valves. Get her purring like a kitten. Make your partner jealous of the attention lavished upon her (the car, not the SWMBO!)

2010 promises to be a better year for all, and for the club. We look forward to your feedback and comments and any help you may offer. Hope to see you at an event soon.

Volvo for life ROBERT BAKKER

Membership

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

114 Financial Members

Life Members: Kevin & Margaret
 Greenaway

Club Badges



1800-120 Club Grill Badge
 \$20.00 inc. p&p



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

Buy Both for the SPECIAL PRICE of \$50.00 inc. p&p (contact George)

Our 46 years with Volvo

by Volvo 1800-120 Club members Gary & Wendy Maher

Volvo 1800

Owned Since: 2007

Model: 1966 B18B 1800S

Type: 18335HF

Chassis number: 19416

Colour: Pearl White with Black Interior

Volvo 122S

Owned Since: 2003

Model: 1967 B18B (now with a B20 Engine)

Type: 132342M

Chassis number: 279129

Colour: Pearl White with Tan Interior



In 1962 & 63, with the help of a well prepared Mini Cooper and a navigator whom I trusted implicitly, I had built up a bit of a reputation of being a 'half decent' rally (or trial) driver. After a string of 'podium finishes', towards the end of 1963, I was approached by a stranger who asked if I'd like to drive his car in events. Who wouldn't? A 'works' drive! The car mentioned was a Volvo 122S, 4 door. Of course, I'd heard of Volvo – indeed, I'd even seen them on the 16mm movies of European rallies shown at car club meetings. However, at my first 'meeting' with the car, I was surprised at how big it was and those 15" wheels which were skinnier than the 10" wheels on my Mini were a real shock.

continued next page

An introductory drive in the back blocks of Sydney raised other issues. The overall weight, high gearing and relatively low power caused me to stall frequently, especially on hill starts; the near vertical steering wheel was so different to the almost horizontal Mini wheel and the pedals moved away from me rather than downwards. This was a major problem, you see, as I'm only 5' 3" (in the old money). Then there was the body roll. I hoped that the importers would bring in a big stock of outside door handles because I thought they'd be the first thing to wear out! After a few more shake-downs, I more or less got the hang of it and entered a couple of rallies. The owner insisted I use a navigator of his choosing – an employee – and we never quite clicked so settled for mid-field placings and agreed to part company. I moved back into my Mini But my affair with Volvos had begun.

At that time I was working in the city and spent many lunch hours wandering up and down William Street Kings Cross, which at that time was the motoring hub of Sydney – not quite the reputation it enjoys these days! I had begun to spend a lot of time in the Fiat Dealers, dreaming about their 1800, then one day I ambled a bit further up the hill and there was British & Continental Cars displaying Volvos. They had a dark grey one with red trim – how very distinguished – so I walked in and bought it. No reading of brochures, no test drive – Tony Lister couldn't believe his luck! Did I want extras? What can I get? Radial tyres - radio (sorry, wireless). I'll take Pirelli tyres, keep the radio. My God!! I was 20 years old – how the hell was I going to pay for this? I was quickly able to arrange a loan with my grandfather and started working two more jobs – office cleaning at 5.30am for 3 hours 5 days a

This car was one of the first few Volvos used regularly in competition in Australia.



1964 - in the pits at Amaroo Park Racing Circuit, NSW

week and serving petrol on Friday nights and Saturday afternoons.

I took delivery of DLD 326 the next day, a Friday and booked in with the service department for my first 1000 mile service for the following Monday morning, which caused a bit of mirth. I then proceeded to drive big loops out of Sydney – up the Central Coast, over the Blue Mountains, south to Wollongong and by Sunday night had over 1000 miles on the

clock. I handed it over to B & C's service dept on the Monday morning and thus began my life long friendship with Gerry Lister. This was July 1964.

Despite my best intentions not to compete with this expensive car (a mate and I had gone halves in a Peugeot 203 for rallies), I couldn't resist it. It had a sluggish off the mark performance but you couldn't be anything but impressed with its 'point to point' ability when driven in a spirited fashion – and after all, that's what rallying was all about. Furthermore, there wasn't an Economy Run organised in the '60s that I couldn't win.

With practice, I overcame all my fears and we soon worked our way up to the pointy end of many events. This car was one of the first few Volvos used regularly in competition in Australia.



1965 - On a rally somewhere near Mittagong NSW

Some competitors at that time drove Mk 11 Jaguars and even Daimler SP 250s. They'd blow me away for outright speed but once we were in the mountains west of Sydney or in the Southern Highlands, it was my world and initially the long bonnet had them fooled, thinking it housed a small V8 or 6 cylinder. They were mortified when it opened up to reveal an 1800cc pushrod 4 cylinder.

My girlfriend of the day was a school teacher named Wendy and she so loved the car that she would dream up things that were wrong with her Morris so that she could leave it with me to be 'fixed' while she hooned around in the 122s. In 1967 I sold the Volvo – and kept Wendy and a Morris Minor each while we built a house and had a couple of sons.

Late in 1973 the Volvo bug bit again and I bought a 1971 model 142 Deluxe – assembled in Australia by Nissan. The salesman was Gerry Lister, now a partner in Concourse Cars on Parramatta Road, Haberfield. This was really Wendy's car and I only drove it few times on holidays and family trips. It reminded me of a 122s with a higher education – its greatest attribute was its huge boot which so impressed our local GP, that he went out and bought a Volvo. I shudder to think how much his examination of our boot cost us! Eventually, the '2 door car with kids syndrome' got to my 'Ever-loving' and she had a variety of 6 cylinder family hacks and wagons while I played with coupes and Jap toys for rally cars.

1993 was Wendy's time to do some post graduate work at Charles Sturt Uni, commuting from Sydney to the Wagga Wagga campus. She wanted to use my toys for transport but a 1987 360 GLT with very low kms came up. Wendy loved it and a smart 'motor noter' said under the heading 'Why you would buy one - because the kids wouldn't want to borrow it'. WRONG! Our sons were now very heavily into skiing and hiking etc and loved the hatch back which was long enough to sleep in and great for carrying skis and gear securely inside. This ugly little car hardly ever cooled off doing the Wagga dash during the week and the Snowy Mountains for the weekends. My only real memory of it was a Super Sprint at Oran Park Circuit when I entered it by default and surprised everyone, including myself, with its sparkling performance.

Around this time we were looking for another classic car and actually saw our original Volvo 122 – DLD 326 – advertised for sale in the Trading Post. When I phoned the owner, he regaled me with stories of its competition history with the first owner and he was suitably impressed when I was able to prove that was me as he had the original hand book. We didn't buy it because it had been resprayed a non Volvo blue colour, which didn't appeal to us.

At last, we come to the reason for this epistle (sorry George) our current Volvos – a 1967 122S 2 door and a 1966 1800S. The former I bought from Caroline Stewart, a previous member of this club, and the latter from Simon Klein a well known Volvo peddler from North Queensland. Let me say from the outset that I am almost embarrassed to introduce you to my cars in these hallowed pages of beautiful cars as neither one is anything like concourse and not restored visually. Indeed the 122 is pretty much original inside and out, only being repainted when accidents make it necessary – the most recent being after a surprise meeting with a large 'roo which damaged the driver's side front guard. The 1800, which was an unloved 'daily driver' from Cairns was re-trimmed (well, sort of) and repaired after a light front & rear ender, then roughly resprayed.

continued next page



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We bought the 122 in May 2003, took delivery on a Friday night and won a 300 km rally organised by the Alfa Romeo club on the Sunday – just as a shake down. The 1800 came to us in August 2007, recommended, you guessed it, by Gerry Lister.

The first thing I did with both cars (as I do with any older car) is do a floor down restoration. If it's round and black, it gets replaced. This means all bushes, hoses, most grommets, belts and seals are replaced. Also new rear cylinders, brake shoes, and axle oil seals go in, while the front has callipers serviced, disk pads wheel bearings etc. each car received tail shaft centre bearings while the 1800 got original exhaust mounting rubbers and new rubbers around the bumper bar dumb irons ---Gerry loves me!!

The 122 came with Koni shockers and wire wheels and I have fitted Konis and 6" Superlite mags to the 1800. Both cars have now been fitted with sports steering wheels. Sitting on the bench is a pair of 40mm side draught carbies all set up and brand new original Volvo extractors – I am still undecided which car to fit it all to.

We really USE both cars. They are both regularly campaigned in Classic Rallies on a variety of sealed and unsealed roads all over NSW and often cover 1200 – 1300 kms on a two day weekend. I have competed with the 122 at Super Sprints on Wakefield Park and Eastern Creek circuits and have run it in a couple of State Championship Motorkhanas.

The 1800, while being a good road car and a great crowd puller ('The Saint's back in town' was one comment from a passer by in the local shopping centre recently), it has not enthused me to take it on a circuit. The fitting of Konis may change that – and it might get the new carbies etc. The jury is still out (and it might never come in) on which car I prefer. As previously mentioned I'm a 'short arse' so the sit-up position of the 122 suits me best and with its B20 motor, which the previous owner fitted, it really goes well. It has the later 2 pipe header, which helps. It accelerates better than I remember my original one did and has lots more torque. The wide wheels and konis certainly make it a quick point to point car. The original seats are a bit slippery and I need at least a 4 point harness on circuits and a massage of my butt muscles after a long rally such as around the Snowy Mountains.....but I love it!

The 'lie-down' driving position of the 1800 is a bit awkward for me, as in order to reach the pedals, I have to be a bit too close to the steering wheel. I've sort of worked out a compromise but heaven knows what I'm going to do if I have to dip the lights and it's a battle to operate the window winder. I like the nippy performance of the 1800 with its lower diff ratio and overdrive. All the instruments are great and the seats, now that I've raised them, are comfortable. The heaters in both cars are fantastic, which is important to us as we live in the Mountains, where we often have sub zero temperatures. However, the dash mounted mirror in the 1800 means that I have no idea of what's going on at the left front corner of the car. This car also handles

well on the mountain roads and is quite quick in a straight line, but like the 122, the combination of 6" wheels, small steering wheel and built in Volvo heavy steering, is a nightmare to park and manoeuvre at low speeds. (No, thanks Gerry, I don't want a power steering kit – yet!) It's a great car for holidays and weekends away with its very accommodating boot and our dog prefers the 1800 back seat as he doesn't slide around as much as he does in the 122. We love it!

Wendy spends most of her time in the left seat of the Volvos navigating in rallies or helping set two day road events, such as the Jaguar Mountain Rally which we have organised for the past 5 years and are currently preparing for 2010, so it's only fair that she adds her impressions of the two cars.



WENDY'S COMMENTS: from the driving point of view I agree with all that Gary has said about the 2 cars. The 122 gives me better all round vision and suits my preferred driving position more than the 1800 (perhaps because I'm used to my current day to day vehicle which is a 4WD). I am taller than Gary and once he sets the seats up for his preferred position, as in the 1800, I'm not always comfortable.

Both are relatively comfortable from the passenger seat but I do have a preference. These cars are usually used over long distances when we are competing in or plotting / setting events. If we are competing in the Master's Navigation category, I have a map board and a couple of folded ordinance maps (plus a book of detailed area maps) on my lap at the same time. This level of navigation involves grid referencing to 8 digits, compass plotting etc. so there are other pieces of necessary equipment and often a magnifying glass involved as well. The 'cockpit' room of the 1800 makes this a more difficult task and the leg position (straight out) also means it can be very uncomfortable. The choice for positioning the 'Halda' or Terra Trip in this car is very limited. The 122 is by far a more roomy and comfortable option. If the event is shorter and the navigation much simpler (i.e. route chart – turn left at 46.90k etc) then I'm more than happy to take the 1800. Comfort could be greatly improved for the passenger, particularly in the 1800, if there was a foot rest, as Nissan has in their 240Z. We have put one of these in our MGB (similar sitting opposition to the 1800) and also in our Forest Rally Mark 1 Ford Escort and the difference is very noticeable. Unfortunately, Gary is loathe to 'deface' the Volvos by fitting these.

For basic travel, I enjoy both cars – probably the 1800 is a little ahead of the 122 as I'm aware Gary is thoroughly enjoying himself behind the wheel. The 122, when driven in the same spirited manner can leave the passenger sliding around on the seat.

IN CONCLUSION.. At last – George asked for our preferences and as you can see, we certainly 'keep the dream alive' and thoroughly test our cars, but which do we prefer??? Well

Saint Rust by Leona Clarke



Owner: Leona Clarke
Owned Since: 2009
Model: 1964 1800S
Type: 18335HD
Chassis number: 8597
Colour: 79-1, Pearl White
Interior: 307-265, Red

It's amazing what one can find on the internet these days. Shoes, clothes, useless collectables on Ebay....and my dream car.

I first discovered the P1800 many years ago when I was driving a tram, I saw it, fell in love then had to chase it down to see what it was, not an easy thing when you're driving a 20 tonne vehicle on tracks! But I finally caught it and had to look twice when I saw the Volvo lettering at the back, surely my dream car couldn't be a Volvo, it was, and I had to have one.

But as life happens I shelved the idea until late last year when I had a look on the internet just out of curiosity. And after just a little bit of searching I found my car, a little further than I'd hoped but worth the journey to Sydney. So in January this year I flew to Sydney to check out what was to become my new (old) car.

On first glance the body and interior was a lot more worse for wear than I'd anticipated but I could see the potential. The previous owner was

able to supply all receipts for various work carried out mechanically and after driving the car I was fairly confident I could drive it back to Melbourne, and I didn't have a return airline ticket so there wasn't much choice but to drive her home. Please don't ask me about mechanics because I'm blonde and I really have no idea, it had an engine, twin SU carbs and a thing that you lift up to check the oil!

The weather was stinking hot, I mean high 30's, I was melting, modern cars were broken down all over the highway but the Volvo, soon to be named 'Ovlov' just kept going, what a machine. I was in love.

Back home in Melbourne it was time to work out what needed to be done, practically everything. I decided to start with the exterior and work my way in. The exterior was probably the hardest part of the restoration, the most difficult part was to find a good panel beater for a good price, I had quotes all the way up to 20K. This was the only time that I started to get a sneaking suspicion that I had bitten off more than I can chew. But I found a local body man who genuinely seemed to care and listen to what I wanted and required for my newly acquired baby. And I must be mad, crazy or both because little old me decided to do the interior at the same time so the car was stripped inside and out.

So now is where the story title comes from, I knew that Ovlov had a little bit of rust, some bubbles on the driver's door, the fenders, the usual places. What I wasn't expecting was that whenever something was removed, there was rust underneath, every single panel had rust and needed to be cut and repaired, and the bog, my god, I think that the only thing holding the car together was the paint and even that was cracking all over.

I removed all of the rubber window seals, and guess what, yep you guessed it, the body was rusted through underneath and all of the rubbers were dry and brittle. So new rubbers, new windscreen, new panels, I've practically rebuilt the whole car. And while I'm crazy enough to do the interior and body why not do the chrome as well?

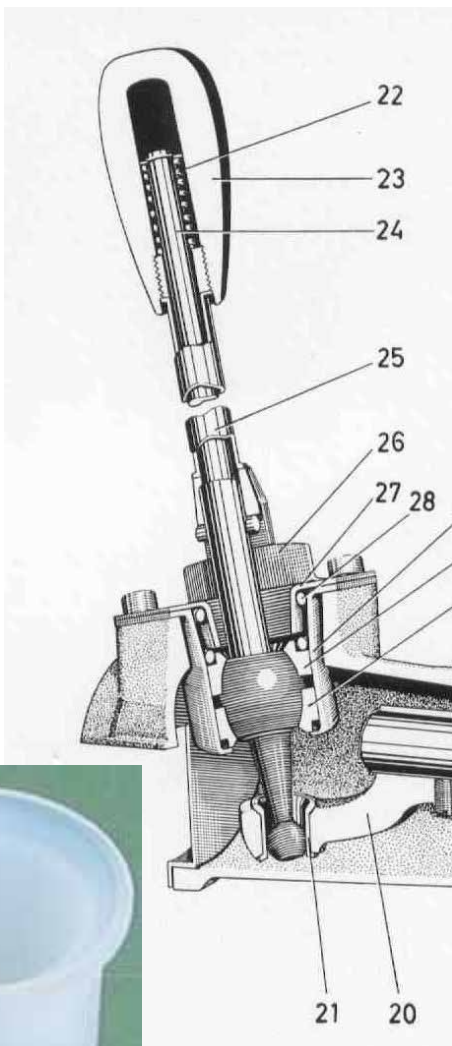
So after four very long and very expensive months Ovlov is looking like a million bucks, she's on the road, registered and after a few little mechanical hiccups drives like a dream. After sourcing some original instruments (thanks George) and an original radio (thanks ebay) I'm gradually working on the dashboard, then the Ovlov is done and coming soon to a Volvo club get together near you.

Is the gear stick in your 1800 loose and vague?

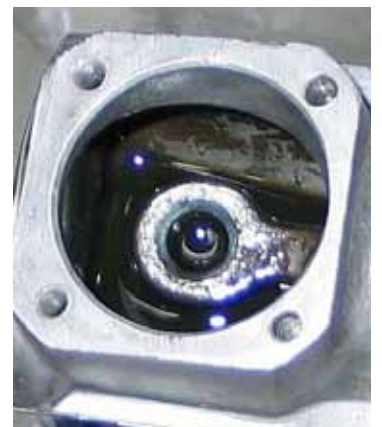
Here is an easy fix for a very loose and vague gear stick on 1800s with the M41 gearbox/overdrive.

Remove gearstick rubber boot to access the four Allen type bolts holding the plates and gear stick down. What you will see at the bottom is a nylon bush (#21 in diagram on the left) that the gearstick bottom 'ball' sits into. Chances are that this item is cracked and broken if at all still there. A new bush (\$9.00) will not break the bank and is easy to push into place. Oil at the bottom of the gearbox extension is normal. It splashes up from the gearbox. Clean up all the moving parts and coat with molybdenum disulfide grease. How easy was that!

George Minassian



Reverse lock out plate



The Prime Minister's Volvo

by David Yeomans

Owner: David Yeomans

Owned Since: 2007

Model: 1971 B20E 1800E

Type: 183352U

Chassis number: 34787

Colour : 94 (Dark Green)



I had known this car for over 27 years as it was owned by my brother Robert Yeomans from Canberra and who was also a member of the 1800-120 club in the mid 90's.

After my brother's untimely death in a road accident in January 2006, the car stayed in the garage of the family home in Canberra until I decided to buy it from my sister-in-law in July 2007, more on compassionate grounds and to keep it in the family, but still always having admired the vehicle as it was so close to it's original condition.

The car has an interesting history. It was originally sold from the showrooms of British and Continental Cars by Jerry Lister (who is probably known to a lot of members) to then Federal Politician John Gorton, later Sir John and Prime Minister.

The history of the car as I know it is:

Purchased by John Gorton in 1971, with the registration number YDE280 (ACT).



My brother sighted the vehicle at the Canberra Volvo dealership in 1981 whilst his car was in for service. Robert had owned a succession of Volvo's during this period. After discussions with the Volvo people he discovered John Gorton wanted to sell the car, and after making contact, negotiations were completed and the car was sold to my brother on the 18 Aug 1981, and was then re-registered as RY007 (ACT).

There are still today two of the original Parliament house car park stickers on the side quarter window. The odometer reading was 3813 miles. Since my brother owned the car, there is a complete history of all servicing and replacements parts.

Vince Harmer Automotive in Canberra has serviced the vehicle over the ensuing years.

Vince Harmer Automotive Services Volvo Specialist

19 Kemble Crt, Mitchell, ACT 2911

ph: (02) 6241 3851

The major work carried out on the car has been:

April 1988 a complete exterior re-spray in the original colour, and still looks good today.

September 1999, the front and rear seats were re-upholstered.

The car spent the first 10 years mostly parked in the open.

January 2002 a new radio was fitted.

A Momo wood trim steering wheel was also fitted as the leather trim on the original wheel was falling apart.

I still have the original wheel.

In July 2007 I purchased the car, with an odometer reading of 23,836 miles and after having it thoroughly inspected and serviced I drove it to Sydney, probably one of its longest trips. The first registration in Sydney was YDW92Y (NSW) and I then transferred the registration to DLY000. (NSW)

Since owning the car, I have driven it generally only on short trips, with the exception of a run to Bathurst and back as part of the Austin Healey's Car Clubs annual "Brass Monkey Run" to raise funds for charity. There were about 100 fabulous old cars attending and I found there was another P1800 also competing in the run.

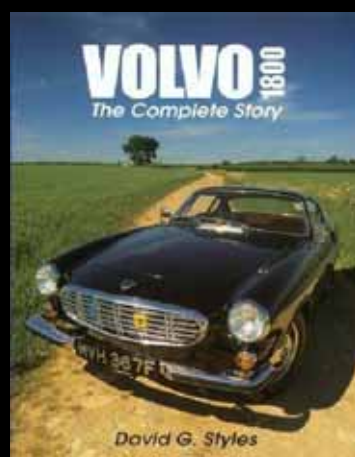
I look forward to being involved with club and catching up some time with other 1800 owners.

David Yeomans

OVERHEATING?

Do not overlook ignition timing as a possible cause of overheating. Check the thermostat and radiator cap. I had a member tell me that some generic items had been used on his newly acquired 1800 and he had trouble keeping things cool. A new correct thermostat (81 deg C) and a correct radiator cap fixed things up pretty quickly. Also, the old-timer's method of advancing the timing until there is a very slight ping in high gear on acceleration is still the best in my book and that's how I set up my cars. Fuel injected engines might be a bit fussier here.

George Minassian



Volvo 1800 - The complete Story
By David Styles

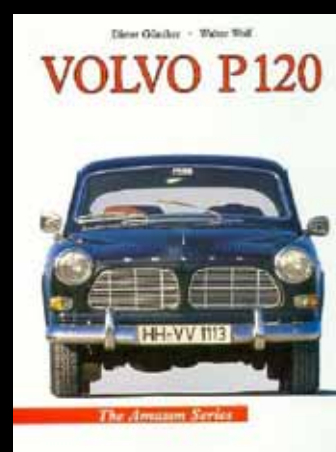
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Or

**Buy Both Books
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Cheques/money orders payable to the
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Volvo P120 - The Amazon Se-
ries
By Dieter Gunther

ROLLING EYES



Yes, yes was I that obvious....kudos to all the clever men who guessed that I in fact wrote the last article, you get a Volvo sticker!

I left you last time with the expected addition to my home of a 760, the trade off I thought may be a pair of Jimmy Choo or Milano Blahnik shoes. Well the 760 arrived believe it or not, fortunately though there were no shoes to my liking (or my incredibly high instep)!

Yes, yes I did say fortunately!

I gave considerable thought to my trade off and made the executive decision that it was high time I started collecting cars too - cars that I want to see & drive in our ever growing fleet.

Of course I waxed lyrical for some time about the cars of my dreams growing up, 1964 Aston Martin DB5, the E-type Jag....but sadly out of my league, I will just have to leave such treasures to my good friend Neil Summerson and hope that I get the opportunity to drool a little more than once in 15 years (uh private joke with Mr. Summerson sorry, and Neil, take the hint, for your next purchase – DB5 would look wonderful next to the Jag!).

Now it is probably worth mentioning that for me there are a few things in life I do not compromise on.

1. Camping? A three star motel.
2. Roughing it? Fish & Chips ON the Beach.
3. Compromising? Always, but only after I get what I want.
4. Driving? Fast, air conditioned, good stereo, comfortable and bloody nice to look at.

With these important facts in mind, together with the fact it really did have to be a Volvo, it is fair to assume I was only looking at a car made in this Century!

MIHOM (pronounced me-home) - Master In His Own Mind, once owned a 2003 C70 T5 convertible (he actually has had 4 C70's....but that's a whole other article!). This 2003 model was turquoise with beige interior, a real head turner, and drove magnificently. We had a lot of fun with that car. There is nothing quite like driving a convertible on a hot balmy night with the roof off, or during our autumn, spring & winter months. It's quite invigorating!!!!

(I won't go into details of why he sold, I have no doubt I would insult far too many people. But VOLVO if you're reading this article.....the new C70 sucks! If you want details where you've gone horribly wrong.....please.....ring me!)

So a 2003 soft top T5 convertible is now the object of my desire. Not hugely fussed on exterior colour except that the interior must be light beige or oak. So that in itself restricted what exterior colours would be available.

Well there was plenty to choose from, only problem is they are still commanding decent sort of money and quite frankly \$27-\$35K does a lot of Reno's and improvements to my place.

MIHOM (being addicted to car sales and eBay etc) soon found a couple of choices for me for the money we wanted to spend. The final choice came originally from our favourite Volvo Dealer – Pacific Volvo Maroochydore (call Tegan Hey from anywhere in Australia if you want a good deal on a new car (07) 5458-9738) – good service history, km's a little high but almost exclusively highway driving, light grey interior, black exterior, roof immaculate BUT and yes this was a huge BUT.....it's only a T!

In the meantime, MIHOM received a gift from his staff for his birthday of a Turbo Boost adjustment thingy (yes, yes gentlemen imagine me in front of you displaying a rude gesture right now, because as I write this I am hearing all your comments don't worry ☺). After MIHOM used this tiny little tool to fool the computer and allow the turbo to spool up or open up more or whatever the hell it does(rude gesture again gentlemen!) he proudly informed me there was a big difference over about 3000rpm.

Despite the fact I have no idea what he did, or what the tool was, or for that matter what the tool does, I am more than happy to report that not only was there a remarkable difference over 3000rpm, but in the lower zone, the car was far, far more responsive and it appears to have killed the turbo lag completely. Honestly it's as fast now as a T5!

Between the 2001 & 2003 models there is however, a big difference in the driving and handling. No question about it. But if MIHOM continues adding to his fleet (he just brought home a bloody 240 as well I might mention) then an upgrade may just be necessary.

In the meantime I love my toy, affectionately referred to as SWMBO. And no, my C30 is not jealous at all, she is still my little rocket!

So you see Ladies, there is a valuable trade off to everything to do with these husbands and their Volvo's. Gentlemen I hear you ask what is the trade off for you when **we** start collecting cars? Well that answer is simple my Dear Watson, there is absolutely **none** what so ever.

After all you get to play with our toy cars occasionally, after seeking permission from us first of course, you get to wash her and observe her within the home fleet. You simply cannot blame us for these simple Volvo rules which are aligned with the general rules of relationship. For men, visual pleasure is all that is required. For women, a little more effort is necessary such as kind, loving words, gifts, wining and dining.....and that's just to begin with!

Hey don't blame me; it is what it is (rude gesture, snickering, and rude gesture ☺)

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

SWMBO xoxo



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Ph. 07 55 292 512

Email: hghunt@onthenet.com.au

Club Web Site:

www.volvoclubqld.org.au

PRESIDENT

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SECRETARY/TREASURER

Helen Hunt

07 55 292 512

0414 273 663

hghunt@onthenet.com.au

ROLLING SUBMISSIONS OFFICER

Brad Wightman

magazine@volvoclubqld.org.au

COMING EVENTS

AGM – Sunday 7 February

John Dempster's place, 8 Talinga St, Mt Lofty QLD 4350 Toowoomba – bring your own meat and a plate for lunch.

RACQ Motorfest – Sunday 11 July, Eagle Farm Racecourse

Registrations will open 1 March 2010. Web site:

http://www.racq.com.au/about_us/community/events/motorfest

In 2010 we will be getting together with the 120/1800 Club of Australia to make a concerted effort to have a great display of Volvos.

In order to put in a bulk entry I will send in all entries – **so I will need a firm commitment from members including money to be paid to me by Friday 12 February 2010.**

**1800/120 CLUB MEMBERS:
SEE ABOVE EVENT!**

Volvo Club of QLD Pages

Dedicated to the Volvo Club of Queensland

WELCOME TO NEW VCQ MEMBERS:

Peter & Penny Lamb (1990 740GL & 89 740 Turbo)

Tony Boulding (2001 V70 T5)

Report from October – Springbrook visit

Only the Hunts (760SW T) and Careys (242GT) attended, but we still had a great time. The roadworks were a bit of a problem, after both cars had been cleaned and the water truck had just gone over the road. The lookouts were spectacular and I would highly recommend that you make the effort (puff, puff) to visit the Best of all Lookout. Lunch was very nice in a local café.

Correction

In the last edition of Rolling, I reported that I purchased my 940 on 30th December 2009. Obviously this is incorrect. My 940 does not have a flux-capacitor. The date should have read 30th December 1998.

Report from Xmas lunch @ Boonah

The 29 November saw Terry & Gaye Carey (123S), Vic and Eunice Austin (940), Estelle & John Dempster and Helen & Grahame Hunt (740 GL) meet on this very hot day in the Peak Crossing Park for morning tea. About 11.30 we proceeded down the road to the Vue Restaurant at the Boonah Valley Motel. Our table was out on the verandah and there was a nice breeze, which was still hot as the temperature was in the high 30s, but it was pleasant. The food was lovely and the wine for the girls was very good. After much chatting some of

us were lucky to climb into our air conditioned cars for the trip home.

740 Fun, fun, fun....

I'm sure those motoring enthusiasts among us have all experienced one of THOSE jobs on a car that is supposed to take only a hour or two and ends up taking days. I had the pleasure of such an experience in early November when, out of the goodness of my heart, I changed the transmission fluid in my parent's 1990 740GL. I had done this job several times before on both my 940 and the 740 just by following the guidelines on Brickboard: Undo the upper line at the radiator. Run a tube from the cooler to a bucket. Run the engine for a few seconds to drain out a couple of litres. Stop the engine, top up the fluid. Repeat until all the fluid has been flushed out with fresh fluid. So I did all this, took the car for a quick drive around the block and all seemed well.

The next morning I checked the fluid level to find that it was over-full. Odd, I thought. I must have been a bit "out" with my measurements but that's not happened before. I got out the drain pan and slithered under the car (shuffling around on the concrete under cars is starting to get to me somewhat but I had no idea what was coming....). I loosened off the drain plug and was greeted by a strawberry milkshake. I'll leave it to your imagination as to what I said. This was the result of the radiator-transmission cooler breaking and allowing coolant and trans fluid to mix. There was also some evidence of trans fluid in the coolant too. My disappointment (if I may call it that) was deepened when



it was calculated that this radiator was only 5 years old and was, in fact, a Volvo exchange one after the last one broke the upper hose connection from the thermostat. In contrast, the radiator in my 1991 940 is the same one that was in the car when I bought it making it at least 11 years old. Hmmm.....

So, how to fix it then??? We considered getting another radiator but, would this happen again in another 5 years? We decided to bypass the cooler completely by installing an external cooler and plugging the radiator cooler. Installing one of these is pretty straightforward and is usually recommended if one is planning to tow caravans, etc regularly. We aren't planning to do this (no towbar anyway) but it gives peace of mind to know that potentially transmission-damaging water is nowhere nearby.

Next came the job of flushing the transmission which, in total, took about 30 litres of trans fluid – an expensive exercise. The cooling system also had to be flushed but it was almost due for a coolant change anyway. So, finally the job that I originally started on a Saturday afternoon finished on a Tuesday afternoon. Would I do a transmission flush myself again? Yes, but I'll be disconnecting the line from the transmission instead (more crawling about under cars...oh the joys of it all).

As I write this it has been about 1 month since the repair and so far so good.

Brad

Volvo accessories website

I stumbled across this site recently while aimlessly searching for Volvo related sites (as I often do). It's an official Volvo site and contains .pdf versions of instructions for installing just about any Volvo accessory imaginable for most front-wheel drive models. The address is: <http://vccs.volvocars.se/accessories/ii/search.aspx> There is also a link on VCQ's website.

VOLVO NEWS:

Volvo S40 DRIVE awarded green car of the year

The Volvo S40 1.6D DRIVE featuring the new Start/Stop technology has scooped the top honour and been named Green Car

of the Year at the prestigious 2009 What Car? Green Car Awards. The ceremony took place at London City Hall on Monday night and the award was handed over by Boris Johnson, the mayor of London.

This is the yearly award from What Car?, Britain's biggest consumer automotive magazine and car buyer's guide. The Volvo S40 DRIVE beat the BMW 118d and the Renault Megane to the top spot in the Small Family category and then stormed ahead to achieve victory over all the other category winners, including the Audi A8 and MINI Cooper S, to be awarded the overall What Car? Green Car of the Year title.

Offering exceptionally low CO2 emissions of just 104g/km and fuel consumption of just 3.9 litres per 100 kilometres, What Car?'s judges praised the S40 DRIVE's unique combination of low emissions, practicality, safety and driver enjoyment as key reasons for the win.

Steve Fowler, What Car's editor, heaped praise on the car. He said: "Volvo's S40 DRIVE is one seriously appealing eco-friendly car. Its low emissions don't come at the expense of quality, safety or driver enjoyment and its great value, too. It's everything we look for in a Green Car of the Year."

Upon receiving the award, Stuart Kerr, Volvo's Regional President of Europe said: "Volvo has a strong commitment to its environmental activities and we have worked hard to reduce the carbon footprint on all our cars by focusing on health, resource utilisation and the ecological consequences right through from production, use to disposal."

"The recent launch of the DRIVE range enables Volvo to offer mid-sized cars with the same fuel consumption and CO2 emissions as competitor's small cars. For customers, this means that they don't have to compromise on anything when they choose a

Volvo. This highly important award is recognition of Volvo's desire to build the most fuel efficient cars possible," he concluded.

Start/Stop in detail

In order to reduce CO2 emissions to 104 g/km, the new S40 DRIVE have been equipped with a Start/Stop function.

When the driver puts the gear lever into neutral and releases the clutch while at a standstill, the engine switches off. The next time the driver presses the clutch, the engine starts up again. Volvo's Start/Stop system also continuously monitors the comfort levels in the cabin and automatically reactivates the air conditioning if, for instance, the temperature increases in the passenger compartment.

This innovative monitoring system has been made possible due to an additional small battery which supports the larger battery by providing extra power. Thanks to this extra battery, Volvo's DRIVE models also feature particularly quick and smooth start-up. The audio system also remains unaffected when the starter motor is activated.

This distinguishes Volvo Car's solution from other systems offered by the competition. The standard larger battery has also been upgraded to handle up to 175,000 Start/Stop cycles. The Start/Stop technology is also available in the Volvo C30 SportsCoupe and V50 Sportswagon DRIVE models.

Volvo offers a wide range of DRIVE models and joining the Volvo S40 in this fuel efficient line up is the C30, V50, V70, S80, XC60 and XC70.

Press Release courtesy Volvo Cars.

We look forward to seeing the first DRIVE models on the roads in Australia soon! Ed.



CLASSIFIED ADS: *Cars & Parts*

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

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

DON'T FORGET TO CHECK THE WEB SITE www.volvovic.org.au for recent ads and colour photos!

1981 245 wagon, red, 4 speed manual, power steering, air-con (needs gas?). Good goer. Was used regularly until reg ran out recently.



No further use. As is \$950 ono. Bill - Melb 0429 425 759

1988 240 wagon, red. 7 seater, genuine 5 speed manual (not overdrive), power steering, air con (needs gas), mags, near new tyres, very good all round condition, driven regularly. Recent new paint to



bonnet, roof and rear tail gate. No rust. Reg till Sept 2010. WB 007 plates not included. \$2,950 ONO. Bill - Melb 0429 425 759

Mags set of 5 GT Virgo style 15". Recently checked - true and straight.



Very good condition but could use paint. \$300 ONO Bill - Melb 0429 425 759

Mags and tyres. Set of 5 GT Virgo style 15" with 4 as new Falken



205/60R/15 radials (only 5 months old - worth over \$600) \$800 the lot. Bill - Melb 0429 425 759

Personal plates - Vic - RE 245.



\$175 Bill - Melb 0429 425 759. Purchaser to pay transfers.

Wanted: Set of 4 or 5 plain Volvo wheels 15" diameter and 4.5" width. Part No. 657838 (4.5" from early 1800 coupe) or Part No. 662842 (4.5" from early 122 station wagon). Contact Hugh Shorten. 0448 503 487 or (02) 4448 8265 or email hughshorten@bigpond.com

1973 1800ES. 144,000 miles. \$12,500 ONO. Metallic Blue with Black Leather Interior (Brand new leather seats). Automatic Transmission, Fuel Injected.



Bought in NSW in 2001 and trucked back to Melbourne. Garaged and driven only on weekends. Great opportunity to own this rare classic. Does have some rust that needs attention, otherwise in pretty good shape. Mechanically sound and well serviced at P1800 specialist Voldat. Car is in Melbourne. Please Contact Campbell 0412 059 222 or email carm.morris@gmail.com

2 Lambswool seat covers to suit 1984 Volvo 240 front seats. Beige. Very good condition \$120. Peter (03) 9766 4014 or 0408 567 335

WANTED: 1966 1800S. Looking for a 1966 P1800 in good running condition. Must be a '66 model with minimal rust issues. Prefer a registered roadworthy model but all options would be considered. Please email Wayne on Alnawara@gmail.com or phone 0409-58 11 77

1966 122S 4-door. Originally purchased in Sydney 1966 then acquired by 2nd owner (an automotive engineer) in 1967, brought to Qld and still has the same reg. plates. Bare metal repaint in original light blue colour (089) 7 yrs ago (photos avail) and still with virtually all original trim and



brightwork including rare factory headrests. Strong B20 motor with 33,205 miles since an overhaul when installed. The original B18 (unrestored) can go with the vehicle if required as well as boxes of bits. Asking \$9500 for this lovely vehicle. Also for sale a set of red & white seats and door cards for a 1959 122 4dr - make an offer they need to be owned by someone who will use them. Contact John Roger 0405 543210 or email j-pr@write.me.com

1980 264GLE (AWI 555) Excellent condition. Registered until August 2010. Green metallic with tan cloth



interior. California front. Comes with heaps of spares including 2x extra engines, transmissions, fuel injection & electrical parts, relays, brakes, exhaust, etc. Selling as a package deal. \$4500 ono. Located in Doncaster. Phone Daniel on 0419 522 465.

Collection of Workshop/Service Manuals for sale:

Volvo 140 manual Haynes. Very good condition. \$10
Volvo 240 1975 factory service manual (needs binding repair) \$10
Volvo 164 factory service manual (tape repaired cover) \$10
Volvo V-6 factory service manual & supplement (very good condition) \$10 pair.

JOHN FLEMING (03) 9877-7754
email: oldercarrepairs@bigpond.com

Parts Galore for 142, 144, 145 or 164. I have complete cars ranging from very good condition to restorable body shells. Years starting from 1969 to 1974. Plus lots of parts for all models. Give me a call - I should have what you want. Melbourne. Ph Heino 0425 705 045

VOLVO CLASSIC CAPS. Logo is the original side pillar badge fitted to the Jensen P1800. Two styles are available: ADULT-Dark blue



crown with tan suede peak & button, badge is dark silver on light silver with yellow & blue shield insert as the original car badge. CHILD-Black crown with yellow peak & button/vents, badge is yellow with yellow & blue shield insert. \$15.00 each plus posts and pack. 1 off Cap \$15.00 + PP \$5.00 = \$20.00; 2 to 3 Caps \$15.00 each + PP \$7.00. NOTE: For international post OR 4 or more hats postage email for quote. Phone enquiries: Jan 041 251 78 48 or SMS your email. If you want a colour pic or order Email- volvocaps2000@yahoo.com.au

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

DVS Volvo 240 strut tower to tower brace. Suit B21/B23/B230 powered 240s. Includes 5mm steel top plates, adjustable rod-ends, 25mm OD chrome moly cross bar and high tensile fasteners. Powder coated in charcoal metallic pearl. \$210.00

DVS Volvo 240 aluminium checkerplate sumpguards. Bolt up in place of the original plastic belly pans. Designed for motorsports usage. Made from 2mm thickness (4mm high ridges) aluminium checker-plate and will fit all 240 series Volvos. \$99.00

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

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

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

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

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

DVS Volvo 850 & P1 x70 aluminium checkerplate sumpguards. Suit 850/C70/S70/V70 cars from 1993 to 2000. Bolt up to the subframe rails using machine screws supplied. Pre-

drilled holes for the machine screws and an opening for the sump plug. \$215.00

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

VP Tuning Updates:

TME/Simons exhaust/downpipe order has arrived!!! Well, after a long journey the exhaust kits have finally arrived and will be cleared by customs in January. Most kits have been allocated but we still have some of the 850/X70 turbo kits. All of the 850 kits are now TÜV certified, meaning they are approved to be sold worldwide. For up-to-date price or to reserve your kit please give us a call.



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

See the Victorian Events Calendar for information on the proposed September 2010 TME visit, and contact Mark if you're interested.

Mark Richardson, VP Tuning
0403-814-545

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VOLVO CAR CLUB OF VICTORIA

Membership Application/Renewal

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



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

<p><u>Membership Type:</u></p> <p>() Adult Membership (\$40)</p> <p>() Student/Pensioner (\$20)</p>	<p><u>Payment Details:</u> Amount paid \$.....</p> <p>() CHEQUE () MONEY ORDER () OTHER.....</p> <p>() DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria BSB: 063-564 Acct. No. 10014322] (Include transfer receipt with form)</p>
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<p>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</p>	
<p>Signature</p>	<p>Date.....</p>

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

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



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Allan Mackay Autos

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<http://dealerpages.volvocars.se/au/en/dealerpages/5142/default.aspx>

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Telephone: (02) 9412 7555
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www.bellbowriemotors.com.au/

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Liverpool NSW 2170
Telephone: (02) 9828 8123
www.peterwarren.com.au/index.php

Purnell Volvo

996 King Georges Road
Blakehurst NSW 2221
Telephone: (02) 8558 7000
www.purnellmotors.com.au/page/volvo.html

Southern Classic Cars

115-119 Princess Highway
Fairy Meadow NSW 2510
Telephone: (02) 4254 2000
www.southernclassiccars.com.au/

Trivett Volvo - Parramatta

70 Church St
Parramatta NSW 2150
Ph: (02) 9841 4115
www.trivett.com.au

Trivett Volvo - Eastern Suburbs

75 - 85 O'Riordan Street
Alexandria NSW 2015
Telephone: (02) 8338 2615
www.trivett.com.au

Woodley's Motors

200-208 Marius Street
Tamworth NSW 2342
Telephone: (02) 6763 1500
www.woodleys.com.au/Volvo

NORTHERN TERRITORY

Darwin City Moteur

34 Stuart Highway
Stuart Park NT 0820
Telephone: (08) 8946 4444

QUEENSLAND

Austral Volvo

773 Ann Street
Fortitude Valley QLD 4006
Telephone: (07) 3248 9488
www.australvolvo.com.au/

Pacific Volvo

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

Southern Cross Volvo

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

Southside Volvo

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: Lance Phillips' 242GT pictured at the 2006 National Rally display day in Inverell.
Congratulations on your retirement Lance - we look forward to many more years of your participation in Club events!

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