

ROLLING

AUSTRALIA

No. 190

May/June 2010



Member Magazine for the Volvo Clubs of Victoria, South Australia, Queensland, New South Wales & 1800/120 Club of Australia



1800/120 CLUB AUSTRALIA





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Volvo MY2004 S60R 4 Door Sedan Trans 6 SP MANUAL Km 127,224, colour Flash Green Metallic with Aacama Aniline R-Line Sports Soft Leather Seats. Comes FREE with 3 year unlimited KM AWN warranty and 1 year roadside assist, Vic rego, RWC, fully detailed, fully serviced, safety check. Rego SYX121 **Price: \$27,990 DRIVE AWAY**



Volvo 1995 850 T5-R 4 DOOR Sedan: Trans 5 SP MANUAL, Km 162,498, colour Cream Mustard Yellow Solid with black leather. Comes with 1 year unlimited KM AWN warranty and 1 year roadside assist, Vic rego, RWC, fully detailed, fully serviced, safety check. Rego NHH751 **Price: \$13,990 DRIVE AWAY ONO**



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 1 year roadside assist, long Vic rego, RWC, fully detailed, fully serviced, safety check. Rego PFN213 **Price: \$4,990 DRIVE AWAY ONO**

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ROLLING AUSTRALIA

May/June 2010, Issue No. 190

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

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for standard ad rates & other ideas

DEADLINE FOR SUBMISSIONS

Next edition deadline is
10th June 2010

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Coming up in Future Editions:

- Dutch Volvo Happening 2009 Report
- More Volvo *Imagineering*
- Dion's Story: Part 3
- Adding Cruise Control to your P1800
- Andrew White's Targa Diary & 122 Build
- Peter Soko's C30 Road Test

ON THE FRONT COVER: MTE's 600 horsepower (!) S60R. See related story and photos in this edition.
Thank you Mark Richardson for the translation.

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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.

MAY 5th (Wednesday)

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

MAY 16th (Sunday)

Family Club Run 9:30AM. Start Point: Tyabb Melways 148 H10. Directions: Take Frankston-Flinders Road off Mooroduc Hwy at Melways 106 G1 or from Dandenong take Dandenong-Hastings Rd & turn right at Melways 149 D8 to head into Tyabb. Meet in grounds of Tyabb Packing House Antiques near railway line from 9.30AM. Plenty of time for a look at antiques & have a brew. There is a cafe in grounds or short walk to main street of Tyabb for morning tea. Depart Tyabb at 11AM for scenic tour of peninsula arriving at Arthur's Seat for lunch around 12-12.30 and visit to Car Museum after lunch. Return home at leisure.

JUNE 2nd (Wednesday)

8:00PM Night Meeting. Guest Speaker: LSC Nick Matthews from The Police Centre for Driver Training and Traffic Studies. Nick will cover items such as: Vehicle modification requirements, General roadworthy requirements, and Usual defects found. Come along for what should be a great presentation!

JULY 7th (Wednesday)

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

AUGUST 4th (Wednesday)

Night Meeting: ANNUAL GENERAL MEETING. Free pizza dinner for all members at 7PM. AGM starts at 8PM. All office positions will be declared vacant, and the committee for the next year will be elected by members in attendance.

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.)

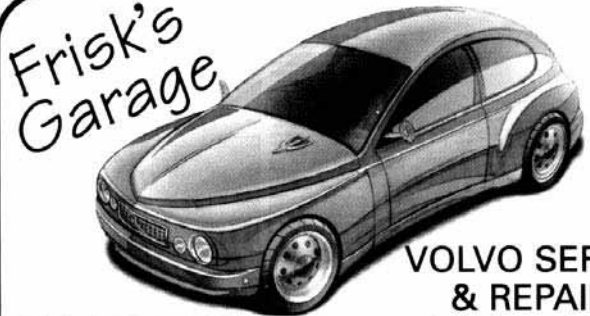
SEPTEMBER 4th (Saturday)

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:

BELOW: The happy newlyweds Ben and Tina Nowatzky (on left in photo). See Heino's wedding report.





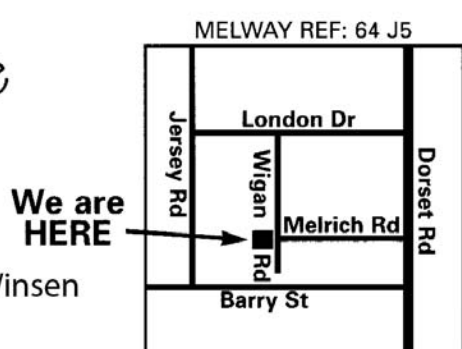
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Michael Van Winsen
Owner



President's Report

Now Hear This: Volvo Wedding

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I would like to congratulate Greg Sievert for Edition No.189, which became the first National magazine, representing the Volvo Clubs of Australia. I get lots of feedback from members all over Australia saying that they look forward to receiving the magazine and seeing what everyone is up to. I remember my first term as president and the struggle to get the magazine printed and distributed. We spent a whole night with most of the committee labelling and bagging the magazines and putting them into bundles for the post office. Often the post office would change the rules and we would have to re-bundle the magazines before they would accept them. Greg not only edits and compiles the magazine, but also both he and Wayne, with sometime support from Thorben and Dion, label, bag and bundle the magazines for postage throughout the world.

As I mentioned in the last magazine, we have had a wedding, a Volvo wedding. My daughter, Christina (Tina) married Ben (Cailean) Winkler on Saturday the 20th March 2010 in Launceston's Cataract Gorge. Tina and Ben met, or first saw each other, at our annual Volvo Club Display Day in 2005. I think the whole Victorian Club has had some influence in bringing the two of them together (they are both rather shy and she didn't get that from her father). The wedding was a fairytale for Tina and everything went well. I know I'm biased but I think she was the most beautiful

bride ever, but judge for yourselves, we have included two photos (duly authorised by Mr and Mrs Winkler). One photo features the new Bride and Groom with Best Man Adrian Medbury and Maid of Honour Anita Webber (my Niece, Tina's cousin). The other photo is the Volvo V70 wedding car. Of note is the fact that the wedding date was exactly five years to the day they first met each other.

I don't feel that I have lost a daughter but rather that we have gained a son. Mr and Mrs Winkler are both on the committee and I guess we will need to amend the magazine this time to reflect Tina's new surname.

We spent 15 days in Tasmania and thoroughly enjoyed ourselves. We also made a lot of new friends and people were just coming up to us and wanting to look at the V70 T6. One gentleman came up to us as we were waiting to board the ship on the trip over to Tasmania and explained that he had owned Volvos all his life but sadly could no longer afford to own one. He was thrilled when I showed him the V70 and in the two weeks we saw him quite often in all the usual tourist



sites. He would always yell out "I hope you are looking after my car for me". He was on the same ship when we were returning to Melbourne and made his way through all the cars to check out there was no damage on 'his car'. We had a Model T in front

of us on the ship and I got to talking with the owner while we were waiting to disembark. Interesting fact, they use Volvo overdrive boxes in the Model Ts for the long distance drives.

Thanks to all those who have contacted me about the 240 Stretch Limo. *[For those who don't know it, Heino's nickname is Stretch, so it's fitting! Ed.]* I haven't had it assessed for repair as yet but John Fleming and John Keane tell me they have the right person for the job. Today Dion and I finally got the 164TE right. We have been experimenting with different springs to get the right height, comfort and handling compromise. It was almost a case of Goldilocks and the three Bears. You know, too hard, too soft and now just right. Happy with the suspension I gave it another birthday with new 8mm spark plug leads. Wow, it's like a new car.

Chris has finally decided to drive the V70T6. It has taken 12 months of ownership for Chris to get the courage to drive the beast (considering she had an 850R and drives the S70R it is not because she is unable handle a turbo). One of the big pluses with the V70T6 is that the car can be coded to individual keys so the seats, mirrors and even radio can be customised to each key, so no more wasting time adjusting everything between drivers.

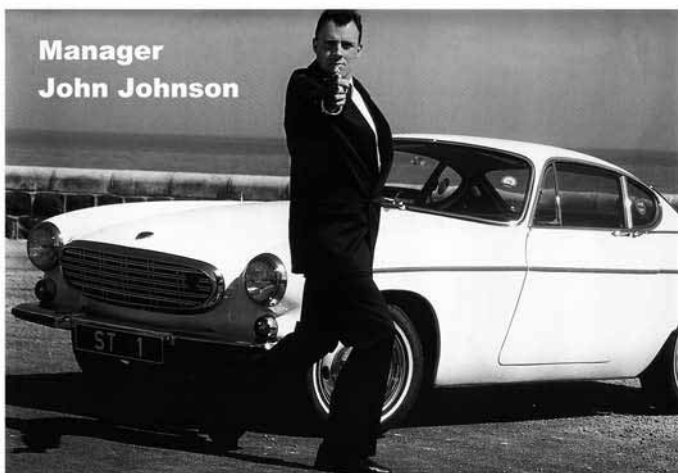
Don't forget the National Motoring Heritage Day on Sunday 16th May 2010. *Until next time, Heino Nowatzky*



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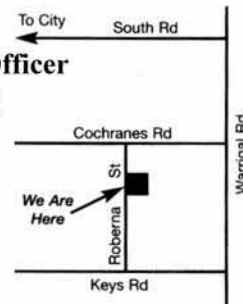
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The Editor's Desk:

Slow Progress

GREG SIEVERT

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Welcome to the May/June edition of Rolling Australia. This edition is full to the brim with interesting stories, tech tips and club events coverage. I'm sure everyone will agree that the addition of the NSW club into the fold has added interest to the magazine. Did everyone reply to Julie's Volvo Driver Questionnaire in the NSW section last time? If not, you have another chance! As you can see from my "Profile" [thanks for publishing it Julie! ;)] there must be a lot more exiting and interesting Volvo folks out there, so have a go! John Fleming has provided an article about the early car steering boxes (122/1800/140). If you have one of these cars, it's a must-read, and it really highlights the need to regularly check the oil level in the steering box. Shame on me - I need to check mine before the next drive, but it's a bugger to get to under the A/C compressor on my LHD 1800ES.

Before I forget - thank you to the "magazine crew" for helping apply labels to the previous edition of Rolling. From left to right in photo: Thorben Hughes (who also picked up the mags from the printer), Wayne Bowers, Sandra & Walter Gowans, and finally me in the goofy hat. It



was a beautiful day for it at our Yan Yean Reservoir picnic (story and photos in this edition of Rolling).

The sale of Volvo to Geely has finally been confirmed. As I write this I'm awaiting an article from Volvo Australia (if it doesn't make it into this edition, then watch for it in the next). I'm sure it's been a tumultuous time

for the employees of Volvo worldwide, so it's good to finally have a conclusion to the Ford chapter, and a new and exciting beginning with Geely at the helm. The Chinese auto industry is on fire at the moment, and there's no sign of a slow-down. The car ownership rate in China is something like 2-3%, compared to around 75% in Australia and nearly 90% in the USA, so you can bet the growth of car sales in China will continue. As the Chinese become more affluent, it opens up a huge market potential for luxury car companies such as Volvo to greatly increase sales volume. This in turn will have a benefit on the economies of scale, which should enable Volvo to have a quicker product cycle and more models. Great news for everyone!

I've been making a bit more (SLOOOOOW!) progress on the 240 EV project. Thank you Dion for hauling around my wheels and tyres in the back of his V70 and getting the



tyres fitted (eBay special - I bought a full set of new take-off wheels and tyres and used the tyres only - anyone need a set of new C30 T5 17-inch wheels? If so, let me know!)

I designed up the motor-to-gearbox coupler, and that's now at the machine shop being fabricated (thank you Ash Davies of DVS for recommending Rav's Engineering in Keilor East). I also searched high and low for a prop-shaft for a 4-speed manual (NO overdrive) 240 with the large tube diameter and large flanges. I guess this is quite rare as I had no luck at multiple wrecking yards, but finally found one at Berry Motor Group/Volv-Rek (thank you Graeme for "donating" to the



cause!) The final piece of the driveline puzzle is the motor mounts. Member Kevin Holden was kind enough to give me a couple mounting brackets from a V6 which suit the EV motor due to their symmetry. I've fabricated the motor-side mounting system, which now just needs a bit more work and some

welding. I have a welder, but I'm crap at welding (and I think the gas bottle is empty!) so time to head to the welding supply place for another, and possibly get a "real" welder to do the job.

I guess I was somewhat inspired as I attended an EV Working Group meeting (sub-group of the ATA - Alternative Technology Association - www.ata.org.au) a few weeks ago. The meeting was held at Swinburne's Hawthorn engineering campus one evening, and the room was packed. I'd say at least 50 people in attendance from all walks of life. There were stories from people who have already converted their cars, hardware vendors, engineering lecturers, etc. They also had a couple small vans (Holden Combo and Citroen Berlingo) that were converted to EVs. We also sort of went around the room in an "Alcoholics Anonymous" format telling about what our projects were. "Hi, my name is Greg, and I'm converting a Volvo 240 wagon". I must admit it was a bit daunting knowing that the preference is to convert tiny light-weight s**t-boxes, but nobody laughed, so I was reassured! I met a guy who has converted a BMW 3-series, and his car is about the same weight as the 240. He has good range and acceptable performance, and I gleaned some info from him on how he made his motor coupler. Wayne is now charged (excuse pun) with determining the best batteries for the job. We're still leaning towards the expensive, longer-range lithium batteries, but will do one more sense check on a lead-acid, short-range version. Maybe I'll have the motor installed by the next edition of Rolling!

I was hoping to be the first one to convert a 240 wagon (in the world?) but I see there's another guy

in Europe who is working on one - same year and colour! See photos from the web site www.diyelectriccar.com/garage/cars. He's using an AC



system (vs. ours being DC), and he's going to have a lot more batteries, so he should have a great driving range between re-charges. In addition to the conversion, he's undertaking a complete restoration of the car (including full re-spray). Electric Volvo conversions are popping up everywhere. In addition to ones I've already mentioned in previous editions (mostly found on <http://evalbum.com/>) I recently discovered a 544 in the USA (also pictured)



and a 440, and there's a 960 that's been converted out in WA (web site <http://www.evworks.com.au/vehicles.php?id=6>) that has retained power steering and A/C in addition to all the usual Volvo 960 luxury features.

Thanks again to everyone who



has contributed stories and articles for the magazine. I still have a backlog to get through, and in some cases I've even had to reduce the font sizes slightly to fit stuff in. I guess it's better to have too much to fit in than not enough. Keep it coming and I will use it for a rainy day!

Regards,

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Email: greg.sievert@gmail.com

WELCOME NEW MEMBERS!

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

Frank & Patricia Caulfield
(S90, 740GL 5-speed)

Mr & Mrs Lorenzo Nuti
(V70, 265 GLE)

Shane & Jackie Falls (122S)

As of April 2010, the club has 178 members, with 11 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 BEAVIS
0402-203-437 (AH)

This month the Treasurer's report is short. Little has been happening on the finance front. The balance in the bank as at, 7th April was \$2,320.57. For the period 4th March to 7th April inclusive there was total income of \$556.72. This consisted of \$100 in memberships, and the balance of \$456.72 was for magazine contributions (from one of the other

Volvo clubs). Total expenditure was \$1793.81, of which \$1350 was for printing of Rolling, \$433.81 was postage and delivery of Rolling and \$10 was for bank fees.

The net result for this period was: negative \$1237.09.

Happy motoring.

Adrian

CONGRATULATIONS: Silverstone Volvo 2009 Dealer of the Year!

Volvo Cars Australia (VCA) recently awarded the prestigious "Dealer of the Year 2009" title to Silverstone Volvo, Doncaster, Victoria. Congratulations to the team at Silverstone. Photo shows Dealer Principal Tony Nuccitelli (left) receiving the award from VCA Managing Director Alan Desselss.



MTE SWEDEN

Upcoming Australia visit

Mark Richardson - VP Tuning
0403 814 545

MTE Performance Sweden has been developing computer software to increase power in Volvo turbos since the early 1990s. Keeping a strong focus on safety and reliability is extremely important for the engineers at MTE.

In Australia VP Tuning has been using MTE's software to upgrade ECUs since 2002. There are numerous happy customers driving around with MTE upgraded Volvos.



Not only the unparalleled performance and drivability of the MTE stage 1 software, but also the flexibility of being able to get

more future custom stage upgrades down the track are big key points in choosing MTE software over the competition.

MTE is very keen to visit Australia (for the first time) and VP Tuning is trying to organize a visit round about early September 2010. We hope to be able to organize night meetings at Volvo clubs where Marco, founder of MTE, will talk about MTE and a technical day where he will do the upgrades. You will need to make an appointment for the upgrades.

Melbourne will be first pick for the happening, but with enough interest from Volvo turbo / Ford Focus XR5 drivers looking to upgrade the ECU, other cities will be looked at as well.

At the moment we are thinking of at least 10 cars and in return we hope to offer some nice deals. Keep in mind this is probably the best bet in getting MTE to do a personal custom tune for your car, or check up if required.



If any of the out of state Volvo clubs are interested in getting Marco over for a night meeting talk on MTE's work please let me know as well so that we can fit it all in with time / possible tuning.

So please show your support and jump on board!

Contact Mark from VP Tuning on 0403 814 545 if you are interested and he'll keep you informed about dates and prices.

Mark

Twice the power! MTE's S600RS

MTE's ongoing project is based on an S60R manual called S600RS (rennSport, which is the German term for track racing). MTE calls it a 'test-mule' because a lot of the real life tests of the extreme tune stages are first tried on this car. While visiting Sweden last year in October,

Marco picked me up in this car; test wires and modules everywhere to register all possible information needed to make the best hardware and software in order to safely reach the required HP.

MTE now offer this kit as a reliable 600HP kit. For the future there are now ongoing investigations at MTE R&D for a 700HP upgrade of the 600RS as an evolution after creating successful 500HP and 600HP kits.

The power of this monster is at the moment regulated at 600HP. Yes indeed, regulated as the turbo fitted is able to produce at least a few 100s HP more!

The power is measured and verified on a Rototest dyno (a Swedish patented invention) which bolts direct on the wheel hubs and uses strain gauges for very accurate readings.

The base engine is still the 2.5 liter 5 cylinder but slightly downsized and seriously modified with a reinforced block, stronger conrods, new pistons and camshafts.

Driveline is pretty much the same except for a heavy duty clutch and limited slip differential at both front and rear. The

Haldex AWD system has been reprogrammed. Factory Volvo setting has a max of 30% to the rear (still leaving 70% to the front) unlike MTE's S60R which has a ratio of 50% to the rear available instantly when desired by the MTE'd Haldex ECU. This is done to reach the best possible traction balance to the ground.

The Holset turbo delivers (depending on outside temperature) approx. 1.8 – 2 bar (26-29 psi in Aussie terms). Max power of the turbo is between 5000 – 8200 RPM, so high in the rev range. It is one of the reasons why MTE is thinking of the next exciting project for this car: to combine the massive turbocharger with a supercharger to build up power / torque in the lower

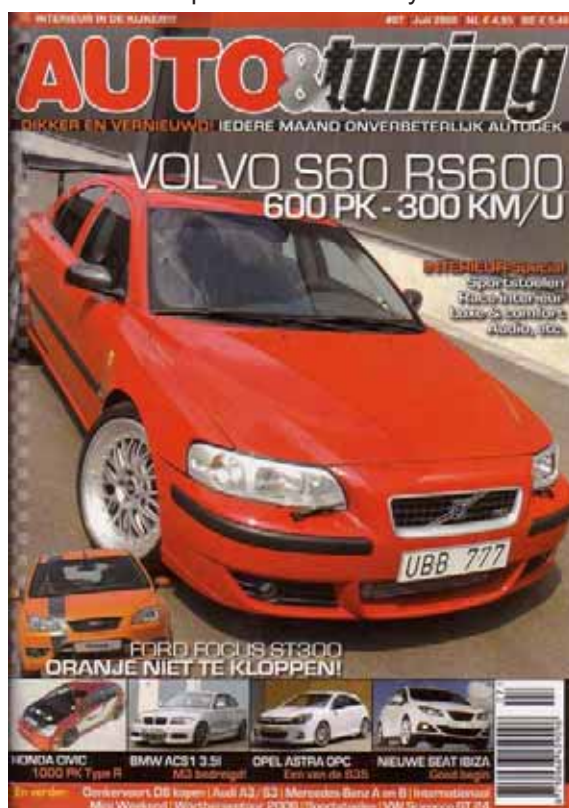


rev range. Power output will still be controlled at 600HP+

Both the 2 small Volvo intercoolers have been replaced with one 'big' aluminium type and combined with Aquamist water injection which is sprayed into the inlet manifold to raise the knock resistance of the engine, effectively increasing the effective octane rating of the air/fuel mixture. This means higher performance!

Opening the bonnet reveals some differences compared to the 'standard' R. The plastic intake pipe has been replaced by a thick aluminium tube as the bigger turbo is so powerful it will create a huge vacuum and the plastic tube will collapse. The intake tube diameter is 3x the size just to make sure there is enough fresh air being sucked in!

We clearly see the Aquamist set up and still the many wires and





sensors!

All very impressive, but what's it like in daily life?

Well once seated (ignoring the test stuff) turn the key and the engine comes alive, all sounds quite normal, just a slightly deeper exhaust note than the standard R exhaust.

TME has customized their own stainless steel sport exhaust system to suit this S60RS. No big 'rice burner' exhaust end pots, but just 2 humble endpipes with the genuine R rear bumper.

Once on the road put your foot down and all behaves very nice 'til the magical 5000 RPM line, after that..... well just hang on for dear life as the beast catapults to the red line of 8250 RPM.

This was demonstrated to me a

few times on the freeway from the airport to Stockholm (where MTE is based). This section of freeway has a limit of 90 km/h, but not these few times!! This car still accelerates substantially over 300 km/h!!!

The 6-speed manual gearbox is still standard and only the heavy duty Sachs clutch kit and limited slip differentials assist with the transfer of power. In 3.6 sec. we reach 100 km/h: that's a good 2 sec. faster than the standard R.

For optimal power to the road, Pilot Sport Cup slicks from Michelin are fitted. Size 265/30R19 fitted to nice lightweight BBS racing wheels. To house these 19" wheels mods have been done to the guards giving it a somewhat beefier look. The suspension system has been radically redesigned by MTE engineers in cooperation with Isherwood Engineering (the latter stands behind Rickard Rydell's recent WTCC success, Toyota F1 handling, and Öhlins Racing development). All this power needs to come to a stop sometimes (unfortunately) and that's why the brake system has undergone some mods as

well. The front discs have grown to 355 mm with 4-pot Brembo calipers while on the back only the discs have been replaced.

One of the interesting things of this R is that you can still drive it 'very normally' to the shops / RSL or bowls club even though you have a race car potential under the bonnet, but when you unleash that part be sure that your straw hat won't be on your head or even the parcel shelf as it will be stuck on the rear window!!! (smiley icon)

For more 'milder' Volvo performance upgrades we can cater right here in Australia.

Article translated by Mark Richardson and reprinted with kind permission of MTE Sweden.



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VIC Events Coverage

Annual Display Day - AOMC Classic Showcase Flemington - Sunday 28th February 2010

The club had our annual Display Day on a beautiful but slightly windy Sunday in late February. We had 38 cars on display, including the S80 V8 (which Lance drove - graciously provided by Silverstone Volvo). Last year we had 40 cars, so numbers are steady. It would be great to have double that number next year! Great effort by several families (Nowatzkys, Hoffmanns and Icetons) who continue to show up with 3-4 cars. Some of us seem to struggle to get one car cleaned up and to the display on time! [Thorben was only a year and 3 hours late as he had

ambitiously intended to have his GLE at last year's display day. Great effort Thorben and it was worth the wait to see your gorgeous car with its seductive lipstick red paint - almost looked like it was still wet the shine was so good! With Mark Hoffmann's recent meticulous engine bay detail job on his 240GLE, the 240 class is definitely hotting up for a battle next year - watch this space! Even if somebody pulls a 240 out of a time capsule fresh from the factory floor, it would



have a tough time competing with Mark and Thorben's cars... but it's not all about friendly competition - we all enjoy drooling over these fine Volvo examples.] It was also good to see

young Chris Perkins with his (and dad Phil's) efforts showing on the red 123GT. Nice also to see new member Fiona Hitchcock's "Ruby" red 164E - we look forward to a

VOLVO CAR CLUB OF VICTORIA INC RESULTS OF PEOPLE'S CHOICE VOTING ANNUAL SHOW AND SHINE SUNDAY 28th February 2010

120 Amazon & PV Class:

1st: 03985H - Chris Perkins - 123GT Red

P1800 Class:

1st: 727GP - Walter Gowans - P1800E Blue

2nd: LPI800 - Lambert Marder - P1800 Red

144/164 Class:

1st: 03477H - Mark Icton - 145S Blue

2nd: KJP811 - Len Ward - 144GL Red

242GT/262C & 242 Series Class:

1st: AUS262 - Doug Miller - 262C Gold

2nd: 03471H - Mark Icton - 262C Gold

240/260 Series:

1st: MK240 - Mark Hoffmann - 240GLE Blue

2nd: 03961H - Thorben Hughes - 240GLE Red

740/760 & 900 Series Class:

1st: PH940 - Peter Hoffmann - 940GLE Burgundy

2nd: VOL940 - Peter Anderson - 940GLE Wagon White

Small Volvos 300/400 & S/V 40:

1st: GUDRUN - Gudrun Hoffmann - S40T Grey

850 & Later Class:

1st: PDY120 - Graham Berry - C70 Purple

2nd: AT5R - John Johnson - T5-R Yellow

Modified Class:

1st: CH9370 - Greg Sievert - 1800ES Yellow

2nd: QBC607 - Wayne Bowers - 240GL Supercharged Silver

Encouragement Award: Selected by Club President
Thorben Hughes - 240GLE Red

Most Typical Volvo: Selected by Club Committee
Marie D'Silva - 1986 240GL Sedan - Burgundy

Master Class: Selected by Guest Judge Mark Richardson
Walter Gowans - P1800E Blue



DISPLAY DAY CAR LIST & PHOTO NUMBER

#	Rego	Model	Colour	Owner
1	03985H	123GT	Red	Chris Perkins
2	ST1	P1800S	White	John Johnson
3	02863H	P1800	Red	John Huggard
4	LPI800	P1800S	Red	Lambert Marder
5	727GP	P1800E	Blue	Walter Gowans
6	UWV363	1800ES	Yellow	Walter Gowans
7	CH9370	1800ES	Yellow	Greg Sievert
8	N/A	144	Yellow	Simon Barnett
9	KJP811	144	Red	Len Ward
10	03477H	145S	Blue	Mark Icton
11	UQR574	164E	Red	Fiona Hitchcock
12	CH9561	164E	Gold	Christine Stanford
13	PFT957	240GL	Burgundy	Marie D'Silva
14	CIO495	240GL	Green	Adrian Beavis
15	QBC607	240GL Supercharged	Silver	Wayne Bowers
16	MK240	240GLE	Blue	Mark Hoffmann
17	03961H	240GLE	Red	Thorben Hughes
18	XMQ856	240GLE Wagon	Gold	Mark Icton
19	WRV592	242GT	Silver	Eric Ullner
20	FJK999	242GT	Silver	David Raynor
21	03471H	262C	Gold	Mark Icton
22	AUS262	262C	Gold	Doug Miller
23	WNN320	760	White	Alex Isaac
24	TE940	940GL	White	Travis Ellis
25	PH940	940GLE	Burgundy	Peter Hoffmann
26	VOL940	940GLE Wagon	White	Peter Anderson
27	RCJ488	960	Green	David Raynor
28	GUDRUN	S40T	Titanium	Gudrun Hoffmann
29	OCK871	850T5	Silver	David Spratt
30	AT5R	850T5R	Yellow	John Johnson
31	WYA896	C30T5	Grey	Brian Beecham
32	PDY120	C70	Purple	Graham Berry
33	WIJ877	S70	Silver	Peter Digby
34	XES890	S70T5	Silver	Wendy Icton
35	OVE096	S70R	Blue	Heino Nowatzky
36	WJV060	V70T	Charcoal	Dion Nowatzky
37	SZW144	XC70	Gold	Neil McDonald
38	XMH564	S80 V8	Charcoal	Silverstone Volvo

report from Fiona on the experience of driving veterans in the Anzac Day parade in Melbourne. Brian and June Beecham had their new C30 T5 on display, and it's good to



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hear Brian's ideas on how he can make some subtle improvements to the Volvo to pick up where Volvo's engineers left off. For some of us, tinkering is a passion (or a disease?) and if we can't do something to the car to put our signature on it, we're



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not happy.

We had the usual gourmet



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sausage sizzle and actually had some food left over this year, so nobody can complain about going away hungry! The wind did make cooking a bit of a challenge - we need a draft excluder around the BBQ. One of the Volvo display flag poles also snapped in the wind - luckily it didn't come crashing down on somebody's car! Thank

you Mark Richardson for being the Guest Judge, Greg and Wayne for organising the food, Heino the beverages, BBQ trailer, certificates & entry forms, Dion and many others for assistance with cooking and clean-up.

See display car list and People's Choice voting results for the full details. This year we had a lot more newer cars, and numbers of 120s and 1800s were down quite a bit. And where are those new and/or younger members with modified cars? Only 2 cars in the modified class (Greg's ES and Wayne's

supercharged 240 - driven by Kevin Holden) - there must be a lot more out there based on reading the Turbobricks forum! Regulars Ash Davies and Ben Winkler were



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weather for the day, and we found quite a secluded picnic spot down near the lake. We did get told-off by the park ranger for parking on the nature strip, so lesson learnt is to park in a more well-defined parking area! It was a pleasure to be able to meet

be willing to take on organising one of these monthly outings - if you're interested, please contact one of the committee members so we can add it to the calendar of events.

notably absent in the modified class this year due to other commitments. A reminder to new members - the display day is for all Volvos, not just old/classic or modified or "rare" - bring your daily driver and proudly display it at next year's event. The more the merrier.

Yan Yean Reservoir Picnic Sunday 14th March 2010

There's been a desire by many club members to organise a monthly drive/outing to be able to get our cars on the road and meet up with other club members. Our first such event was a picnic at Yan Yean reservoir, co-organised by John Fleming, Walter Gowans and Philip Perkins (who was the ringleader?) We had a nice roll-up of about 10 cars (mainly 1800s and 120s, but also Len's 544 and Thorben's 242GT) and at least 20 people to the picnic. We couldn't have asked for better

Peg Murray, a long-time member and 122 owner. Peg doesn't drive much these days, but her nieces are keen drivers and are more than willing to take Peg out for weekend drives in the 122. The committee would be elated if other club members would



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Brickbats & Bouquets:

NO CAR IS PERFECT (Part 5)

In my last column my readers will have got the idea that I had found the perfect car, but all that was to change.

London was, and still is a diabolical place to drive a car. Traffic is so slow you could be forgiven to think that you could jog faster ... if it wasn't for all the people on the footpaths. And when you get to your destination there is nowhere to park the bloody thing!

So I coped with English roads and only used the VW for day trips into the countryside at weekends. I found that my estimate of covering 80/90 kilometres in an hour had to be revised to 40/50 kms per hour due to traffic on country roads.

I had the car frequently serviced at the major [huge] VW agency in London and was impressed by their complete check of the car every time including a little graph of the individual cylinder compressions. So it was with a light heart that I set off with three friends on two week trip to France and Spain. I had told the little man at VW that the car had a little snuffle/sneeze noise when under load, but he assured me that this was nothing to worry about.

We were only four of five days into the trip when the noise got progressively worse and the motor lost power, a visit to a VW garage in north-western France identified a badly cracked cylinder-head.

The Vietnamese mechanic spoke good English, but was sorry that he did not have a spare in stock but would order one for urgent delivery from Paris. So we were stuck for a few days, eventually the spare arrived and we were on our way to Spain.

On leaving Spain we decided to visit **Andorra**, which is the tiny principality on the boarder between Spain and France. Capital City: **Andorra la Vella** (23,000) Population: 71,800 Land Area: 468 sq km

After walking around the town we got in the car and it refused to start. So we pushed it down to the street to the only garage where I tried to explain to an elderly mechanic in halting French what was wrong with my German car. "Le motor est trey morte" – I think I said the "motor is very dead". He got the message and checked out the machinery – it appeared that the generator carbon brushes were completely worn out and so a flat battery. Just like an Australian bush mechanic he fashioned two out of a truck brush, and after a short stay we were on our way to France.

We got back to London without any more mechanical hold-ups, and by now

given the many camping trips the car had done the cultch was beginning to slip a little so I put the VW in for a replacement....

I felt like complaining about the cracked cylinder head but since I never got to see the same bloke at reception I felt it would be a waste of time. Got the car back and everything was fine for a few weeks but as soon as I went on a long trip the clutch was slipping badly. Over coffee in the office I was telling my work-mates how fed up I was by the big VW agency.

One guy said he knew of a little garage down a side street that specialised in VWs and Citroens [strange combination] and had a good reputation. So I dumped my car there and after a few hours got a phone call from the mechanic who explained that my car did have a new clutch but some **"half-wit of an apprentice had apparently used a handful of grease to lubricate the spines on the drive shaft and as soon as the motor got hot had fully lubricated the friction surfaces of the clutch"**.

Instead of fitting another new clutch drive plate he said he would pour petrol over the friction surfaces and burn off the grease. He put the car back together for moderate sum and it worked perfectly.

By now my enthusiasm for VW had taken a big dent. Life rolled on and I got married and we used the VW for our honeymoon without problems. We were living in another city and I had to take the car to the local VW agency. Same spit and polish, little men in white dust-coats

with clip-boards, **"what service would sir like"**, tick boxes, and sign here.

Just after a major service my brother-in-law and I decided to do a trip in the country as my wife was on duty that weekend. The trip up was fine but on the way back

the motor suddenly made an incredible clattering and banging noise and the oil light came on. Checked oil – plenty in the crankcase. Had to get the car towed back to the city and delivered to the VW folk. Next day a phone call "big ends gone". Had them replaced; paid for the car and on driving out heard a nasty banging sound from the engine; swift U-turn and snarled at the little man in the



white coat. **"I said FIX the bloody car"**. He looked embarrassed and admitted that it didn't sound right. So a few days later I picked up the car and no extra charge, but no explanation.

A few weeks later I was drinking with some friends and one of the blokes recognised me and asked if I'd had my VW repaired recently. It turned out that he worked in the agency and I'd caused quite a stir. It appeared that the knocking sound was the pistons hitting the cylinder-heads!

By now I was completely fed up with VW and would have cheerfully swapped for almost anything else with four wheels. One Saturday Jill decided she wanted to visit a cousin in the country about 200 kilometres away and I wasn't invited as I would be bored with "girl talk". So I filled the petrol tank and put a suitcase full of heavy books in the luggage space under the bonnet, and kissed her goodbye.

About two hours later I got a call from a country hospital telling me that my wife had had an accident and had been patched-up in emergency and was now ready to be picked-up. My heart almost stopped, and I asked for directions to find the hospital. I rang a friend and he came round in his car and we found Jill at the hospital. The poor girl was quite a sight, her hair was all over the place, her blouse was smeared with mud and her new grey pants were ripped and torn and held together with large safety-pins, and her arm was in a sling. She burst into tears and apologised for writing off the car.

Apparently she was driving on the freeway and on rounding a curve the car suddenly skidded and shot into the median strip, heading for lanes going the other way. The VW with the cast-iron engine sticking out behind the rear axle had a horrible tendency to over-steer when cornering. I think Jill tried to steer the car away from the oncoming traffic and probably hit the brakes. Net result; the car rolled three times, and Jill [who was not wearing the seat-belt] was thrown out away from the car on the final roll. Jill was off work for two weeks and the black and blue bruises over most of her body turned interesting shades of green and yellow as she recovered.

I got an insurance payout and went looking for a replacement [anything but a VW]. I tried out a number of second-hand cars to fill in the year we had before returning to Australia, and found most of them wanting. As usual the morning coffee-club had the answer **"why not a Volvo?"**
GRUMPY



From the Classic Workbench:

STEERING BOX OVERHAUL AND ADJUSTMENT 120, 1800, 140

By JOHN FLEMING

The steering boxes used in the 122, 1800 and later 140 Volvos are of the GEMMER pattern, originating prewar in the USA. Those on the Volvos and some other European cars were made by the famous precision German gear firm of ZF. They are of an exceedingly high quality and are long wearing PROVIDED lubricating oil is maintained in the housing and the gear mesh is correctly adjusted. Sadly, most folk have no idea of the general principles of the design and butchery ends up destroying the box.

Another reason for this article is that after nearly 40 years of rebuilding these boxes, there has been such a demand for steering worms lately that I now have no useable secondhand steering worms. What I want everyone to do upon reading this is to go out to your car and check if there is oil in your steering box! Pre about 1965 cars have a square headed taper plug as oil filler, post '65 have a red plastic push on cap...lift off with a screwdriver blade. If you are lucky, or have been getting decent service done, oil will be present up to bottom of the filler hole threads. If empty (OH DEAR!) Fill the box slowly and carefully with 90 grade EP gear oil...the same as used in differentials. Keep an eye on the box for a few days or more, and maybe park over a sheet of newspaper or an oil pan of some sort to see if it refrains from leaking. If the box was empty though, it will leak through worn seals, and most certainly will have suffered damage running dry.

Do NOT try stuffing the box with grease, as some odd types seem all too willing to do. It will not work as the finely machined parts must run in an oil bath, and they remain unlubricated. Also, if stuffed full of grease, the steering box becomes as heavy as a 1930 10 tonne truck! So, when checking your oil, if you see signs of grease poked into the filler,

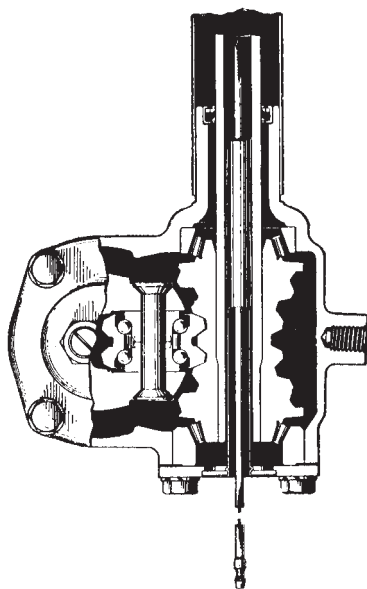
another reason the box must come apart and be overhauled.

Unless you have reasonable home workshop facilities, and considerable background in general auto engineering, it may be wise to leave the box dismantling and overhaul to a specialized service. But here follows some guidelines should you feel confident enough to undertake the task.

You will need a proper scissor type tie rod "popper" tool to get the tie rod and track rod off their tapers on the steering arm. On the 120 and 1800, cut the horn wire below the steering box, allowing 150 mm or so from the bottom of the box to reconnect it later with a screw-type connector. The narrow tube

up the steering box will only allow the wire to pass through. Undo the steering disc coupling, remembering to mark for reassembly relation of steering column shaft to box shaft, and also mark the steering flange-to-steering box shaft with small centre punch marks. Care taken here may well forestall you having to remove and straighten up your steering wheel in the straight ahead position after overhaul. Remove the bolts and nuts holding the box to the chassis, and slide the box out. Usually, it can be lifted up past the side of the motor...at worst; you may have to loosen off the fan belt and generator a bit. On the 120 and 1800 the horn wire pulls up out of the column (how to put this down the column again later!) and on 140s, the worm is solid as the horn wire does not go through the box.

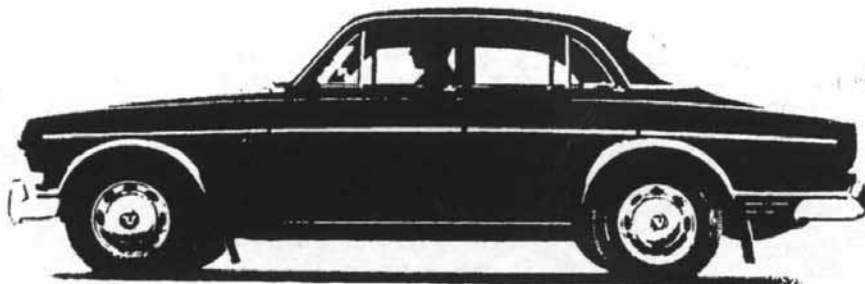
With the box off, drain the oil (if any!) and put the box, held by the steering arm, in a substantial vice. You will need a sturdy U-shaped steering arm puller to remove the arm from the splined, tapered shaft. Most bearing shops or good auto tool stores have something suitable, keeping in mind the jaws of any puller must fit in the small space between back of arm and the steering box seal area. UNDER NO CIRCUMSTANCES USE ANY TYPE OF PRY BAR OR TAPER BAR. This destroys the steering box seal area and generally will not remove the arm anyway as its tightened to over 100 ft/lbs or more. I have in the immediate past purchased a very suitable and strong puller of the U shaped style from a bearing retailer...about \$30 cost, and so good, we went back a week later and bought two more. But, it must have a solid thread of at least $\frac{3}{4}$ or 1 inch. Leave the nut partially on (as with all pulling operations off tapers) so the arm doesn't fly off when it frees. At very worst, you may have to apply a little gentle heat to the boss of the steering arm whilst the



AMERICAN ORIGINS:

Cross-section of prewar Packard Gemmer box. Note it differs to our ZF/Volvos by having taper rollers on the worm shaft (ZF has balls) and ball bearings for the roller wheel (ZF has needle rollers).

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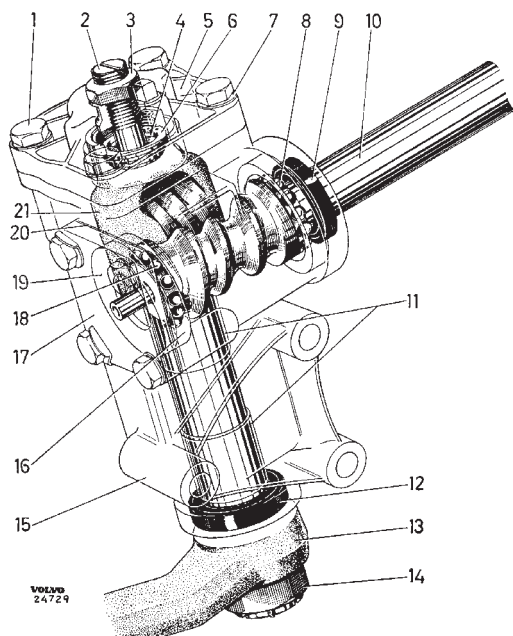


Fig. 21. Steering box.

1. Bolt
2. Adjusting screw
3. Locknut
4. Pitman arm shaft bush
5. Cover
6. Circlip
7. Tab washer
8. Steering column bearing, upper
9. Steering column oil seal
10. Steering column
11. Pitman arm shaft bush
12. Pitman arm shaft seal
13. Pitman arm
14. Nut
15. Steering box body
16. Steering column bearing shell, lower
17. Steering column cover
18. Steering column bearing, lower
19. Washer
20. Shims
21. Pitman arm shaft with roller

box US parentage. THEY ARE NOT METRIC! Next step is to carefully remove the old oil seals. The new seals are easily available from most bearing suppliers or included in a special steering box kit Part No. 54929 from some of the Volvo parts suppliers. Seal sizes are for the 120 and 1800 22x32x7 mm (top steering worm shaft) and 25x36x7 (bottom, Pitman shaft). The 140 box is larger and you will need to measure

play here is end float of the steering arm and will give noises and clunking as well as lost movement of the steering wheel. Here, too, is where so many don't understand the principles of the box, and screw the lid adjuster screw down in the mistaken belief it corrects end float. WRONG! This adjuster is for gear engagement backlash of the steering worm and the roller wheel on the Pitman shaft. You will note from the diagram the gear diameters intersect and lowering the Pitman shaft (by screwing down the adjuster on the lid) closes the gear meshing. Pitman shaft end float is done by selecting suitable hardened ground steel washer held in by the circlip. Here again, a good selection of used washers of this type is handy. They were once available in six different thicknesses from Volvo. Even carefully measuring a stack of circlips can often gain an extra quarter or half thousand of an inch to help compensate. Another idea is to perhaps use a suitable very thin shim steel under the head of the Pitman shaft captive suspension bolt.

puller is tightened.

With the arm off (and note it's already factory alignment marked with a punched line across arm and bottom of shaft) undo the adjustment hex nut at the lid with a 3/4 inch (or 19 mm) and then the 4 lid bolts. Interestingly, these bolts and the bottom plate bolts are 13 mm rather than 1/2 inch...remember the box is German made, even if of US origins.

Screw the slotted big adjustment screw down as you lift the top lid off. Next, securely clamp the steering column in the vice (but don't damage the column outer surface) and remove the locking clamp bolt and nut and drift the flange off the top of steering shaft. Undo the four bolts and remove the bottom plate, then gently tap the worm shaft out and the bearings in their keeper rings will fall out. Wash and clean the whole box in solvent and inspect.

Pitting or break through must not be evident on the rolling surfaces of the worm gear on the Pitman shaft assy., nor on the top or bottom ball bearing race areas of the steering worm/shaft. Also, there should be no visible damage or break through the surface of the steering worm itself. Any damage will need replacement, from good secondhand units that have always been lubricated.

Overhaul to more than acceptable condition involves replacing the 24 ball bearings with new balls...they snap out and in the circular keepers easily.

The size of hardened steel bearing balls is 5/16 inch, keeping in mind the

and take samples. Please also note the 140 steering worm is also totally different, and really the only interchangeable bits between 140 and the 120/1800 boxes are the lids, a few bolts and a hardened adjuster washer! Coat your new seals on the edges and the insides of the seal housings with semi-drying gasket cement No. 3 (NOT SILICONE) and tap them into position, using a suitable sized socket or other mandrel.

Wire brush and clean up the steering shaft/worm and also file smooth any nicks or vice marks which could damage the oil seal. Refit the shaft and the new bearings, with a light smear of oil. Use the original shims that came out of the bottom plate for a trial setup. Chances are you will need to adjust this to give no play, but with no stiffness either. Remove or add shims to achieve just the right play. This is where you need a selection of the base shims. They come in thicknesses ranging from 4 and 5 thousands of an inch (0.10/0.12 mm) through 7 and 12 thou etc.

Using combinations measure the stack with a micrometer and determine what is required. This is a slow process at best, but worth the effort. When you are happy with the end float (or lack of!) pull the end plate off again and coat all shim surfaces AND THE TWO BOLT THREADS with gasket cement No. 3 (the brown sticky stuff you should now have a bottle of) and finally assemble and tighten.

Next step is also fiddly, but vital. Using good fitting, angled circlip pliers, remove the Pitman shaft suspension bolt out of the Pitman shaft top, together with the hardened ground washer. This bolt must have zero end float, whilst still allowing the Pitman shaft to turn. Any

Having removed all end float from the Pitman shaft suspension bolt, squirt a few drops of oil into it, grease the shaft a little and carefully lower it into the box and past the bottom seal. Make a new lid gasket from thin gasket paper (or use one in the kit) and again smear gasket cement No.3 on the mating surfaces and thread the lid down on the suspension bolt until it fits the housing. Screw the bolt counter clockwise a bit to lift the worm and roller well clear of each other initially,

RT4008	PITMAN ARM PULLER	\$32.00
Heat treated drop forged yoke & heavy duty centre screw for easy removal of pitman arms. Opening width: 1-5/16"(33mm). Depth: 2-1/2"(60mm). Not suitable for Ford Pitman Arms with power steering.		

then fit the four lid bolts and flat washers with a smear of sealant on the threads to stop leakage. Now, you are ready for final adjustment!

First, mount the box in the vice, then wind the box back and forth and count number of turns end to end. Divide these in half and turn back to the dead centre position (e.g.: straight ahead). You MUST only ever set gear mesh in the centre, straight ahead position, as the worm is hourglass shaped. Fit the 3/4 inch locknut loosely on the adjuster screw on the lid, then slowly screw down with a big screwdriver until some resistance is felt. Now, as you rock the steering shaft column back and forth over centre, a

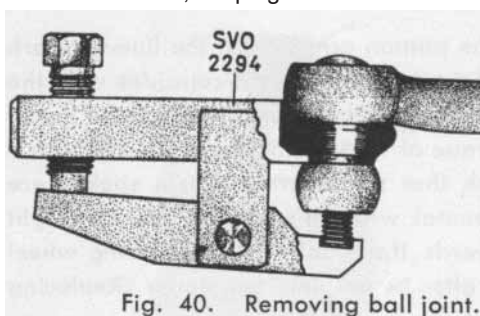


Fig. 40. Removing ball joint.

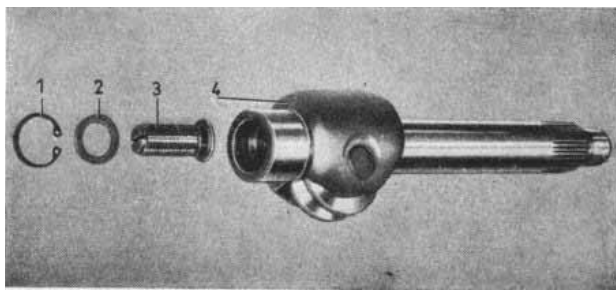


Fig. 37. Pitman arm shaft.

slight resistance should be felt. That is the correct setting, and then carefully lock the nut, making sure the screw doesn't turn. I always mark with a small punched dot the centre position on the steering column shaft opposite the cast in mark on the box housing near the oil seal. This is a good aid when refitting in the car too and for future gear mesh adjustment. Refit the steering arm to the Pitman shaft, making sure you align the factory marks. Tighten the Nyloc nut with a socket and a long bar to at least 125 Ft/lbs. That is, quite tight!

Refitting is reverse of removal, with hint that you first thread a thin wire from the BOTTOM of the box upward (in cases of 12 and 1800) to allow the original horn wire to be pulled down through the centre of the coupling disc and steering

column shaft. You will have noted when the box was apart how this inner horn wire tube is, and the impossibility of threading a wire DOWN without a pull through. I bare the wires and twist well together and even wrap one layer of masking tape over the join and always get the wire threaded back down the column without drama. With the box installed and everything lined up, I use a small household type 240 volt barrier strip grubscrew connector to rejoin the horn wire at base of steering box. This enables future removal of the wire quickly without further cutting or removal of crimped connectors.

Carefully fill the box with 90 EP gear oil, and with luck even your steering wheel is still aligned in the straight ahead position. If not, don't panic, you simply remove horn ring or button, pull steering wheel and move a spline or two either way to correct. After a day or two when the oil settles a bit, you may need to add a drop more. From then on, just check at each service.

*John Fleming
Classic Volvo Service*

POSTSCRIPT: The steering box overhaul article has to be somewhat abridged due to space limitations and also the general availability of specialized tools and jigs. Thus I will just note that the box lids do have an integrally cast in bronze bush that does wear, but one can only try a selection of other lids that may have less wear or have always had lubricant. Note that the later 140 lid is same as 120/1800. The thin wall bushes in the main housing do wear slightly, and can be replaced BUT require specially made mandrels, press gear and line reaming to a precision fit. This is well out of the reach of the average enthusiast home workshop. Of interest is the fact the roller wheel on the Pitman shaft assembly runs on miniature needle rollers and the hardened steel shaft is welded at both ends to make the unit fully encapsulated. Again, wear does occur, but provided oil has always been present (SEE HOW IMPORTANT LUBRICATION IS!) mostly very small play develops even after very high mileages. All one can do if a Pitman shaft assembly is excessively worn due to lack of lube or excessive over tightening of gear mesh adjuster screw is to try a selection of others which may have lived their full service life immersed in oil. JF

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240/260 Register:

My blue 1985 240GLE

MARK HOFFMANN

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Welcome, club members, to this issue's 200 Series Register Page. Readers may recall that a couple of issues ago, I reproduced in this section of the magazine an article I recently wrote for the "Members Cars" Section of the Victorian Club website about my 1976 244DL, a car I dubbed my first and favourite Volvo. In doing so, I aimed to provide the article for those members without web access, and it was also a means to fill this space with 240-specific content - not always an easy task from month to month after the number of years I've been charged with the responsibility of doing so! Following that article, I was very gratified by the kind and positive feedback I received from some members about it so admittedly, I've gone down the same path this time around with another of my website articles. Below, if you are so inclined, you can read about my 1985 240GLE, a fine car I have owned for nearly 10 years now and get a lot of enjoyment from. Again, to freshen the content, I've added some new material which I hope makes it worthy of another look from those members who may already have read the article online where it sits among those several others I have written about Volvos in our family fleet...

My blue 1985 240GLE joined the family in early 2001 after dad Peter and I undertook a search for a clean and original 240 for me to take over from my 1976 244DL as a daily driver, thereby sparing the older 240 (which had become somewhat of a pampered "show car") from the elements and rigours of daily commuting. We started with humble expectations, looking at a number of sub-standard earlier GL models on the market before spying this beauty in The Age classifieds one Saturday morning; billed as "immaculate" by the dealer seller and boasting the full complement of GLE features including alloys, sunroof and full electrics, all for a modest asking price.

Blue with a blue interior was probably my least-favoured colour combination, having hoped perhaps for a silver-green or champagne gold example complemented with a light-coloured leather interior, but this car

ticked most of the boxes on inspection and was far better than any other car we had

viewed over the previous weeks. Its sky blue metallic paintwork gleamed in the sunshine in the yard when I first laid eyes on it which boded well for the thorough inspection we gave it, and the car came home with me that very day.

Inside it was virtually as new and I quickly grew to love the rich dark blue striped velour upholstery and matching colour-coded dash and trim that complements the exterior colour very well, and makes a nice change from Volvo's obligatory beige trim of the period. It was clear that the car must have had seat covers and reasonably undemanding owners as the fabric was



unmarked and had suffered none of the fading typical of this colour which now makes nice original examples impossible to find. The headlining, carpets, door trims and dashboard were of an equal standard, with only a little bubble (not yet a crack) in the vinyl of the dash top hinting at sun exposure consistent with the car's age, and the protection I have given it in the years since has ensured that this has become no worse at a time when most 240 dashboards are lined with cracks to the extent that they resemble roadmaps!

On closer inspection, certain panels of the paintwork on this car had suffered from some sub-standard repairs, and the fact that I have never been able to



establish any history whatsoever on the car prior to my owning it has always frustrated me, as has the fact that any service history or receipts that were to be forthcoming from the dealer mysteriously disappeared once I had signed for the car! (Should there be any members of the police force or employees of Vicroads in the club who can use the VIN number to at least assist me to access some details such as the car's original registration or dealership of sale, I'd be very grateful!) However, this 240's general condition and top mechanical order seemed to speak for themselves, and after some initial niggles including a burst radiator and seized front shocker, the car has proven to be a sound and reliable machine. In fact, the mere 40,000kms I have added in 9 years to its purchase mileage of 175,000 should see the car outlive any wear and tear I could ever inflict upon it!

Predictably, it wasn't long before the enthusiast in me took over and a near full respray was carried out in 2004 with another venerable 240, a green 1984 GL this time, duly replacing the GLE for the daily commute. That 240, also a fine example, was only ever intended to be a stop gap on the road to acquiring a Volvo wagon (refer to the Members' Cars section

of the website), and in 2005 it passed to the faithful stewardship of club member and fellow 240 enthusiast Adrian Beavis who has maintained it well. Meanwhile some new exterior trim components and a brand new set of original "Virgo" alloys from Volvo completed a refurbishment (rather than a restoration) on the blue 240 in which I spared no expense, and an endless array of genuine accessories and upgrades for which I seem to have become famous followed. The car has now taken its place alongside the old white 244 as a pampered classic which normally only ventures out for recreational drives under sunny skies. However my new undercover car park at work now ensures that I can also enjoy this brilliant 240 on a daily basis if I so desire, and recently I've been commuting with it for weeks at a time. They are, after all, a driver's car that are meant to be driven.

Until recently, the engine bay on this car remained a last frontier in need of cosmetic attention, which I finally addressed in a meaningful way late last year. Many readers will be aware that in the early days, Volvo would spray the entire engine of its cars with a protective application of clear lacquer which, with age, heat and fumes over time would turn an unsightly yellow leaving

a pervasive and ugly coating on every surface from the inlet manifold to the myriad of rubber hoses. This is near on impossible to fully remove without major disassembly and whilst I always kept the engine bay clean and free from dirt and oil, and did some superficial upgrades such as polishing the rocker cover and alternator to a high shine for example, generally I preferred not to look! Instead I directed my engine bay cosmetic attention to the other 244 which had been brought up to standard years ago.

So I recently took the blue 240 off the road and began work on this area, first opting to have the inlet and exhaust manifolds ceramic-coated in shiny silver and matt black respectively, a costly job that I had years earlier done on the older 244 with great results. Removal of those components gave me the access I needed to strip the aforementioned lacquer, and much subsequent labour went into resurfacing the cylinder head in-situ with a wire wheel, whilst every rubber hose from vacuum to fuel was individually removed and stripped. The next step involved a full wash down and degreasing of every inch of the motor and engine bay prior to reassembly, leaving a pristine environment that was well worth the effort, and was followed by dressing all the rubber and plastics with protectant for a gleaming finish. For the first time with this car, I was proud to open the bonnet for all to see at our recent display day at Flemington!

My only real criticism of this car has been that electrical problems can be devilishly tricky to sort out, a problem that plagues 240s in general I think, although some more than others. Even after

nearly 10 years, I'm yet to arrive at the day where all electric windows, mirrors, cruise control, antenna, accessory instruments, dashboard lighting and a half dozen other conveniences all work simultaneously, but I'm working hard on the problem! Sometimes I come close, only to have that demonic bulb failure warning light in the instrument cluster light up for no apparent reason, hinting at a faulty exterior lamp that an inspection reveals doesn't exist. I can almost see my fellow 240 owners reading this and nodding in knowing agreement!

To me, the 1985 model 240GLE is the pick of the bunch of the 240s as it has the high-compression B230E motor as indicated by its smart black rocker cover, and (at least until the start of the 1990s) it was the last and best of the top-spec GLE models with all the trimmings, after which only a basic GL model 240 sans alloys, electrics and premium interior trim was offered as Volvo expanded the model range of the 700 series to fill the breach of the shrinking 240 series. The absence of any chrome exterior trim which Volvo abandoned entirely by the 1990s and the ever-popular five spoke alloy wheels, combined with the lustrous sky blue duco and dark interior of this car give it both a sporting and timeless character that I can always enjoy and appreciate.

This 240 is a real head-turner and I'm proud of the fact that it has taken home first place in its category at all but one club display day I've taken it too, and



I'm sure that by now most club members are sick of the sight of it, but I never tire of nor fail to appreciate the many compliments that the car attracts. In fact, together with my white 244 I'm proud to be flying the flag for the 240 Series cars in the Volvo Club. I have to apologise to those enthusiasts among us who have made me genuine and generous offers for this car, but like with the other 244, I have invested my heart and soul into it and could never bear to part with her!

For the future, there is enough potential in this 240 to keep me busy and motivated, and my task list remains as long as my arm, even if much of that includes resolving those aforementioned electrical faults which, when fixed, will give me a lot of satisfaction! Whilst 240s exit our roads these days at an alarming rate, this one is definitely a car for the "long haul" that I look forward to driving for many years to come.

Until next time, I wish all members safe motoring.

Mark Hoffmann
240/260 Register Captain

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Diary of a 240/940 Driver:

GFC puts me in a 940 luxobarge

PAUL KENNEDY

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I didn't mean to buy a 940. I went out to buy a 240 – another one - in September 2008, a 1985 model that had been on carsales.com for months. I turned up to the car yard in Cheltenham on a warm spring afternoon and the car wasn't there and the salesman told me I'd missed it by five minutes. Five minutes! The buyer had come up from Geelong. The same thing happened with several other cars that month. It was around the time the GFC hit the headlines, if not the actual economy; and people suddenly started buying up cheap, good cars. Like 240 Volvos.

So I drove up Eastlink to Ringwood Car City where I had noticed online a nice clean country-owned, country-kilometred 940. I walked around looking for it and some of the bored salesmen asked me what I was looking for, and I said, "A Volvo"; and they said "Why?" and I replied, "Why not?" and they answered, "Because we don't have one for sale," and we all laughed and they stubbed their cigarettes on the concrete. Want some entertainment? Visit Car City on a slow day and spend hours wisecracking with bored car salesmen. Cheaper than the pictures, unless you buy a car. I bought a car.

I found the bronze 940GLE and bought it on the spot. It replaced my 1986 240 wagon, the workhorse, that had been edging close to 500,000 kilometres and was having problems with airflow meters and fuel injection and was generally tired. Another 240 off to the great wrecking yard in the sky. A shame, but you can only rescue so many. And, anyway, it's all in a good cause. Every wrecked 240 gives up enough metal to make about 20 Priuses. Or a small building in China.

The 940 was great until it stopped one day on the Monash Freeway on one of those 40 degree days before the fires last year. It started 45 minutes later and I managed to get it almost home before it shut down again. It was "just the computer shutting the car down in the heat," said the mechanic, almost redundantly, "and going again once it cooled down." Thanks for the explanation. Great to know I can't drive in the heat with confidence. "On the other hand," went on the mechanic, "it wouldn't happen if you were in Stockholm!" And he burst into laughter. Mechanics are either comedians or manic depressives. The problem is I still haven't worked out which type I prefer. The comedians gloss over problems

and the manic depressives shake their head and think every car is too hard to fix.

I've had a further occurrence of the shut-down problem this past summer in exactly the same circumstances: very hot day, open cruising on a freeway and then you hit stop-start traffic and you are alternatively hitting the brake and gentle acceleration; and then whirr, silence. Engine dies. This time, the mechanic's report read: "checked relay injection system, fitted s/h one: try". That magic word 'try' means 'we don't know either'. Suck it and see, in other words. Just don't strand me on a freeway with two toddlers, please car.

Goodbye, tyre.

I'm claiming a world record, a personal best. I blew six tyres in three days. Meaning not just blow-outs, I mean complete destruction, complete replacement, and six brand new tyres.

On a Tuesday last month, I was driving across a speed hump in Park St., North Carlton when an explosion rocked the 940. I pulled over at the corner of Bowen Crescent, got out and stared incredulously at two completely shredded near-side tyres. What the heck?

A man came out from a house nearby. "It's not the first time," he said to me. "It happens here quite a lot." Hmmm. I walked back to the speed hump. No, I hadn't driven over the bluestone edging, but I had come close, thanks to a car parked out of line in the median strip. One of those raised blue or white reflectors that they fit into roads was situated one inch out from the blue-stone edging just before the hump started. The reflector had passed under the middle of each tyre, which had then bulged very slightly at the sidewall. These had

BELOW: close-up of original tyre showing sidewall protection ridge. This was a kind of low-key whitewall for people who didn't like show-off features. On the other hand, the original owner bought a bright orange car.



in turn passed against the inner wall of the leading stone of the bluestone edging. I knelt down and felt it. Yes: a sharp incisor-like variation in the irregular stone made a perfect cutting implement for any unwary tyre distended by the circumstance of the reflector's position. Slash, slash. Two tyres on the spot.



ABOVE: original equipment tyre shows almost perfect tread pattern in the old 1970s honeycomb design. This was a common design on European cars of the late sixties and early seventies when many local cars still sported primitive non-radial tyres.

I called my mechanic Lui, whose workshop was close by in Lygon Street. He had a tyre, and he would bring it. I jacked up the car and took off one slashed wheel and put on the spare. He arrived within twenty minutes and took the wheel back to his workshop, came back half an hour later and we changed the other slashed tyre and replaced it with the new one. I drove home and back next morning to Lui's workshop, where he fitted two brand new tyres, retaining the best of the other three for a spare.

Two days later I was driving back from the Mornington Peninsula in my orange 1976 244 - my tangerine dream – the one with 56,000 original clicks; and there was a vibration that worsened around Springvale Road. I pulled off at Forster Road left and looked for a garage, any garage. Amazingly, I saw a blue sign reading 'Volvo' down Ricketts Road and rolled to a stop on the apron outside the workshop at Mt Waverley Car Centre, a dedicated Volvo workshop. The mechanic took it for a drive and came back and said "lamination separation in a rear tyre" and I knew straight away all four would need to be replaced.

Which was a shame, because they all had perfect tread. A little history: I bought the car three years ago with 40,000 kilometres on the clock, of which 30,000 had been racked up by

the end of 1978. That meant 10,000 ks since 1978, mostly from the car's retired owner's Eaglemont home to the shops and back. The car had never been on a freeway and possibly had never exceeded 60 kilometres an hour. The tyres were the original factory tyres. They were so old they squealed when I did a U-turn. Tyres don't squeal anymore because of new compounds, but these squealed all the time, irrespective of speed. All you had to do was exert a little accelerator in a turn. It was hilarious to see people open-mouthed watching an old Volvo squealing its tyres like a boy racer in a Commodore. Now I was using the vehicle mainly to drive from Coburg to the peninsula – a magnificent mid-1970s experience in the splendour of a barely-run in 244 – but I knew the 40-year-old tyres would eventually expire through old age rather than lost tread. That's exactly what happened. In honour of the original factory-fitted Michelin X's, I fitted brand new Michelins even though I could have had some Korean tyres for a little less money. Now the car rides like the Queen Mary on a calm sea. (Owners of other marques would regard that as a criticism.)

The Volvo 440

PETER ROBINSON
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I'm new to the wonderful world of Volvos. In my early driving life my first car was an Austin A40 convertible, a pale beige body with an iridescent blue vinyl top, so very swish I thought. It was a great little car but ended up being pranged by a mate, who was driving it on our return from a weekend camping in the Cumberland Valley near Lorne.

From this in the early 1960s I moved into luxury sports touring cars - I bought my first Riley, a 1948 2.5 litre - the car came as a package deal along with a 16-foot bond wood cabin boat with a 1924 AJS 3-wheeler car engine. The Riley had belonged to Head Bros of Murrumbidgee who had raced it for some time then sold it to the person I bought it from. This amazing car was quick back then, a top speed of 125mph, over 200kph, pretty fast for a 30 cwt car with a 4cyl 16 hp donk. The Riley was what I call the forerunner of the modern GT. I often took her down to Fishermans Bend and put her through her paces on the airstrip there. Rileys were fast and handled incredibly well, in fact even today they are incredible performers and so responsive and very capable road holding machines. I owned a few Rileys, some ended up being wiped off in accidents, 2 hit from behind, 1 into a post when swerving to miss a hot FJ Holden that came out of a side street onto the wrong side of the road and one due to faulty servicing when

the oil filter wasn't tightened and drained the sump dry going down the Tullamarine freeway, causing massive engine melt down. The garage never admitted liability even though I showed them the pool of oil where it had been parked on their driveway and the trail of oil leading from the garage across the tram line and up to the hangar where I worked in Essendon airport and the trail from there back to the freeway.

I gave up buying Rileys and switched to a Humber Hawk followed by a Wolseley 6/99 then to more practical Aussie built machines: Valiants, Holdens (never really caught the GM bug), a Land Rover, a Nissan Patrol and a number of Fords up until January when I bought my first Volvo. I must say the 440 is the smallest car I've ever owned, even the A40 was bigger and bulkier, and it is one of the oldest cars at 17 years of age.

I'm truly amazed at the performance of the 2-litre engine and its economy, after the 6-cyl cars I've owned. It's magical in these days of escalating petrol prices, as the pension only stretches so far. There have been a few of hiccups with the car. The day I bought it the speedo packed up on the delivery trip as the mechanic followed me home (the small plastic plug on the cable broke where it plugs into the gearbox). On the trip back to the yard to drop the mechanic off I heard a loud noise - a rattling vibrating metallic sound when the car accelerated. I said it's got to be something in the exhaust. The mechanic crawled under the car and agreed it was maybe a loose or broken baffle in a muffler, so the yard sent me down to Midas Mufflers in South Oakleigh. They found a loose clamp and replaced it. I took the car for a run down North Road and there was a thunderstorm and it began pouring rain (such a rare occurrence these days). As I passed a truck accelerating from the lights I could hear the noise again. A u-turn was in order and back to visit Midas again. Up it went on the hoist and after much banging and such they found the shield over the resonator muffler was loose so they removed it and that fixed that problem.

The original radio was absolute rubbish - I could only get one station and it had to be replaced with a new one. The first time I took the 440 to the car wash the boot leaked (thank goodness for Volvo's sensible rubber boot liner that collected the errant H2O and protected the carpet beneath). I took it back to the dealer who pulled off the rubber seal and found dirt had built up underneath allowing water to leak in. He cleaned the area and refitted the rubber, and since then it has remained dry.

It was fun driving the 440 without a

speedo for a couple of weeks. I used the tachometer to judge my speed, and on a trip to Woodend I estimated my speed and was happy on the return to check it on a highway radar speed device to find I was doing 101 kph. Tachos are wonderful devices - pity all cars aren't fitted with them. I'm very impressed with how efficient the air conditioner is in the Volvo; it cools the cabin down super fast on these hot days. I had in my mind that being from a cold climate country it wouldn't be terribly good, how wrong could I be?



All told so far I'm very impressed with the car. It is small but doesn't feel like a small car, it rides solidly, harder than the Falcon, holds the road well, although I'm still getting used to front wheel drive and getting familiar with the controls, as they are on opposite sides to Aussie cars. Now and then I still hit the wipers instead of the indicators but I'm learning after many years of Aussie vehicles. The car is in great condition, gleaming white paint, uncracked vinyl dashboard, a very neat clean car for its age and I'm hoping for a long relationship with this little gem.

I'd love to get to all the monthly meetings but unfortunately I'm President and Treasurer of an aquarium club and it meets on the same night as the Volvo club. I can make it on two nights (April and October) when the aquarium club has auctions so no general meeting is held.

I went to the RACV Classic British and European Car Show on the 28th of February and was very impressed with all the clubs' displays. I had the impression it was for older cars so was amazed to see late and new models in the various club areas. I'd have entered my little girl if I'd known - well there's always next year. I was able to see the presentation of awards to the various winners and saw how pleased they all were. I'm now looking forward to April when I can finally attend a meeting.

[Welcome to the club Peter. Thanks for sharing your story, and we look forward to seeing you at upcoming events, and having your 440 on display at our next Display Day. Ed.]



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COMING EVENTS

Weekend 29 and 30 May: Cootha Classic (Historic Racing Car Club)
Be a Spectator at this Historic racing event.

Sunday 20 June: Day trip to Caloundra Air Museum. Meet at the BP north of Burpengary @ 9am for 10am at the Museum (7 Pathfinder Drive, Caloundra Aerodrome). We found an article about the Qld Air Museum in the Brisbane Sunday Mail and to add to looking forward to this event, whilst at Lakeside with the Historic Racing Car Club during the lunch break was a flyover by 5 planes from the Museum, so this should be a great day out. Admission cost is Adults \$9, Children \$6, Concession \$7, Family \$22. Check out their website www.qam.com.au

Sunday 11 July: RACQ Motorfest @Eagle Farm. We are planning to combine with the 1800/120 Club to have a great display of the marque. Meeting place will be 30 minutes

Volvo Club of QLD Pages

Dedicated to the Volvo Club of Queensland

prior to our appointed arrival time at the Hamilton wharves (Macarthur Avenue, Eagle Farm) which is 5 minutes away from the venue. We will be registering under Other European but will arrive together. Check out their website http://www.racq.com.au/about_us/community/events/motorfest.

Weekend 24 and 25 July: National Historic race meeting at Morgan Park (Historic Racing Car Club). Be a spectator at this historic racing event. Car display on the Sunday.

Saturday and Sunday 21/22 August: Weekend in Warwick/Stanthorpe
Yes we are finally going to do our weekend in Stanthorpe. Staying at The VINES MOTEL with dinner on Saturday at Anna's Restaurant. More details will be made available as we get closer to the date. Contact Gaye at terryandgaye@aapt.net.au to register your interest, so that we know how many are going to attend.

2nd October (To be confirmed): GLT Motors @ Capalaba for Open Day

Weekend 16 and 17 October: Historic Racing Car Club at Lakeside Raceway

Weekend 13 and 14 November: Historic Racing Car Club Noosa Hillclimb

Sunday 28 November: Xmas Party 12 noon for 12.30pm lunch. We are going to a Chinese restaurant in Springwood – more details later.

28 March Visit to Forest Hill

Grahame and I have often traveled to Toowoomba and seen but not seen the turn off to Forest Hill, so this time we turned left at the antique shop on the corner and proceeded into Forest Hill, less than 5 minutes from the main highway to Toowoomba. Today we had decided to give the 740 sedan a run.
It is not a

very big place but has two pubs. So we pulled up in front of the Lockyer and waited for the others to arrive. We noticed this nice V70 wagon up the road on the other side and we commenting on how more XC70s are sold than V70s which is a shame because they are a very nice vehicle.

Next to arrive was the convoy of Terry & Gaye Carey in the red 122 and Vic and Eunice Austin in the 740 Turbo. Now the Carey's and Austin's don't live far away from Forest Hill but have only driven through the place, and in some cases on a weekly basis for Eunice.

I found Forest Hill via Channel 7 Brisbane's Great South East television show and there was an old Post Office store that was worth seeing. So we wandered up the road and lo and behold Tony Boulding the owner of the V70 comes out of a coffee shop with friends Ced & Elaine Dudley who came along for the day.

So we proceeded to discover the delights of the Post Office store. Well it was an Aladdin's cave of gifts, jewellery and handicrafts which were very reasonably priced. To say that we will be returning to Forest Hill is an understatement.

Anyhow after a while we went to the Lockyer Hotel and ordered our meals. The food was great, reasonably priced and we were very comfortable and had a lovely time together chatting about everything. We finished the day about 1.30pm as a few members wanted to get home and watch the Australian F1 GP.

So the old adage of you never know what is under your nose was very true in this instance.

Helen



PS: Thanks Grahame for emailing through the link to this Volvo-related rap video - it's a classic: <http://hooniverse.com/blog/2010/04/23/tank-on-empty-whippin-my-mamas-volvo/#more-15394> [Note: contains naughty language! Love it...Ed.]

Vehicle Recalls

Recently I read about an English family that was almost killed by a potentially lethal fault in a 2 year old Mitsubishi L200 (equivalent to the Australian Triton). The family had owned the (pre-owned) car for about a month.

The car was travelling down the highway at 60mph when the driver felt the car pulling to the right. He slowed to about 40mph to enter the emergency lane when suddenly the right side of the rear axle broke away from the car. The now broken propeller shaft dug into the road and caused the car to flip and roll several times, eventually coming to rest on a guardrail. The family survived battered and bruised and, amazingly, no one else was involved.

The cause was found to be the axle retaining bolts which had sheared off. Mitsubishi has issued a recall to replace these bolts & this

also applies in Australia. Despite this, as with most recalls, there will be the odd car that slips through the net. The possibility of encountering such a situation on the road is frightening to say the least.

My brother owns a 2005 Toyota Landcruiser which had been recalled to replace defective brake caliper bolts that could come loose with the obvious disastrous consequences. He has a friend who owned a 1987 Landcruiser that was also recalled for the SAME problem. 18 years and still this problem was not being addressed at the factory.

So what has this got to do with Volvos? Well, even Volvos are subject to recalls occasionally. Take a look at the federal government website: www.recalls.gov.au.

This site, as the name implies, lists recalls for every make of car in the country as well as other products. It makes for interesting reading. I checked this site but found no recalls relevant to my 940. To be sure, I contacted a local Volvo dealer who

also assured me that there were no recalls for my car. Whew!

If you have bought a pre-owned Volvo (or any car for that matter) I encourage you to check if your vehicle is covered under any recalls – both for your safety and the safety of others. Take care out there.

Brad

New S60-based wagon?

This photo is a recent "spy" shot of what appears to be the new S60-based wagon. What a sexy car! No more boxy Volvo wagons (too bad you can't fit a fridge in the back any more!) Presumably it will be named "V60" and there are rumours that the V50 will be killed off and replaced by a V30 (4-door version of the C30).



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NOTE: All SA Club-related

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to Craig Rasmussen

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Volvo Club of SA Pages

Dedicated to the Volvo Car Club of South Australia Inc.

2010 SA CLUB EVENTS CALENDAR

MAY 14th

Club Meeting

7.30PM Glandore Community Centre

MAY 23rd

Day in Pinaroo

8.30AM – Meet at the Mobil, Glen Osmond Road. Morning Tea on Route. Lunch in the local hotel. A great day for those who like to drive.

JUNE 20th

Club BBQ with Show and Shine

10.00AM – Glandore Community Centre

12.30PM – BBQ Lunch supplied. BYO chairs and drinks. All members welcome! Compulsory for Historic Registration Inspections. All books to be signed at the AGM.

JULY 9th

Annual General Meeting

7.30PM – Glandore Community Centre. All Historic Registration Books to be signed

JULY 18th (PLEASE NOTE CHANGE OF DATE)

Mid Year Lunch

9.45AM – Leave McDonalds at Tea Tree Plaza. Drive to Lyndoch for morning tea at the German Bakery. Arrive in Tanunda in time to browse the shops.

12.15PM – Lunch at "The Clubhouse" Basedow Road, Tanunda. Enjoy a Two Course Meal \$16.00 per head.

Please advise numbers by the AGM on 9th July.

Historic Registration Vehicle Inspections – Sunday June 20th - Glandore Community Centre

This year would everyone please make an effort to bring your vehicle along to the inspection day set down by the club, so that we may complete the required annual inspections of Club vehicles under the conditional (historic) registration scheme. This is especially important if we haven't seen your vehicle at another club

event in the past 12 months. It will be of great assistance to the club registrars to keep our club records up to date and saves the hassle of organising a special trip to have the car inspected at a convenient time for one the registrars.

Last year saw a good turn out with about 15 vehicles (including six 1800's – are rare sight in Adelaide!) but this is less than half the number of vehicles on our books. The club will provide a sausage sizzle lunch in the grounds of the Glandore Community Centre (same place we hold the Friday night meetings). And whilst the objective is inspect the conditionally registered vehicles, ALL club members are invited to bring their cars along and join us for lunch and a chat.

Plan to arrive from 10:00am onwards, expect lunch around 12:30. Please bring own drinks and chairs, picnic tables/ rugs, etc.

Note: Log books will be endorsed at the AGM in July as usual.

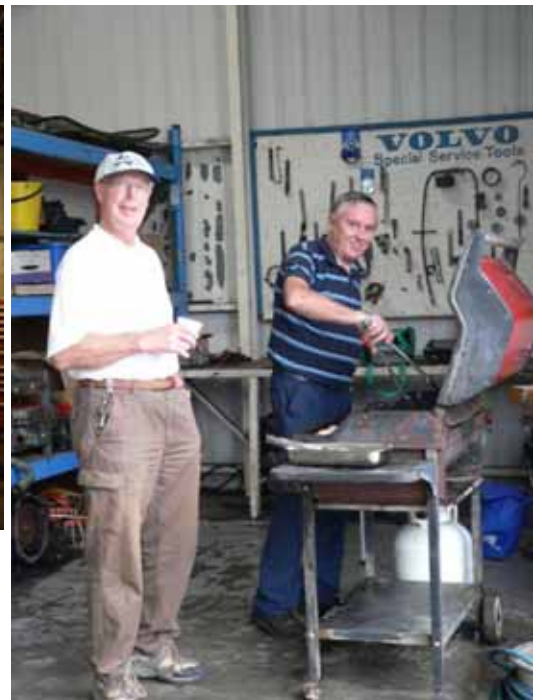
RVSP to Ken, Craig or David (contact details under Committee) for catering by Friday 11th June.

Ken Bayly – Club Captain

Tech Day at Povey Motors – March 28th

Despite the first decent rain we've had in a long while, about a dozen members brought their cars along to meet Club member Chris Allen





and Dave at Povey Motors workshop on Tolley Rd, St Agnes. Whilst on lookers enjoyed a chat over a cuppa, hot (well cold really) cross buns and scrumptious cup cakes, Chris and Dave ushered in nearly every car that attended onto

one of their two hoists during the morning, allowing the owners and other interested parties to have good look around at the underside of their vehicles.

Chris and Dave performed a number of checks under each vehicle including suspension and steering checks, leaks and brake pads. Back on the ground a few checks were also made under the bonnet. Cars with computers were also plugged into a scan tool to check for error messages. A few members availed themselves of Chris's offer of discount spares, whilst a wide selection of second hand parts was offered "free to a good home".

By midday Ken & John had cooked up a mess of sausages on the BBQ allowing Chris and Dave to take a breather for a bite to eat before hoisting up the last couple of cars. A big thankyou to the Povey Motors team for opening up their very tidy workshop on a Sunday morning to host the Club's first Technical session in many, many years.



Volvo Car Club of NSW Inc.

President's Message

I hope you all had a great Easter and you didn't indulge yourselves in too many hot cross buns and chocolates.

By now you would all have received your issue of *Rolling* magazine so I hope you all enjoyed reading what is going on in the rest of the Volvo Clubs in Australia. As *Rolling* works on having all the stories etc 2 months in advance so they can publish the magazine on time we feel that some of the events might be published a bit late but as we go on through the year we will hopefully catch up.

We have posted most of our events on our website so if you would like to keep in touch or would like to join us at any of our events please come along or contact me on 0412 267 878 as we have taken most of our personal contact details off the website except for mine.

Wally Guerreiro from Wally's Panel & Paint will be our guest speaker for the June General Meeting and his talk will be on "Dreamworks" a new way of having your vintage vehicle restored so please come and join us.

I had a phone call from the ABC radio wanting to interview somebody from the Car Club on our thoughts of the Chinese buying Volvo Cars. I was busy at the time so I asked Ted Warner if he would do the interview and if any of our members heard the interview we would like to hear your thoughts.

Our thoughts were that if the Chinese have made such a huge investment, I don't think they would all of a sudden reduce the quality or safety of the Volvo Marque.

By the time you receive the next issue we will be half way through the year, my how time flies we will be talking about Christmas soon.

It was great to see two of our members racing at Bathurst flying the Volvo flag at the Bathurst Easter Meet. They were Vince Harmer & Richard Prince.

Also look out for the Targa Tasmania event which will feature a couple of Volvo's. Daily updates will be available on the following links, thanks to Ashley Yelds who is one of the entrants. GOOD LUCK !!!!!!!!!!!!!

<http://www.sportcom.com.au/targatasmania/>
http://www.sportcom.com.au/targatasmania/index.php?option=com_content&task=blogcategory&id=1&limit=1&limitstart=0&Itemid=59

Take Care Dolly Diaz



Committee 2010

Affiliate of the Council of Motor Clubs



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Please, if you are emailing photos send them as hi-resolution jpeg files

Important Notices

More babies....Member James Hill has become a Grandpa....yet again !!! Congratulations to all.

Please check the website for up-to-date information regarding events.

www.volvocarclubnsw.com

Social Events

BREAKFAST RUN TO JEN'S COUNTRY CAFÉ AT BRAEMAR (NEAR MITTAGONG) ON SUNDAY 20TH JUNE 2010

For those social members who are not attending the motorkana at Ansell Park, Richmond, on Sunday 20th June 2010, a breakfast run has been arranged on that day to Jen's Country Café, Shop 2, 117 Old Hume Highway, Braemar (just north of Mittagong).

Breakfast will be held at Jen's Country Café: food costs are very reasonable and has a great menu that includes light meals, coffee, etc. The cost for an average big breakfast is \$10.-\$15. It has large in-door seating area which I have been assured that will be heated. It has a lovely country ambience in relaxing and quiet surroundings. There is ample off-street parking is close to the garden centre, gift shop, rail museum, antique store, and more.

Members to make their own way to Mobile Service Station, Pheasant's Nest, on the going south side of Hume Highway to meet there and be ready for 8.30 a.m departure to Braemar (for those members & guests traveling from South Coast or Canberra they can either meet us at the Café).

The route being Hume Highway traveling south and taking the 1st turn-off to Mittagong onto the Old Hume Highway and then proceed to Braemar. Jen's Country Café is on left-hand side going south. It is at the back of large garden centre.

To enable me to finalise the necessary table reservations for that morning, I need to know as to whether you will be participating in this Run by no latter than 11th June 2010. Would you please make your booking by e-mail, newcourt2@yahoo.com.au or by phone 0412 640 340. See you for brekkie **John Grist, Social Co-ordinator**

National Motoring Heritage Day Sunday 16th May 2010

Locations around Sydney

Australian Motorlife Museum.

Integral Energy Park, Darkes Rd. Kembla Grange.

Take the Northcliffe Drive exit from the F6 and follow the blue directional signs to the Museum.

The Morris Minor Picnic Club and the Volvo Car Club of NSW will be there to greet you and issue tickets in the President's Day Tour prize draw.

Museum picnic grounds available, canteen and BBQ on the go. Tour the Museum and enjoy the exhibits. Gates open from 9.30 AM to 4.30 PM.

Berry Showground.

Hosted by the Shoalhaven Historic Car Club who will issue tickets to CMC members on arrival.

Visit Berry and enjoy the great restaurants, pubs and shops. A fabulous display of stationary engines and classic vehicles within the showground.

Just one street to the left as you enter Berry township heading South on the Princes Highway.

Chevalier College Sports Grounds.

Hosted by the British and European Club of the Southern Highlands (BEAC). This popular venue provides parking on the sports fields for you to stop over and enjoy all the vehicles on display.

Mulgoa Park

Cnr Littlefields & Mulgoa Roads, Mulgoa

Bella Vista Homestead

Near Old Windsor Road Seven Hills.

The now fully restored original home and farm for John and Elizabeth Macarthur who started merino sheep in Australia.

The Leyland P76 Owners Club and P76 Classic Car Clubs will be there to welcome you and issue tickets.

Other events for 2010

- * July 2010 – Christmas in July – Will be held in Crookwell, not far from Goulburn on the weekend of 24th July. **This date may change** so please check the website for further details. More details on the next page.
- * Annual run to a Southern Highlands pub - **TBA**
- * Sunday 16th May. National Motoring Heritage Day at Motorlife Museum and other locations noted on this page!
- * Weekend away at Shoalhaven Jazz Festival with dinner dance on Friday night-**TBA**

As always, please make sure you check the website for updated details for all of these coming events.

Monthly General Meetings

Ashfield Bowling Club

Cnr Orpington Street & Parramatta Road

Ashfield

8pm on the first Wednesday of each month

Next General Meetings

5th May 2010 & 2nd June 2010

Social Dinner – From 6.30pm

IF YOU HAVE PROBLEMS FINDING YOUR WAY CALL.

JULES ON 0409 161 357.

Apologies

If for any reason you are unable to attend a General Meeting please forward all apologies to the committee or via email to: volvocarclubnsw@VolvoEmail.com

Attendance at General Meetings earns three points towards the club championship. Apologies received will be given one point.

**IF YOU HAVE ANY QUERIES PLEASE DON'T
HESITATE TO RING JULIE ON 0409 161 357**

Christmas in Crookwell Weekend of 24th & 25th July 2010

This event is still in the planning stages, and the venue has yet to be finalised, but as our next magazine issue isn't until August, I felt it was prudent to give you some details. All details will be on the website when finalised.

So please make sure you check the website regularly for final details of all our events.

"Catherine's" in the main street and they can provide Xmas in July Dinner as follows:

- * Menu 1 is \$25 per head for Beef & Turkey plus 2 deserts i.e. Xmas pudding and apple slices, then add corkage and coffees on top.
- * Menu 2 would be \$30 per head for pork & turkey plus 2 deserts i.e. Xmas pudding and apple slices, then add corkage and coffees on top.

Accommodation at Spud Murphy's

Rooms at approx. \$60 to \$85 per night per room. Some rooms have ensuites where others don't. They also offered 10% discount on Bulk bookings.

Spud Murphy's can also organise a full Xmas in July meal on the Sat night. @ \$40 p/h

Accommodation at Upland Pastures Motor Inn

Rooms at \$95 per room (double) - note normally \$110 p/n

Sydney Vintage Car Restoration. Visit is at a cost of \$30 per head (including lunch) where Gill Skidmore your host talks solidly for approx 2 and a half hours. His wife Sarah will provide afternoon tea.

Letters to the Editor

On Wednesday 10/02/2010, my sister took her car - a Volvo VX70, to Trivetts in Parramatta where she purchased the car and has it regularly serviced and any problems rectified for servicing.

Trivetts were aware that my sister has two people at home that at the time who were in need of constant medical attention so a reliable vehicle was imperative. Even so they said they could not look at her car till Thursday the 18/02/2010.

Desperate to get her car attended to she went to Annlyn Motors in Penrith. Initially she was informed that they too were booked out and could not look at it till the 18th. When she explained her circumstances she was told that she could leave her car and they would look at it the next day and see what they could do. True to their word next day my sister received a call from Annlyn explaining what the problem was and asking for approval to commence repairs, which they got. They also said that as a service was imminent that to save her coming back for it they would do that as well.

On Friday afternoon the 12/02/2010 my sister received a call that the car was ready to be collected. Not only was the car serviced and repaired, but also cleaned. Thank you nAnnlyn Motors.

Regards Uwe Clasing

The Editor's Bit



Phew.....busy holiday break! I spent 5 and a bit days in Bathurst for the FoSC big event; actually the biggest motor sport event in Australia with over 800 entries. It was a mixed event with 2-1/2 days of straight out racing and 2-1/2 days of Regularity events. I helped the Commentary Team for the first lot of events and was then seconded into the role of Track Announcer for the remaining time. There were over 300 volunteers at the track to help run the event.....all I can say is "well done everyone"; especially the flaggies who are the unsung heroes of an event like this.....we couldn't run it without them. It's on again next year, so put your name down and come along. It's full on, but rewarding at the same time.

See you there next year maybe????

Regards, Jules



Council of Motor Clubs calendar of Major Events 2010

2010	Event	Venue
9 JUNE	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN
24 JULY	ALL FORD SWAP & DISPLAY DAY	EASTERN CREEK RACEWAY
25 JULY	ALL FORD FAMILY DAY	EASTERN CREEK RACEWAY
6, 7 & 8 AUGUST	FoSC WINTER INVITATION	WAKEFIELD PARK - GOULBURN
11 AUGUST	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN
21 & 22 AUGUST	SHANNONS EASTERN CREEK CLASSIC	EASTERN CREEK RACEWAY
29 AUGUST	ALL BRITISH DAY	KINGS SCHOOL - NORTH PARRAMATTA
4 & 5 SEPTEMBER	MUSCLE CAR MASTERS	EASTERN CREEK RACEWAY
19 SEPTEMBER	BMC LEYLAND AUSTRALIAN HERITAGE GROUP REUNION	RYDE-EASTWOOD LEAGUES CLUB
1 - 4 OCTOBER	CAMS CARNIVAL	EUCHCA / MOAMA
6 OCTOBER	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN
27 & 28 NOVEMBER	HSRCA TASMAN REVIVAL HISTORIC RACING	EASTERN CREEK RACEWAY
8 DECEMBER	G.E.A.R. MOTORSPORT	WAKEFIELD PARK - GOULBURN

2010 Invitation Motor Sport Events

Fiat Car Club Motorkhanas - 2010



Motorkhana Dates for 2010

May 22nd	R2 motorkhana Day \ night \ camp night for all interested
June 20th	R3 motorkhana
August 15th	R4 motorkhana
September 12th	R5 motorkhana
October 17th	R6 motorkhana

**Motorkhanas are held at
Ansell Park,
Cnr Richmond Rd and Percival Street,
Richmond (across from Richmond
RAAF Base)
Access is from Percival Street**

We need Volvo Car Club members to come out in force this year for the Motorkhanas. We have a great venue; the event is very well run; there's a sausage sizzle for lunch at a very minimal cost, or you can bring your own, as you choose. You don't have to have a Junior in the family to come out and enjoy the day. The grown-up kids have a good

Events Report

Motorkhana 21st March, 2010

It was a hot and dusty exercise at Ansell Park on 21st March. Although Ansell Park is actually set in a flood plain (this is why it cannot be built on and the Fiat Club was able to acquire it for their events), it doesn't take much for the dust to kick up when the competition is going on. This event is very well run by the Fiat Club. All the entrants get at least 8 runs on the day, which is real value for money. A sausage on a roll with some salad on the side and a soft drink will set you back around \$3.50; very reasonable. Of course you can take your own picnic if you so desire.

Winter at the park is not bad either. Richmond is one of the coldest spots in Sydney, but now that "the boys" have rigged up a wood-burning outdoor stove in the open-sided shed it's much more comfy. All of us administrators and other non-entrants gather around for a cosy chat and a cuppa, while everyone else is running around the paddock having a whale of a time. The kids especially love the event and always do pretty well. I guess it's because their young brains haven't had time to develop the bad driving habits we oldies tend to develop over time.

The event in March was well attended and three of our Volvo entrants did pretty well on the day with Brendan Machillicuddy in a 244 being 6th outright and 2nd in his class; Eron Mitz in an 850, was 4th outright, and 1st in class, and James Hill was 18th outright out of 27 senior runners and 6th in class. As usual we had a good turnout of Juniors. This type of event is a great way to give our Juniors a good grounding in motor vehicle handling before they actually get onto the road, and as a rule these kids do well when they go for their licence. See you next round, and **Stay safe.....Regards, Jules**

Events Report

Motorfest 26th January, 2010

Yes – we went to this year's NRMA Motorfest – it was the 25th Anniversary of this amazing event. We started back in 1999 – so we are not old hands by any means – the plural, because my dear wife Jan always accompanies me.

In the early days we used to get up at 'sparrow's' and venture off into the parking area at the Sydney Football Stadium. We had the obligatory sausage sandwich with onions and sauce and a cup of tea. Then when drove fairly sensibly into the city and parked somewhere on College St or Macquarie St.

At our first MOTORFEST there were all manner of food stalls and grog stalls in Hyde Park and other things to look at and do –it was great. I met another classic car owner who told me he had been coming to the event for several years and he described it as the "best kept secret" of Australia Day.

Well it isn't any more! It is still a great day. One where Jan and myself always take time to remember all the sacrifice and suffering that paved the way for the freedom and quality of life we now have. And I believe there has only been one rainy day since 1999! So the days have always been sensational as was this year.

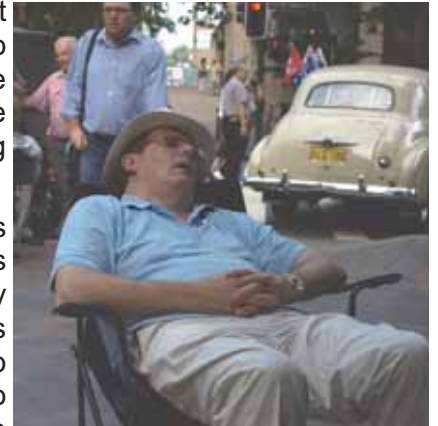
BUT – for the past several years cars assemble in the Domain Car Park at predetermined times. Somehow we do not now arise at 'sparrow's' – it is a more leisurely start – and there we were in a traffic jam entering the parking area – sadly a Jaguar – one of those Mk 5 types I think that weighs 10tonne – had broken down right at the entrance – Well what do you expect – the owner had inadvertently forgotten to bring his spare car – as Jaguar drivers must.

So after inhaling the prerequisite 500litres of carbon monoxide and increasing the Earth's temperature by 700degrees we parked and headed down for the sausage sambo – now I know that the sale of Alka Saltzers increase dramatically on Australia Day but that was no excuse for **not having onions** in the sausage sambo – I mean it is un-Australian! It is "de rigueur" (pardon the French) that one belches and has heartburn for a few hours – obviously one of the new OH&S rules – that OH&S b*****rd has a lot to answer for – who the hell is OH&S anyway? I am constantly hearing that's OH&S – or such and such has been stopped because of OH&S. It is a bit the same as Bill Posters – you know the guy who was always being prosecuted!

Back to the event – VOLVOs were well represented with 3 P1800s- our 122s Chris's immaculate 140 –that attracted a lot of attention and Boyd's 240 Turbo –that never fails to attract attention. There were other VOLVOs on display with the Classic Car Club – The crawl up to Macquarie St was too much for the Jags and I am told that another gave up and created another hold up – just a bit more fun –not.

But all the angst goes away and we were given a personal escort through the throng to Hunter St where we parked. Then we went about enjoying that special day.

Due to the pressures of my office as treasurer and my advanced years I was forced to take a nap and Boyd seems to have taken some delight in photographing my debilitation and insisting he will publish same – so I got in first. How rude! Note the official VOLVO HAT – part number SVO – 8120 what's more.



Volvo Driver Profile Questionnaire



The Volvo Car Club of NSW would love to have clubs members from anywhere in Australia fill in the questionnaire and send it in....I can't think of a better way for us to get to know each other.

You don't have to answer truthfully.....please, feel free to have some fun with it, but keep it clean okay! This is, after all a family magazine ! Looking forward to reading some of the answers. **Jules**

My name is _____ **I'm** _____ **years old (Optional)** _____

My current Volvo is: _____

When I joined VCC. _____

Why I joined VCC... _____

Cars I have owned... _____

My best Volvo moment _____

My worst Volvo moment _____

Most fun I've had in my Volvo _____

My most embarrassing moment in my Volvo (Optional) _____

My favourite food _____

My favourite drink _____

Anything else?. _____

Greg Sievert Driver Profile

My name is: Greg **No, it's not my dog!**

I'm 43 years old

My current Volvo is: 1988 240GL sedan

When I joined VCC. January 2000

Why I joined VCCL: to meet other Volvo owners and participate in club activities (picnics, drives, display days, national rallies)

Cars I have owned: 1985 VW GTI, 1995 Chevy Impala SS, 1999 Chevy S10 ute, 1997 Saab 9-3, Volvos: 1973 1800ES x2, 1983 240 turbo wagon, 1988 240GL sedan, 1993 240GLE wagon, 1986 240GL sedan, 1968 145S, 1965 122S wagon, 1986 740 turbo sedan, 1988 740 HP turbo sedan

My best Volvo moment: Having my 1800ES arrive safely in Australia after a long sea journey from the USA.

My worst Volvo moment: Crashing my 1800ES into the back of a pregnant woman's Jeep SUV when I was doing something stupid.

Most fun I've had in my Volvo: Autocrossing in various Volvos, or driving on the Winton race track at the "Fun Days"

My most embarrassing moment in my Volvo: Same as worst Volvo moment (see above!)

My favourite food: In general, Mexican. Specific, I guess chocolate would have to be up there!

My favourite drink: Coffee at the moment, but used to be Dr. Pepper soft drink (hard to get in Australia)


Anything else?: I'm always complaining about something related to the car (flawed design, etc) when I drive a new non-Volvo car, but as soon as I get back in an old Volvo, my troubles/complaints seem to go away.

Editor's note: I'd like to know what the "stupid thing" was that you were doing Greg !!

Greg's Answer: Revving my engine because I was getting impatient that she wouldn't pull out into traffic. Finally we both pulled out - I was changing lanes to overtake her when traffic slowed and she came to an abrupt stop. Oops!



Uwe (Frank) Clasing Driver Profile

My name is	Uwe (Frank) Clasing	I'm ???years old	Not saying		
My current Volvo(s) are:	1963 Volvo 122 & 1967 Volvo 123				
When I joined VCC.	About 3 years ago.				
Why I joined VCC...	To socialise and more.				
Cars I have owned...	Mk II Zephyr Ute; Holden HR Premier (x2); Morris Cooper S; HQ Kingswood 253 auto; XA GT Falcon, Chrysler 225 Pacer; 1979 Ford Falcon GL 351; 1974 Ford Falcon 351; Commodore SLE SLT; 1986 Pulsar ET Turbo; 1990 Pulsar, 1981 Daihatsu Low Loader Truck and 2000 AU Falcon Ute.				
My best Volvo moment	Showing off Mum's new 122				
My worst Volvo moment	Getting used to the low profile tyres on the 850 at the cost of 2 new tyres				
Most fun I've had in my Volvo	Sort of ties in with my best Volvo moment above.				
My most embarrassing moment in my Volvo (Optional)	Not saying.				
My favourite food	Virtually anything my sister cooks. (She is a fellow Volvo enthusiast) She has had a red Volvo 122 2-door, then a 164, 145 and now a V 70.				
My favourite drink	I don't drink much, but I do enjoy a nice beer; Grolsch", which is made in Holland; also Jagemeiste and Drambuie go down well.				
Anything else?.	I love music; early jazz, bluegrass, country music, swing, 40s big bands, rock & roll, classical etc. I have a big collection of DVDs of early 30s comedies and musicals, right through to the present. Plus a lot of black & whites., I do woodwork and shooting (pistol and rifle).				

Laugh Lines



Sentences actually typed by Medical Secretaries at the NHS in Greater Glasgow

- The patient has no previous history of suicides.
- Patient has left her white blood cells at another hospital.
- Patient's medical history has been remarkably insignificant with only a 40 pound weight gain in the past three days.
- She has no rigors or shaking chills, but her husband states she was very hot in bed last night.
- Patient has chest pain if she lies on her left side for over a year.
- On the second day the knee was better and on the third day it disappeared.
- The patient is tearful and crying constantly. She also appears to be depressed.
- The patient has been depressed since she began seeing me in 1993.
- Discharge status:- Alive, but without my permission
- Healthy appearing decrepit 69-year old male, mentally alert, but forgetful.
- Patient had waffles for breakfast and anorexia for lunch.
- She is numb from her toes down.
- While in Casualty, she was examined, x-rated and sent home.
- The skin was moist and dry.
- Occasional, constant infrequent headaches.
- Patient was alert and unresponsive.
- Rectal examination revealed a normal size thyroid
- She stated that she had been constipated for most of her life.
- I saw your patient today, who is still under our care for physical therapy.
- Both breasts are equal and reactive to light and accommodation.
- Examination of genitalia reveals that he is circus sized.
- The lab test indicated abnormal lover function.
- Skin: somewhat pale, but present.
- The pelvic exam will be done later on the floor.
- Large brown stool ambulating in the hall.
- Patient has two teenage children, but no other abnormalities.
- When she fainted, her eyes rolled around the room.
- The patient was in his usual state of good health until his airplane ran out of fuel and crashed.
- She slipped on the ice and apparently her legs went in separate directions in early December.
- Patient was seen in consultation by Dr. Smith, who felt we should sit on the abdomen and I agree.
- The patient was to have a bowel resection. However, he took a job as a stock broker instead
- By the time he was admitted, his rapid heart had stopped, and he was feeling better
- Between you and me, we ought to be able to get this lady pregnant.



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PRESIDENT REPORT

This edition, there is lots to talk about.

CLUB BREAKFAST

The club enjoyed a lovely breakfast at Daisy Hill forest recently. Although it rained, the wet weather could not dampen the enthusiasm of a number of members who came along to enjoy the company and to discuss their classic cars. I must congratulate Jeff for the excellent effort on his part.

COMING EVENTS

This year, we have a number of events for you. Please refer to the last edition for the full spread, or please feel free to call Jeff Turner or myself if you have any questions. We are going to share some events with other clubs/organisations, as we really do have lovely cars that should be shown and compared to other classic marques.

IS THERE AN ALTERNATIVE FUEL?

Last edition, I bemoaned the finite resource of our oil. But recently I saw a TV article about "bio ethanol". It was claimed that it IS possible to fuel our vehicles on this stuff. Grown from sugar cane, how will they make enough of it? Will it be corrosive? Will we really be able to drive our old Volvos on it?

If anyone has any answers, I am sure we would all love to hear them. (Hey Greg, do you know?)

AN 1800 IS BORN.....

We have become fans of Mark Evans, a lovely English guy who builds cars, 4x4s, and calls his series "a ... is born"

Well, I think he now has an Australian competitor in the form of Martin Thompson, who recently (and bravely) bought a basket case '71 E off ebay. Having inspected the car, I can say he has his work cut out for him! But I believe he is up for the challenge. I look forward to seeing the end result, and might even make it the subject of periodic updates. I just hope Ruby and Julie are patient with him!

Well, that's about it for this edition my classic Volvo chums....see you at an event soon!

Until then, Volvo for your life
Robert Bakker, President.

Membership

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

105 Financial Members

Life Members: Kevin & Margaret
Greenaway

Club Badges



SOLD OUT
New one soon



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

Calendar of Events

- Sunday May 9th (optional). Joining with The Triumph Car Club Show & Shine on Mothers Day at Macleans Bridge.
- Sunday June 13th (Club event). Meet at Tamborine Village for lunch
- Sunday July 11th (optional). RACQ Motorfest
- Sunday August 1st (optional). Lismore Car Rally
- Saturday September 18th (Club event). Travel to O'Reillys on the Scenic Rim, overnight stay, home Sunday
- In October (optional). Peer from GLT Motors organises a day in Capalaba for all Volvos
- Late November or early December (Club event). AGM and Xmas get together.

123GT Restoration Update

Progress on John Earthrowl's 123GT restoration is moving along nicely interrupted only by our overseas visit to Jerusalem for Easter. Unfortunately, it will also slow down due to another trip to France and Sweden in June for the 50th Anniversary of the 1800. (Details on our website) But I should have it at the painters by then. All rubbers, trim and glass, inside and out are off the car and I have been surprised not to find major rust in this car. If anything it is mainly wear and tear that this car suffers from. A good pressure clean of the car got rid of a lot of red dust/mud from every hidden part of it. I have pulled out the engine/gearbox/overdrive and all other mechanicals from the car (made easy on a 120 by the removal of the nose piece) So, the car will soon be off to paint and panel and I will start renovating all the trim and mechanicals await-



ing its arrival back from the paint shop. And all this is happening while John is very busy fishing in Tassie. More on this and other stuff in the next issue.

George Minassian



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Technical Advice? Contact me - more than happy to help

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USED PARTS

My 1800E by Robert Bakker



Owner : ROBERT BAKKER

Vehicle : 1800E

Type & Chassis No 184352 U 35873

Colour: 100, Yellow

Upholstery: 344-769, Black

This month, I am going to profile my own 1800E, as she does tend to get a little jealous if she isn't in the spotlight.

I am only the fourth owner of this beautiful '71 E. I would argue she is now what they call a "survivor", as she has not undergone a restoration at all in her 39 years, and she remains in absolute pristine condition.

Avid readers may recall the tale of acquisition early in '07, when I made the bold decision to buy my next Volvo from Adelaide, where she had lived all her Australian life. For about the first 20 of her years, I believe she languished on display in the showrooms of Lock Motors of Adelaide, and I think this may be where she acquired her taste for the stage.

She then changed hands and was owned by an elderly gentleman who could not outlive the legendary Volvo lifespan, then was acquired by my seller, who was understandably reluctant to part with his showgirl.

Since her arrival in Clontarf, she has undergone a full engine rebuild, the main reason being she was the victim of the oft spoke of B20 "soft cam" syndrome. At the same time, she received attention to brakes, front end and some minor bits, but she remains largely in her original condition. She is remarkably well preserved.

This originality shows in the beauty of the drive. She is smooth, tight and makes all the right noises (and none of the wrong).

wherever she goes, she turns heads, and I am often asked what she is. Of course, being the star that she is, she regards such query with disdain.

There are actually no future plans for her, other than to keep her the way she is, and to enjoy the privilege of ownership of an 1800.

She will of course continue to make special appearances at club events, even if she has to be driven by S M rather than her no man.

Robert Bakker

1800E



Volvo 1800-120 Club Membership Form

Name:
Postal Address:

Home:
Mail:
Car Model:
Engine:
Chassis:
Colour code:
Postal code:

Joining Fee \$5.00 - Membership \$30.00

includes subscription to Rolling Magazine

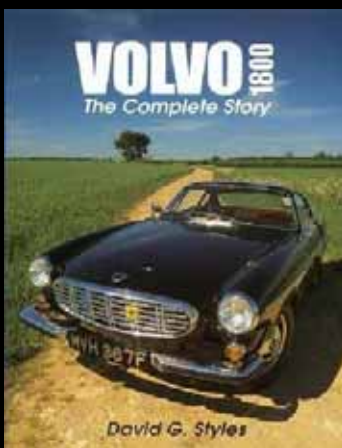
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for the financial Year 2010/11

Very Important: For bank transfers, please make sure you include your name (not 'club membership!') as the reference.

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BSB 082837 - Account 833499571



Volvo 1800 - The complete Story
by David Styles

Volvo 1800-120 Club Aust Inc.
Books for Sale

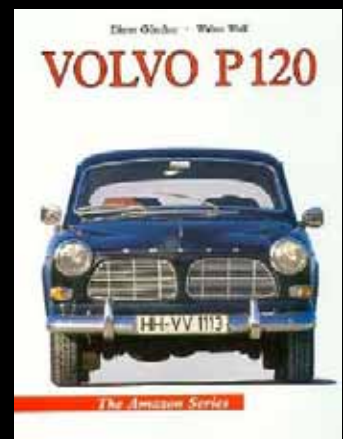
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Volvo P120 - The Amazon Series
by Peter Hunter

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!

1991 240 GL - LIKE NEW! Light blue with blue interior. Automatic, 140,000 km. 2-owner car. Very clean and tidy car (like new inside and out), is a real pleasure to drive, with service history, has been in storage. Would



suit keen Volvo collector. She has all her original tools and books, no dents and has just been serviced for recommission, new tyres, and heavy duty battery, floor mats and tool kit as new. Will also need to be re registered in Victoria (not currently registered). NO tyre kickers, genuine enquires only thx. \$7900 with RWC. Damien 0417-348-150. Glen Waverley, VIC.

Model cars (1/43-scale) for sale.

Mostly 122 and 1800. From \$60 to \$350. Including THE SAINT 1800 @ \$90 each. Some other models available. Look out next issue for service manuals and New and original owner's manuals. Graham Bennett 02-9547-2559 or 0408-600475 (NSW)

1) 1966 123GT. White. Engine reconditioned, out of car. New bare metal re-spray. Trim very good. \$9500.

2) 1966 122. Red. Excellent body. Stripped out for re-paint (can do if required). Engine reconditioned. O/D gearbox. \$4000. Also many spare parts available. Contact Robert Hill 0400-934-495 or 02-49-736-778 or email rhill@westnet.com.au. Cars located at Morisset, NSW

JOHN GRIST'S VOLVO PARTS

GARAGE SALE! Too many items to list. 140 VOLVO PARTS GALORE - you name it, I might have it. 740/760 and 940/960 Parts and Panels, turbochargers,

engines, transmissions, wheels, plus more! 242 DL Parts: Front guards, grill, bonnet, dash (in mint condition) and sundry bits. Contact John Grist, Mobile 0412 640 340, email newcourt2@yahoo.com.au NSW Club Mar/Apr 2010

244 GL (1974/5) model (manual transmission) for sale. We are the sole owners of the car and it has been mainly driven on weekends



only. Mileage is about 134,000 kms. The Volvo is in its original state (no accidents and has its original parts/accessories still intact) and we would like to sell it to an enthusiast who would take care of it, as it contains some sentimental value. It was my father's car, before he passed away. Hope you can help. Contact: Ian Seeto. Ph: 02 9257 6372, Mob: 0413 424 028. email: Ian_Seeto@amp.com.au NSW Club Mar/Apr 2010

Parts for sale for 142, 144 & 164: Brand new dash complete—has never seen the sun. Brand new rear small bumper rubber. Brand new rare power rock diff. 2 x 142 doors, good condition. 2 x 142 door frames, good condition. 1 x 142 brand new door frame. Phone John Sinuks (Blue Mountains) on 0407 530 942 or 0409 539854 NSW Club Mar/Apr 2010

142 (x2). The one in the photo is a 1973 model with sunroof and was registered until December 2008. It's



in good original condition. Also a 1975 142S, which is complete and was last registered in 2002. Call Alex Lockley on 02 6586 3351 NSW Club Mar/Apr 2010

Reluctant Sale of Rare Volvos: 1971 Model 145 Express Vans (2) Both with Service Books and full histories. Both on Club Registration. Very



rare and a recent trophy winner. \$3,500 - \$8,000. 1966, 121 4-door Sedan. Rare bench seat, column gear change, single carburettor. White with red upholstery. I

have owned this car for the last 32 years. It is original, with books and a unique history. Genuine 130,000 miles on Club Registration. \$9,500. 1966, 122 Station Wagon. White with red upholstery. Books and history. Unregistered. \$3,500. 1977, 262 (Yes, 1977). Rare early tail light model. Silver "skin". Rust lower front screen area. Unregistered. Has Chev V8 conversion job - 80% completed. Will sell with or without V8. Offers. If you're interested in any of these rare and well-loved Volvos, Call Kevin on 0414 571 745 for full details and negotiations. NSW Club Mar/Apr 2010

VOLVO items for sale: Thule lockable Roof Racks suitable for 2, 7 & 9 series Volvo - \$195; Dash mat suit 244/245 (narrow gauge cluster) - \$10; GT steering wheels x 2, suitable for 240/260 series - \$95 ea; Sunroof (Glass only) tinted suit S70/V70 - \$35; Alloy wheels, Cheviot 15"x7" complete with tyres. Used on 244 GL - \$550 set of 4. Rear muffler louver panel suit 240/260 - \$25. Contact Stephen on 02 9544 7565 or 0411 670 274 NSW Club Mar/Apr 2010

1995 850SE Sedan. Burgundy with black leather. One owner, in excellent condition, with extremely



low k's (83,000km). Asking \$13,500 ono. Phone Sinto 03-9331-1592 (AH) or 03-9744-1186 (BH)

GT Gauges, suits 242GT and many 2-series sedans and wagons. Fair



condition; Speedo in MPH/Miles \$250. Contact Simon via email: rachelj3@aapt.net.au

ORIGINAL RED 122s DOOR CARD SET (all four). Difficult to find in good condition and a fraction of the price of a repro set. Asking price \$50.00. Joe 0450703416. Brompton, Adelaide.

Head gasket, 164 (B30) ELRING 236.927, with matching rocker cover gasket. Bargain: \$65 pair. John Fleming (03) 9877-7754

New 1800 factory bonnet, old stock, 1800 models from 1961-73 coupe and estate ES. THE LAST ONE! \$1,500. At Blackburn. Freight extra. John Fleming, (03) 9877-7754

Box of rare 1800 parts... left exterior door handle, complete, mint chrome, suit

upswept chrome door series. Early blue faced oil pressure gauge, tested 100% against master gauge, exc. cosmetic condition. 4 x excellent black switch knobs not faded. 1 x interior early door handle "paddle" and Pair bonnet roller catches/brackets, assorted nuts and bolts. \$200 the lot. John Fleming (03) 9877-7754.

Engine, B18D ex 66 122. Recent rebore to 0.030, just had head overhaul, flywheel refaced, new neoprene crank seals, painted and detailed. Suit 122, 1800 or a 140. \$2,000. John Fleming, (03) 9877-7754.

Engine, B20B Standard bore. Honed, fitted new rings, crank bearings, timing gear, new neoprene crank seals, refaced flywheel, reco head with new valves. Painted and detailed. Suit 122, 1800 or 140. John Fleming, (03) 9877-7754.

1974 164E. Beige with tan interior. Good body & paint. Interior needs



TLC. 15" 5 spoke Volvo alloys. Price \$2000 firm. Car is in Melbourne. Contact Graham Spence by email on: spannergoesdigital@hotmail.co.uk

1984 240GL. Yellow, auto, 200K. Mechanically sound and recently serviced. Contact Mrs. Hicks on 9558 7429

1980 245GL QLD Registration current and valid to April 2010.



Current Kilometres: 298,109 –last service at 297,950. Full service history available. Contact: Mon-Fri (07) 3166 7507 during business hours. Sat-Sun (07) 3832 2820. Price: \$3,000. Brisbane.

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



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Or, contact the Membership Secretary, Greg Sievert

PH: 03-9397-5976 (AH) or email greg.sievert@gmail.com

badge is dark silver on light silver with yellow & blue shield insert as the original car badge. 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.



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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/downpipes - 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. Mark Richardson, VP Tuning 0403-814-545

VP Tuning

Volvo Performance Parts

Mark Richardson

PO Box 2002
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Australia

mobile: 0403 814 545
fax +61 3 9775 5302
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www.rexgorell.com.au/volvo.htm

VOLVO FOR LIFE



ON THE BACK COVER: (LH) Congratulations to VIC members Ben & Tina Winkler (nee Nowatzky) on their recent marriage. (RH) Anne Clark's 480ES. Ray and Anne are avid Volvo fans and active in the Volvo scene of New Zealand.

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