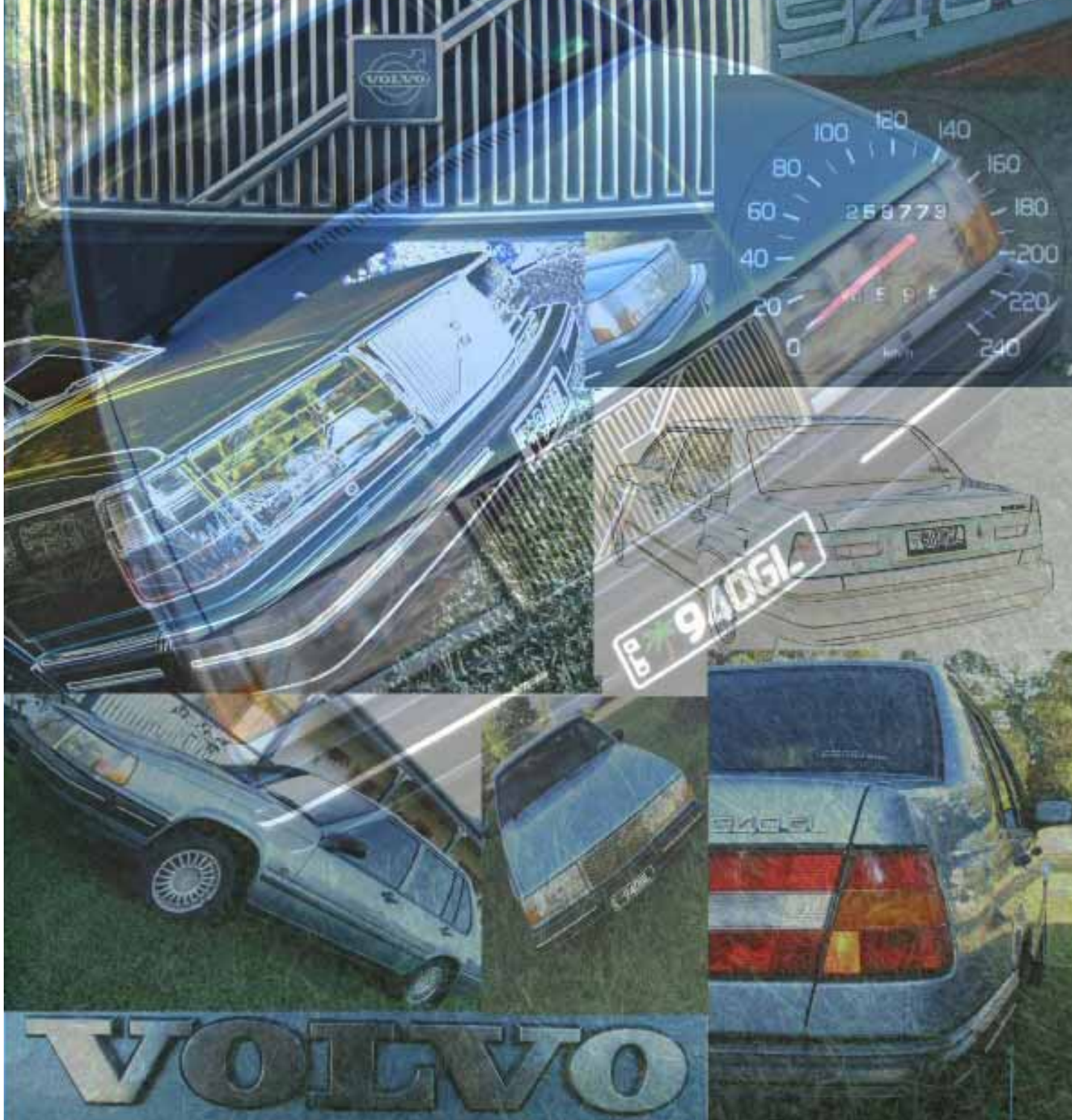


# ROLLING

**AUSTRALIA**

**September/October 2010**

**No. 192**



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



**1800/120 CLUB AUSTRALIA**







*We know Bloody Cars - Bloody Well!*

**vsvcarsales.com.au**  
**FINANCE • WARRANTIES**



## New & Used Vehicle Advisory & Buying



We offer advice on buying new & used cars, service costs and running costs, resale values, best finance programs and quotes, insurance quotes and vehicle warranties for up to 5 years starting from only \$200 including 12 months roadside assist packages. As well as many other insider secrets into the motor and finance industry that you will never be told by dealer retail sales people. GO TO [www.vsv.com.au/newcarsales](http://www.vsv.com.au/newcarsales) or call Peter on 0418 188 807 for more information about how to save time, money and frustration using our service. You will never buy a new car any other way again.

Remember VSV buys and trades-in any make of car. So if you are looking to sell your car give VSV Car Sales call for a free valuation. We can also arrange a warranty on any car that you are looking to buy.

Visit [www.vsvwarranties.com.au](http://www.vsvwarranties.com.au) for more information.



**Volvo MY2004 S60R 4 Door Sedan** Fully Optioned Trans 6 SP MANUAL 129,724km, colour Flash Green Metallic with Aacama Aniline R-Line Sports Soft Leather Seats. Comes with FREE 3 year unlimited KM AWN warranty and 1 year roadside assist, long Vic rego, RWC, fully detailed, fully serviced, safety check. Rego SYX121 **Price: \$26,990 DRIVE AWAY**



**Volvo MY2003 S60AWD Sedan:** Trans 5 SP AUTO Geartronic, 107,686km, colour Black Sapphire Metallic with black / Beige Sports leather Seats. Comes with 3 year unlimited KM AWN warranty and 1 year roadside assist, Vic rego, RWC, fully detailed, fully serviced, safety check. **One Owner, Full Volvo Service History, Drives Great. Price: \$12,990 DRIVE AWAY**

### **VSV Car Sales also has the following cars ready for sale**

- 2002 BMW 318i Executives E46 98,967km auto 4 door sedans in Silver, Sunroof \$18,749
  - 2004 HONDA JAZZ VTI-S 84,895km 5 SP manual 5 Door hatch in Milano Red \$15,990
  - 2006 SUBARU OUTBACK 2.5 SAFETY 97,353km manual 5 Door wagon in Steel Grey Metallic \$23,990
  - 2003 FORD FALCON XR6 TURBO 100,513km 5 Speed Manual 4 Door Sedan in Gold Rush Metallic and Black Sport Leather \$19,749. Best Example of an XR6 Turbo around. This car is like new.
  - 2002 RENAULT SCENIC RX4 EXPRESSION 161,121km manual 5 Door hatch in Nordic Green \$7,990
  - 1997 HOLDEN ASTRA CITY 166,187km manual in Burgandy Metallic, Excl condition \$5,490
  - 2005 (MY06) BMW 525i E60 M SPORT 72,475km Fully Optioned with the lot, Auto 4 Door Sedan in Carbon Black Metallic, Sunroof, 19" Alloys, Sat Nav, TV, PDC, ACTIVE CRUISE, THE LOT \$51,990.
- ALL cars are DRIVE AWAY NO MORE TO PAY included are RWC, Detailed, Warranties, Roadside Assist, etc.

**For more info on these cars visit [www.vsvcarsales.com.au](http://www.vsvcarsales.com.au),  
email us at [cars@vsv.com.au](mailto:cars@vsv.com.au) or call Peter on 0418 188 807** LMCT9492



## **Finance and Warranties**

VSV offers a complete range of vehicle financial services to suit your needs, budgets and at competitive interest rates. So no matter if it is a fleet of vehicles you are looking to finance, Novated leases or Persona Car Loans VSV can offer the right product for you.

# ROLLING AUSTRALIA

September/October 2010, Issue No. 192

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

## MARKETING & CORPORATE ADVERTISING

CONTACT THE EDITOR  
for standard ad rates & other ideas

## DEADLINE FOR SUBMISSIONS

Next edition deadline is  
**10th October 2010**

## EDITOR

Greg Sievert  
17 Lakeside Place  
Williamstown, VIC 3016  
Ph. 03-9397-5976 (AH)  
greg.sievert@gmail.com



## CONTENTS:

- 2 VIC Calendar of Events
- 3 President's Prattle
- 4 The Editor's Desk: *Sunshine & Treasured Horses*
- 5 Membership & Treasurer's Report
- 6 240/260 Register: *Floor Mats 101*
- 8 Volvo C30 Review: *SOKO drives and rates them*
- 10 Volvo Club of Victoria Events Coverage
- 12 The Great Race: *Falcon GT HO vs. Volvo 244*
- 13 Always Use your GPS
- 15 Brickbats & Bouquets: *No Car is Perfect 7*
- 16 Vehicle Profile: *Richard Brabazon 1800E*
- 18 Volvo Roadshow
- 19 Rolling Eyes
- 20 Volvo Club of Queensland Pages
- 22 Volvo Club of South Australia Pages
- 24 Volvo 1800/120 Club Australia Pages
- 32 Volvo Club of NSW Pages
- 39 Classified Ads: *Cars & Parts*
- 40 Volvo Club of VIC Membership Application\*

\*Note: Due to space limitations, refer to Pg. 40 for details on how to get a form.

## Coming up in Future Editions:

- More Volvo *Imagineering*
- Dion's Story: Part 3
- Adding Cruise Control to your P1800
- Your Volvo story! If you have a story about your Volvo or being a Volvo owner, send it to the editor for use in an upcoming magazine!

**ON THE FRONT COVER:** "Volvo 940 Collage" submitted by Brad Wightman (Volvo Club of Queensland)

**DISCLAIMER:** In regard to products, services and/or procedures that are either advertised or mentioned in the editorial content of this magazine, members should determine for themselves the reliability or suitability for their own particular requirements. Advertisers must ensure at all times that their products and/or services represented are suited to the intended use. The Volvo Car Club of Victoria Incorporated cannot accept responsibility for any product or service statement made herein, and the opinions or comments from any contributor are not necessarily those of the Club, the committee, the members or the editor.

Published and distributed by:  
**VOLVO CLUB OF VICTORIA INC.**  
PO Box 3011, Moorabbin East, VIC 3189  
**WWW.VOLVOVIC.ORG.AU**

## PRESIDENT

Lance Phillips 03-9707-2724 (AH)  
lancephil@bigpond.com

## VICE PRESIDENT

Heino Nowatzky 0425-705-045  
hnowatzky@ozemail.com.au

## TREASURER

Adrian Beavis 0402-203-437 (AH)

## SECRETARY

John Johnson 0414-385-962 (AH)  
SaintJohn@c031.aone.net.au

## MEMBERSHIP SECRETARY

Greg Sievert 03-9397-5976 (AH)  
greg.sievert@gmail.com

## WEB MASTER

Ben Winkler 0417-391-322  
bwinkler@netspace.net.au

## GENERAL COMMITTEE MEMBERS

Kevin Holden 0409-702-679  
kevin.ann.holden@gmail.com

Thorben Hughes 0416-080-046  
thorben.hughes@iinet.net.au

Mark Iceton (**AOMC Delegate**)  
0434-897-144

miceton@iprimus.com.au

Alex Isaac 0403-801-742  
v8vq@msn.com

Dion Nowatzky

Philip Perkins 03-8806-0251 (AH)  
philip@wilkinsinternational.com.au

## PUBLIC OFFICER

John Johnson 0414-385-962

## SAFETY OFFICERS

John Johnson 0414-385-962  
Paul Frisk 03-5968-5440 (AH)

## LIFE MEMBERS

Lance Phillips, Peter Spencer,  
Gordon Scrambler, John Johnson

## HONORARY MEMBERS

Robert & Shirley Kaub

## REGISTER CAPTAINS

### 1800-SERIES

John Johnson 0414-385-962  
SaintJohn@c031.aone.net.au

### PV444/544 & 120-SERIES

Philip Perkins 03-8806-0251 (AH)  
philip@wilkinsinternational.com.au

### 142/144/145/164

Heino Nowatzky 0425-705-045  
hnowatzky@ozemail.com.au

### 240/244/245/264/265

Mark Hoffmann 03-9335-3946 (AH)  
vol244@hotmail.com

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

Lance Phillips 03-9707-2724  
lancephil@bigpond.com

### 700/900 & S90/V90

Rod Patton 03-5952-5927 (AH)

### 360/440 & C30/S40/V40/V50/C70

Mark Richardson 0403-814-545  
mark@vptuning.com.au

### 850/S70/V70/S60/S80/XC60/XC70/XC90

Peter Sokolowski 0418-188-807  
petersoko@optusnet.com.au

## MOTORSPORTS

Ash Davies 0412-709-695  
ash.davies@dvs.net.au

# Volvo Club of Victoria Events Calendar

For the latest event information, check out the Club's web site at [www.volvovic.org.au](http://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.

## SEPTEMBER 1st (Wednesday)

8:00PM **Night Meeting**. Guest Speaker John Ousey. John was an engineer for Volvo and will give us an insight into the word of Volvo. He was the Engineer in charge of Volvo Australia's production line in Clayton when they decided to build the cars from CKD (Completely Knocked Down) kits. He was also the Engineer in charge of the Volvo 360 24hr record at Surfer's Paradise Raceway.

## OCTOBER 6th (Wednesday)

8:00PM **Night Meeting**. Guest Speaker info [www.volvovic.org.au](http://www.volvovic.org.au)

## OCTOBER 10th (Sunday)

**Proposed drive/economy run to Ballarat**, and visit to Sovereign Hill. Details to be confirmed - watch the web site or contact Mark Iceton (0434-897-144) for more information.

## OCTOBER 23rd (Saturday)

**Picnic at Muckelford**. A great family day out - take your car for a drive to Muckelford Station (Muckelford-Walmer Rd.) Large display day, food and entertainment, steam train and machinery display. See [www.vgr.com.au](http://www.vgr.com.au) for details.

## OCTOBER 31st (Sunday)

**Cars of the World** display day (external event). Proceeds benefit Blind Citizens Australia. Location: Rochford Wines, 880 Maroondah Highway (enter off Hill Rd; Melways 277 D9), Coldstream (Yarra Valley). Cavalcade meeting point - Wheelers Hill Hotel, Cnr Jells & Ferntree Gully Rds, Wheelers Hill, 8:45 AM for a 9:15 departure. Entry forms at [www.carsoftheworld.com.au](http://www.carsoftheworld.com.au). Display car fee \$25. Food & beverage package: \$35 pp. Spectator entry: gold coin

donation to CFA. Event Director: Charles Rogers - 0407-246-533 (AH).

## NOVEMBER 3rd (Wednesday)

8:00PM **Night Meeting**. Guest Speaker info [www.volvovic.org.au](http://www.volvovic.org.au)

## NOVEMBER 6th (Saturday)

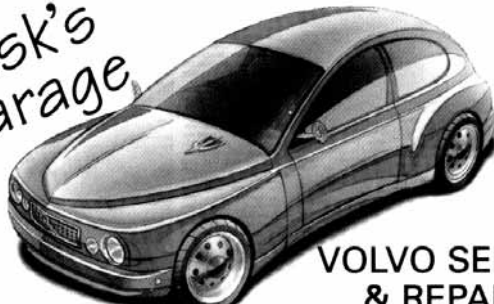
Our 2010 **Dyno Day** will again be held at the Swinburne TAFE in Wantirna (369 Stud Road; "WE" building - Automotive & Production Engineering - near the back of the campus). The cost is \$40 per car, and we have a 15-car maximum. Show up early to get in the queue and avoid disappointment. Starts at 9AM and finishes at approximately 1:00PM. A BBQ lunch will be organised for club members. Contact Alex Isaac (0403-801-742) or Mark Iceton (0434-897-144) if you plan to attend or if you have any questions.

**Magazine printed by club member Rick Robey @ Fairkote:**

## VALE: Bill Wellwood

It was with great sadness that we learned of the passing of Bill Wellwood (5th of July, 2010, after a long battle with cancer). Many club members will remember Bill for the entertainment he provided us several years ago at the club night meeting, when he auctioned off nearly everything in the room (poor David Spratt ended up with half the items without even raising a finger!) Bill was famous for his garish suit coat, bow tie and top hat, and performed many auctions for Shannons during his 25 years of employment. He had a passion for cars, and even owned one or more Volvos during his lifetime. Bill's charity auctions generated millions for various charities, and he will be sorely missed by those who knew him.





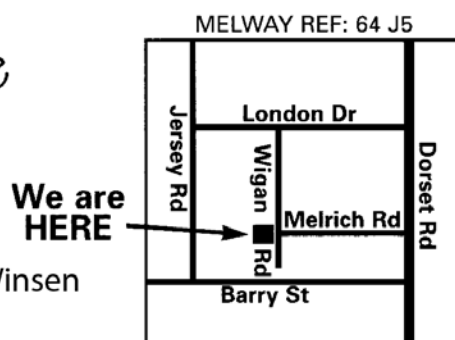
**Frisk's Garage**

**VOLVO SERVICE & REPAIRS**  
4 Wigan Road,  
Bayswater 3153

PH: 9762 9353  
FAX: 9761 1593



Michael Van Winsen  
Owner





# President's Prattle

LANCE PHILLIPS

p: 03-9707-2724

e: lancephil@bigpond.com

Firstly, I thank the members for voting me into the top job of the Club, but not in my view the most important as that falls to Greg with the magazine.

The job is made easier when one takes over the Captaincy from the outgoing skipper and the boat is all ship shape and cruising nicely as opposed to being on the rocks and taking on water (which happened to me in 1985, but that's another story).

As Heino said it takes a good committee and a load of enthusiasm to make it work and I thank him and the committee for his last 8 years to bring the Club up to where it is.

I go back a bit further to 1980 and my second meeting was an AGM where I was coerced into being Editor [with a manual typewriter, scissors and glue to cut and paste].

12 months later I was President and Editor [with an electric typewriter – wow!] and like this AGM I wasn't even there as I was in Queensland.

Anyway a lot of water under the bridge since then.

A bit of background for those who don't know me:

Like Heino I spent 21 years in the Army with a couple of tours to Vietnam and also Singapore where we bought our first Volvo – a 1973 144GL as Pam was also posted there with me. Then various postings around Australia as a Communications Technical Officer. On discharge I joined the Country Fire Authority Communications Department and continued my career for another 24

years before retiring in January this year.

It was an interesting and satisfying journey [most of the time].

I look forward to the challenge of the next 12 months to keep the Club on track with the help of my committee. I will say now that I don't intend to drop off the perch whilst in this position so will be looking for a successor to take over the reins. In the 30 years in the Club I think I have done in excess of 20 on the committee in some position or other so it will be time to kick back for a while after this stint.

*Lance Phillips*

## OUTGOING PRESIDENT'S REPORT

Now Hear This: *For the Last Time*

I attended the Annual General Meeting (AGM) for the Volvo Club of Victoria on a rainy wet evening in August 2002 not really knowing what to expect. I was willing to nominate for a general committee member position. What happened next is still a little bit unbelievable but it happened nevertheless. The first position to be elected is the President followed by the Vice President and so on. Well we never got to the general committee members because we stalled at the President's position. It was painful, Lance went around the room a number of times but no one wanted the position. In the end I thought why not and put my hand up. That was seven years ago and a lot has happened.

The club has gone from a dark period back to a revitalised club with an



energetic and enthusiastic committee and supportive members. I have enjoyed the last seven years as the President of the Volvo Club of Victoria. It wasn't easy in the early days; I had a lot to learn and had a new committee. We didn't get the magazine out on time;

we had a large number of unfinancial members; but we had enthusiasm. Plus we had the help and support of the longer-serving members like Lance and John Johnson. Gradually everyone found their niche. We have grown from the 80 members in 2002 to over 180 members in 2010. We have a magazine that not only comes out on time but is also now a national magazine representing the Volvo Clubs of Australia. Thank you so much Greg Sievert.

The time has come for me to hand over the reins to someone else and that someone is Lance Phillips. Lance has been the Vice President for around two years now and has always been there to cover my many absences. These absences have been work related and it has become increasingly more difficult to meet both work and club commitments. I have been elected as the new Vice President and will give Lance all the support he needs.

To each and every one of you, I would like to thank you for making the task so enjoyable and pleasurable. To my Committee past and present a great big thank you and a huge pat on the back. To the Victorian members, thank you for your support and confidence. To the many members of all the Volvo Clubs in Australia and throughout the world, thank you and "Keep on Rolling".

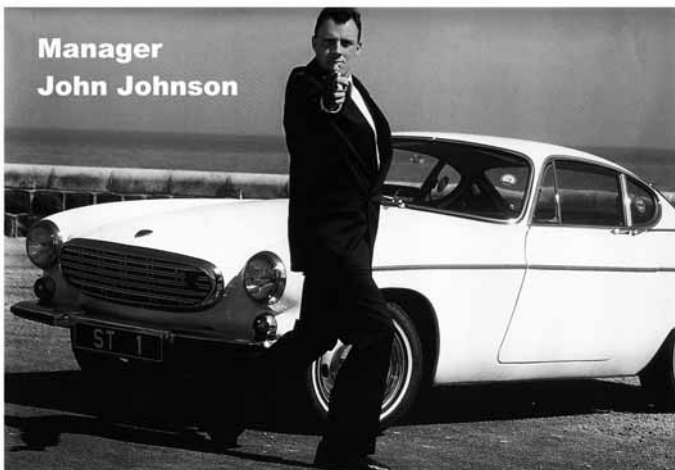
*For the last time (for now maybe),  
Heino Nowatzky*



**VOLDAT AUTOMOTIVE**  
**VOLVO SERVICING & REPAIRS**  
**9553 1091**

The Victorian Automobile Chamber of Commerce

**VACC**  
You're in good hands



Manager  
John Johnson

Incorporating  
**THE SAINT EMPORIUM**  
*Dedicated to the Service & Repairs of the Volvo 1800*

New & Secondhand Accessories  
Volvo Car Club of Victoria Safety Officer  
All Mechanical Repairs & Servicing  
Volvo New & Secondhand Parts  
Fuel Injection & EFI Specialist  
Auto Electrical & Part Repairs  
**46 Roberna Street, Moorabbin**  
**VIC 3189. FAX (03) 9532-3151**  
**PHONE (03) 9553-1091**



# The Editor's Desk:

## Sunshine & Treasured Horses

GREG SIEVERT

p: 03-9397-5976

e: greg.sievert@gmail.com

Is everyone ready for spring? I don't know about you, but I'm getting a bit sick of the rain (although we shouldn't complain - the Melbourne water supplies are about 38% full vs. 27% this time last year!) When I washed the car last week (using tank water of course) I got rained on while washing it and then rained on again after I finished drying it. Typical Melbourne - full sun then downpour twice in the span of an hour. Before you know it, we'll be in the prime car club events season, and as you can see by the club calendar there are plenty of opportunities to get your cars out on the road. Speaking of events, you'll find a National Rally entry form in your magazine, along with details about the rally in the 1800/120 club section. This promises to be a great event (Easter 2011 in Armidale NSW) and we will definitely have a group of cars from Victoria driving up. If you're thinking about attending, be sure to send in your expression of interest to the 1800/120 club rally committee (and also let Lance Phillips know as we will start making a list of VIC members going up for the event). If you haven't been to a national rally before, you don't know what you're missing. Talk to another club member who's been and read stories about the rallies in past editions of *Rolling Australia* - you'll be convinced!

On the other side of the world in the northern hemisphere, my parents have just attended the Volvo Club of America national meet in Michigan. They drove up from Georgia to Michigan in Dad's restored modified 1800E, and Dad got the award for "Best Engine" display - which wasn't surprising to me given it's



so clean you have to wear white gloves while working on it to avoid getting fingerprints on the chrome!

The other big news in the USA is a milestone for Irv Gordon, who recently turned 70. Happy Birthday Irv. As most of you know, Irv's



**Kevin Greenaway sent this cartoon (via Irv) from a French publication (Kevin's translation)**

milestones usually revolve around his odometer ticking over another million MILES every few years in his 1966 P1800. Irv is now working up to the 3 million mile mark in the car, and said when he reaches 3 million miles, he'd like to put the car in a museum or maybe sell it if somebody will give him \$1 for every mile the car has travelled.

In the used car sales yard, they say "there's one born every minute", but it's not often in recent years that we hear about the birth of a new automotive brand name (more often than not, some of the big automakers have been slashing, closing, consolidating or

shedding brands to tighten their reins). This is not so much the case in China, where General Motors recently announced with their Chinese joint venture SAIC-GM-Wuling (SGMW) the



formation of a new car brand "Baojun". Baojun, according to the GM press release, means "treasured horse", and as you can see by the logo below it's a horse (no interpretation required!) SGMW's current market is the mini-commercial vehicle (very small vans, such as the Wuling "Sunshine" pictured below, as well as utes, etc.) so this provides the joint venture an outlet for

passenger cars in what is now the world's largest vehicle market. It is doubtful you'll see a Baojun on the road in Australia in the near future, but you can bet there will be an influx of "cheap and cheerful" Chinese-made vehicles on the road soon, based on recent announcements by Australian importer/distributors. With brands like Hyundai and Kia moving up-scale, somebody has to fill the bottom end of the market!

By the time you read this, the elections will be over. Tomorrow we are "forced" to go to the polling place and cast a vote, and no, I won't be voting for Julia Gillard, or Tony Abbott, or any other prime-ministerial hopeful. Unless you live in Julia's or Tony's electorate, you won't be voting for them, and as you know, it's the party that selects the leader (or ousts the leader if so desired!) I can't think of a time in my life that a whole country has rallied around a PM/President - we could only hope - and it's no different in this election with the result predicted to be close to 50/50. Maybe it happened in the "JFK" days? Was there an PM of Australia that the vast majority of the people approved of? I shall have to read up on my Australian politics





history some day...all I can say is just be thankful that the campaigning period in Australia is so short (it may seem like an eternity to you, but coming from the US where they start campaigning about 2 years before the election, this is nothing!)

*[Postscript: It's the "morning after" and I have a midnight-TV-news-election-coverage hang-over. Disappointingly, it appears we may have to wait days or weeks to know who will be running our country. One thing is obvious - there are a lot of people who aren't happy with the current government, and they've voted accordingly. Will we be "moving forward" or "stopping the..." is anyone's guess!]*

Finally, I had the great pleasure of hosting a year-10 work experience student for a week in August. Having been in the automotive industry for over 20 years, it's easy to become cynical and negative, given we seem to lose benefits and perks as the years go by, and the industry is so cyclical. Well, Kieran (Wayne's second cousin) was absolutely rapt in what we do at Holden. Apparently some of his teachers advised him that engineering may not be the way to go for a career, but I think he left after his week with us on an adrenaline high and excited about the potential of a career in engineering. I must admit having him look over my shoulder for a while encouraged me to work that little bit harder, and I found that explaining things to him helped me to think more clearly. If anyone has the chance to mentor or help students when they're thinking about a career, I highly recommend it. After all, if we don't encourage our young people to get a good education and work in a field that interests them, the best jobs may have to be filled by immigrants who are

highly-skilled and/or willing to do jobs that Australians don't want or aren't qualified for. We don't have the right to complain about that if we don't put forth the best effort to skill up our future workforce!

Regards,



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

## WELCOME NEW MEMBERS!

The Volvo Club of Victoria would like to welcome the following new members to the club:  
**Steven Lascelles (S60)**  
**Alex Dack (360GLT)**  
**Dave & Pam Tuck (240 - New Zealand)**

As of August 2010, the club has 182 members, with 16 having outstanding membership payments due. Remember, if you have a car on Victorian club (CH) plates, it's important to keep your membership current. You should also carry a copy of the Club Permit Scheme handbook in your car - available from the club Secretary for \$5 each.

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.

## SPECIAL THANKS TO ADVERTISERS

The club would like to sincerely thank all the business owners who continue to offer their support for the club by renewing their advertisements in the magazine.

Not only does this provide a great service to club members, but it is also a good value for advertisers since we have been able to keep the rates very low again this year. If you would like to discuss changes to your ad (content and/or size of the ad) at any time during the year, please contact the editor. Advertising flyers/inserts can be arranged at cost - something else to consider if you're having a sale/event or wish to make a special impact. Keep in mind that the magazine goes out to Volvo club members Australia-wide, providing good coverage for your advertising dollar.

## TREASURER'S REPORT

ADRIAN BEAVIS  
0402-203-437 (AH)

Adrian is busy working with our accountant to finalise the books for the financial year. Full report in the next edition of *Rolling*. In the mean time, the bank balance as of 22 August 2010 is \$5097.54.

**\$\$**

# CARSON & MURPHY

AUTOMOTIVE

## VOLVO SPECIALISTS

24 FIRTH STREET, DONCASTER, VICTORIA, 3108

**SERVICE & REPAIRS ON**

**ALL MAKES & MODELS**

Contact: Len Murphy or Leon Shevchenko

Phone: (03) 9848 9655, 9848 9346 Fax (03) 9848 9783

# 240/260 Register:

## Floor Mats 101

MARK HOFFMANN

p: 03-9335-3946

e: vol244@hotmail.com

Welcome club members, to this issue's Volvo 200 Series Register Page. The Victorian Club AGM is behind us for another year, and yet again I find myself in the 240 Register Captain's seat for another 12 months. If that sounds a little weary then it shouldn't, as for me that involves little more than producing material with which to fill this space from issue to issue, although continually finding content that's both fresh and enjoyable to read is no easy task. In fact, now that this magazine has become a truly national one, I'll renew my plea for local and interstate members alike to feel free to contact me with stories, tech-tips, anecdotes and/or anything else pertaining to Volvo 200s for inclusion in this section. If you would like to see your car in print or simply share your thoughts with other members, I'm the guy to contact! If you don't feel that you are much of a writer then please don't let that stop you - just send me the raw material and leave the rest to me.

Whilst I realize that many of us club members now direct our enthusiasm toward the later or very early Volvo models, with the 200 Series cars placed somewhat awkwardly in between as daily hacks or secondary vehicles, I'm convinced that there must be more true 240 enthusiasts like myself around the country with very well-presented and/or much-loved cars that I'm not yet aware of, and which would be more than worthy of an appearance here in *Rolling*. We cannot allow Volvo's best-selling model in Australia for so many years, the car that truly put the company on the map here and worldwide, to be under-represented in enthusiast circles now can we? I'll keep my fingers crossed.

Meanwhile, if you needed further proof that I'm scraping the bottom of the barrel for content these days, the fact that I've decided to devote this article to a discussion of Volvo floor mats should tell the story! It's a dry topic I know, if you will pardon the pun, but it recently occurred to me that there have been so many incarnations of the humble Volvo floor mat over the years that they warranted a mention here in my column, plus some years ago I used a couple of Volvo floor mats for an unorthodox application that should be worth a laugh or two, so keep reading.

My white 1976 244, since its earliest days, has sported a very practical set of genuine rubber interior floor mats

that it still has today. You know the type: black rubber with the little moulded squares to trap

water, ubiquitous on the Volvo 140s and 240s of the 1970s and earlier before the move to the rigid plastic "snow mats", colour-coded to the interior decor and that, judging by their commonality, were virtually standard equipment on the 1980s cars. My old rubber mats carry the number 244264 and I recall deducing as a very young child that this was in fact no part number but rather a reference to the fact that the mats would fit equally into either a four-cylinder 244 or the more upmarket V6 264 - I was a clever boy. Back then a 264 of the 1970s was my dream Volvo, which should give you some indication of just how long these rubber mats have lasted! In fact, they are still essentially as new, a testament to their quality, with only a mild wear patch under the driver's heel attesting to the many miles the car has travelled, plus some subtle scarring on the rear pair of mats, the cause of which I'll confess to shortly.

When I bought my 1985 240GLE in 2001, the car came with those moulded plastic "snow mats" I mentioned earlier. In many ways these are great; colour-matched to the interior decor, nicely sculpted for a snug form-fit (at least in the front), easy to lift out and remove for cleaning with no securing clips to fiddle with, and possessing of a big outer lip to trap the worst of what Mother Nature might attach to a pair of shoes under any weather conditions. In fact, I tend to think that this style of mat would be almost indispensable in the harsh winter climate in which our 240s originate, but maybe a little overkill over here? Compared to the flexible rubber mats I'd been used to, these rigid plastic units were hard and rather uncomfortable underfoot. Their surface also becomes scuffed and rough looking with normal use, and the nature of the plastic means that it tends to delaminate somewhat with wear, the appearance of which had left my blue



set looking decidedly worse for wear within an otherwise very nice interior.

I sought the solution in a bottle (I recalled another club member once having attacked their mats with boot polish with mixed results), but I opted for the old faithful, *Armor-all*, to restore the colour in the worn blue mats. I should have heeded the product warning about slipperiness on automotive surfaces designed for grip, however, as my efforts made the mats horribly slippery, not to mention that the natural process of cleaning a floor mat will quickly remove any such product that might have been carefully applied. So I sprayed each mat with product, allowed it time to penetrate, then painstakingly buffed the greasy residue out of each of the endless number of little moulded squares. Then I wished I'd never started. It's not that they didn't look great, they did, but with so much effort invested in their appearance, I ended up wanting to cover them to prevent them from getting dirty again with daily use. It conjures up images of mats on top of mats until there's no room for the driver, which kind of defeats the purpose.

Fast forward a few years to my current daily-driver, the 1991 740 wagon with beige interior. This car was also purchased complete with a set of the 740/940 equivalent of the hard plastic floor mats in-situ. This time I wanted something nicer right away, so I sought a set of genuine carpet mats (dubbed textile mats in the realm of auto parts) like I knew dad had in his 940, only to find that these were prohibitively expensive new from Volvo and in the beige colour that I needed, were long since sold out anyway. With a little bit of investigation, however, I've found that the more commonly-available 850 series mats are a pretty darn good match to the 700/900 series floor pan, and I got myself a next-to-new set on the second-hand market with the help of local club member and friend Mark Icton. They are a good colour match to the interior, fit snugly enough to not slip around, and feature the VOLVO name in understated lettering on the driver's mat. Volvo even claim





that they have added sound insulation properties for the cabin environment! Problem solved, or almost... We all know that what looks good isn't always the most practical solution, and I'd hate to use my pristine light-coloured mats for rainy days or dirty trips like wrecker runs where they would quickly become soiled, so I'm down to slipping the original hard plastic mats back in for those dirty jobs and of course, they simply tend to stay there for most of the colder months of the year. But I'm happy with that compromise.



**850 textile mats in a 740**

So between rubber, plastic and carpet, what's the best option? I guess it comes down to usage, personal preference and availability, and I think I've probably laboured the pros and cons of the humble Volvo floor mat in more detail than the topic deserves. But I think that the best I've ever seen for all around practicality and integrated good looks with the interior are the set of mats in our 2002 S40T. They are rubber with a hard-wearing carpet inlay and so nice and soft underfoot, yet carefully moulded to the floorpan front and rear for a sculpted fit that's reinforced by pre-existing press-fit retaining clips on the floor, also allowing for easy removal for cleaning. When you think about it, these really have a combination of all the best attributes of the old types of mats I mentioned from the days of the rear wheel drive cars. I guess it shows just how things have evolved, not just in engine technology and vehicle body styling, but right down to the finer and more innocuous details. An awful lot of thought and evolution has gone into the cars we drive today!

Now back to those scars I mentioned earlier, which date back 12 years or so to the late 1990s when I'd only recently inherited my first Volvo, my 1976 244. The episode has since been consigned to the far reaches of my memory (in a folder marked "What was I thinking?"), but I recall taking a summertime drive to the

waterfront in Ocean Grove and promptly becoming bogged along a sandy laneway in an effort to park the car close to the beach. I negotiated the many potholes of the narrow lane skillfully for the most part until pulling off to the side to park, which is where I came undone. The front left-hand wheel rose gently onto the embankment whilst the rear right one correspondingly sank into an ill-placed pothole. The result was that the car struck the ground on one of the storage wells that all 240s have aft of the rear mudflaps (don't correct me, I know the 242GTs don't have these!), and there it stayed with most of the rear right-hand wheel disappearing up into the wheel arch and its mudflap squashed somewhere in between.

All thoughts of the beach quickly evaporated as no amount of subsequent rocking back and forth between forward and reverse gears would free the car, and the rear wheels spun helplessly on the sandy surface. Before too long, a helpful local boy was lending his weight to bouncing on the rear guard to give traction (if you're cringing, so am I), but all to no avail. It was then that I had the brilliant idea of removing my rear rubber floor mats and wedging them under the rear wheels for traction - more cause to cringe. This was also an ultimately fruitless exercise that finally lead me to concede defeat among thoughts of what I might be inflicting upon my clutch throughout the ordeal. Thinking back, what luck that it didn't occur to me to unbolt the unmarked original venetian metal blind from the rear window and use it as a makeshift ramp to reverse out of trouble! Now that would have left a mark.

Abandoning my efforts, the next step was to head off into town on foot to seek help, these being the days before we all routinely carried mobile phones, nor was I even an RACV member at the time. It was here that I struck a bit of fortune within my misfortune, as who did I encounter no more than a couple of hundred meters down the road but a pair of Swedish migrant workers toiling on a local housing project, complete

**Next time you go to the beach, take this:**



with 240 wagon at hand! I explained my predicament and within minutes the men had accompanied me to my car, fastened a towrope and freed the old 244 from its confines. In typical Swedish fashion the men were quiet, unassuming and polite, and in spite of their protests I gave them the cash contents of my wallet in gratitude and they continued on their way, as did I - straight home.

On the whole, the car suffered minimal ill-effects from the episode. The underside of the rear right-hand boot well was severely scraped and somewhat buckled, but this was solved with some careful panel-beating and the original satin-black finish, itself already faded and chipped with age and miles travelled, eventually resprayed to an as-new standard, such that no evidence now remains. My rear floor mats didn't fare quite as well, suffering some gouging and abrasion to their rubber surface that they carry to this day, but you need to be looking hard to notice it and fortunately, most of the damage is confined to their undersides - we'll call it character lines! In fact, they say that the passage of time allows one to look back and laugh at these things, but I'm still not laughing, so give it another few years perhaps? I think that these days if I were to find a teenager bouncing on the rear guard of one of my cars, however good his intentions might be, I think I'd make him live to regret it! Like I said earlier, what was I thinking?

Next time around, I've been promised a guest-contribution from local club member and 240 owner Rick Sampson who owns, among other Volvos, a blue 240 that looks, at least initially, alarmingly like my own 1985 GLE. Rick has done a lot of work inside and out, not least of which is under the hood in his customized engine bay, and is keen for his car to be featured here, so I'm just awaiting his article to accompany the photos he has already shown me, and stay tuned for the content in a future issue of *Rolling*.

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



## Cover Photos

Mark Richardson (VP Tuning) sent in several photos of John Johnson's yellow 850 T5-R (including this one and the cropped pic on the back cover). The vertical format is just what we're looking for when it comes to a front cover photo, but alas the image quality on these images is too low to use. If you send photos for possible use on the cover, please make sure you don't compress the images - they need to be as per the original photo taken by a good digital camera (not a mobile phone). Often email programs will automatically downsize images - so be aware of your email settings and if in doubt, ask the Editor for assistance. Thanks Mark and if you can get some similar pics with high resolution, please send them through.

## Trio of 242GTs

Intrepid 242GT Register captain Lance Phillips spotted these 242GTs on his recent trip to Adelaide and beyond.

We think it might have been a set-up, but it's possible that they just happened to be parked in a row... Rumour has it there was another one parked in the garage making it an even more unlikely quartet.



# Review – Volvo C30

New Car Review – By Peter Sokolowski from [VSVCARSALES.COM.AU](http://VSVCARSALES.COM.AU) – Register Captain Moderns

For all the specs go to <http://www.volvocars.com/AU/ALL-CARS-MY10/VOLVO-C30/Pages/default.aspx>

Let's start with a word that was bandied around as if this was the only design feature the car had at the launch of the C30. I think I heard the word RETRO mentioned in just about what seemed like every sentence. After the razzmatazz and the car being unveiled I sat there looking at it thinking "apart from one glass panel what were they hammering home on the RETRO front"? Well the C30 was all about a by gone era that Volvo had with the P1800's back in the 60's and early 70's. But the C30 especially apparently took its design inspiration from the early 70's P1800 ES wagons. World wide the P1800's were a great success (not so much the ES wagons), but in Australia it was a rare car so I am really not sure that the Australian buyers, especially the ones new to the brand would get the point. You actually have to know and have seen as ES to even get some idea of where the C30 might be coming from. I can assure you very, very few people in Australia would know what you mean by a Volvo P1800 ES and most of those people that do know are Volvo enthusiasts anyway that would probably not consider the C30 as a new car purchase anyway.

So anyway there you have it. Volvo's attempt at a RETRO car in the C30 taken inspiration from the Volvo P1800 ES all came down to the rear hatch big deep glass window. Must make the Volvo Designers all warm and fuzzy that they were able to come up with that all on their own and the marketing people just could not resist them selves with banging on about it too. Now build a modern 240. That would be RETRO!

Anyway history lesson over lets see what these babies can do. I am not kidding when I say babies either. The C30 is smaller in length (4252mm) than, but as wide as the S40 /V50's that the car is based on. They all share the same chassis, drive train, motors, interior, basically every thing from the back of the front seats forward. Not a bad thing to be based on as the S40's and V50's are a good thing also.

Currently the C30 is available in Petrol S, LE, T5 and the R-Design. In the Diesel it only comes as the S spec. Gearbox options is 5 speed manual for the S and LE patrols and also a 5 Speed Geartronic Auto.

The D5 and the T5 gets the 6 speed manual or the 5 speed Geartronic Auto.

It's a good-looking Swede both on the outside and inside. There are many variety of engines and transmissions to full fill any driving style. Of course being a Volvo there is enough safety attributes to squelch your small car phobias with an abundance of active and reactive safety features which are all standard.

Pricing is also attractive at the moment starting at \$40,490 Drive Away thanks to Volvo's current specials on the car, but there are a lot of options that can drive the price up, so keep it in perspective between wants and needs in your car. A lot of options in cars do nothing for their resale and can be quite costly to start with. So keep that in mind. Volvo is also giving away about \$9000 worth of extras for only \$1000 extra costs including things like the R-Design Body kits and leather standard on the base models. But they have a very limited amount of cars left before the MY10 year cars arrive and the prices and specifications revert back to normal. Although the price of the cars is going to be higher you will get more in them for the MY10's. Best thing to do is keep an eye on the Volvo Australia Cars website at [www.volvocars.com.au](http://www.volvocars.com.au) or contact VSV Car Sales for more info and the best deals on the C30's.

THE DRIVE: It is enjoyable to drive and doesn't put you to sleep or toss you around like you would expect from a small car. Call it a sporty car rather than a sports car.

It has the good seats like with most Volvo's but also supportive. That familiar turbocharged engine growl in the Petrol T5 and a quieter rumble from the standard normally aspirated 2.5lt motor. The D5 5cy that is currently available before Volvo introduces the 2.0lt TDi motor is good. But I will say compared to other Euro diesels it is noisy but makes up with stump pulling out of the ground pulling power. It felt quite solid, but where was the frustrating soft steering response of past Volvos? No, this isn't your grandmother's Volvo or even your mother's for that matter. This was a full-fledged fun car with a touch, just a touch, of practicality for the young at heart with just a tad touch of conservatism. In other words, the Volvo C30 is more fun than practical and probably the most youthful Volvo made.

There is abundant headroom and the steering wheel does telescope making it easier to find a comfortable driving position even when driving a car with a high clutch take-up such as the C30 manual I drove. I see Volvo has still yet



to build a manual gearbox that is both enjoyable to drive and practical to use. I had the six speed manual transmission and once I learned how to find sixth gear it was fine, although the shifting mechanism wasn't like I said earlier, in the smooth German Euro territory. The clutch is really soft come to think of it and was fairly high, that can result in some lurching at first. It will take a little time to get used to for people. Having driven it back to back against the auto, I would have to say that in the lower spec models the 5 speed manual is better and the auto best for the D5 and T5.

Under the hood is a T5 turbocharged 2.5-liter five-cylinder petrol that produces 169kw/320Nm and 132kw/400Nm (manual) in the Diesel (current 5cy TDi). The Volvo makes very usable power from just 1500 rpm in both the T5 Petrol and D5 Diesel and so you can lug the engine in the manual sixth gear down to 30 kph. In the standard petrol motor it too is the familiar 5cy 125KW/230Nm. Because of the lesser body weight than the S40/V50 it gets along really well. But it is more of a town cruiser than anything you would call dynamic in the standard S and LE specs of the non-turbo motor. The standard motor really needs to be pushed to get any life out of it, which quickly sucks the fuel tank dry. The D5 had by far the highest turbo lag and then delivered like a cut snake, giving the instrument cluster a heart attack and it turned on every traction control light and message it could find at me. My suggestion is smooth easing on the power or be ready to hold on tight. Remember it has 400Nm in a very small body. The T5 just got down to business nice and smooth. In regards to driveability it was the nicest of the motors. Best economy with no surprise came from the D5, with a combined 6.9lt Per 100km. The standard petrol around town used more than the T5 surprisingly but on the open road the T5's extra power babied the car along nicely and effortlessly as did the D5 which really kicked in to a nice 4.8lt Per 100km groove. The standard petrol motor did better on its highway consumption than the T5 average. But don't try to over take too often as you will quickly push it in to the 11lt Per 100km mark easy, where the T5 was always under 9lt Per 100KM.

There is a hint of torque steer when you push the cars, but it is quite controlled and easily corrected, unlike some Volvo's of old. Obviously Volvo marketers never intended the C30 to be a serious sports car and that is obvious in the comfortable settings of the suspension, even in the T5. You can keep up with most fast cars, but driving hard let's say on the Great Ocean Road will show the car up for a Softy rather than a Sporty. But that isn't what this Volvo is all about anyway. It has front McPherson

strut/rear multilink suspension and with optional 18-inch alloys gives you plenty of road feel, but only occasional sharp bumps does it filter through to the cabin. All in all I would rate it better than I expected as a drive car and with only a few mods from Mark at VP Tuning it can be quite a dynamic and fun car.

**THE OTHER STUFF:** The more I drove the Volvo the more it grew around me. It felt larger as time passed and it sort of begged to be pushed a bit at times too. It does start to give you a confidence with the car the longer you drive it. Very unSwedish, but quite compelling.

The C30 has a glass hatchback that is both unique and limiting. This is the only RETRO feature it shares with the P1800ES. There isn't any place to hide your things thanks to the transparent, very open rear end. I found this both a pain and very annoying. You just can not leave anything in the car. In a hatch style car I would expect that at a minimum a rear cargo cover / blind would be standard equipment. Big negative on



this point! I will say though that the rear full glass tailgate does give you excellent rear visibility out the back of the car. BUT it also is a pain as any one driving an SUV or 4x4 shines their headlight strait in to the car and your review mirror. You also do feel very exposed by having so much glass at the back. My recommendation is to heavily tint the glass tailgate to give some privacy and piece of mind. Last comment on the Cargo area is that its really struggles with any more than a few bags of groceries. You need to put the back seats down to give the car any real luggage carrying capacity. The rear end is also high and the opening is small. So getting tings in can take a bit of effort. But if you want to haul things then this is not the car. You had better look at a V70 or V50 then.

The interior has a nice neutral and easy to use style about it. As normal all the buttons are easy to use, in the right spot and what they say they do is exactly that. Many other manufactures would do well to take Volvo's lead on how to build a very good car interior. There are some handy storage areas and the seats are as with all Volvo's well made and comforting. You get 4 full size adult seat buckets. So it is only a 4 seater, but the people in the back if tall I don't think will

want to stay there for too long. I would say up to 5 foot 10 for long trips would be maximum size of person you would want to put in the back. The waterfall style floating centre console is slim, bright and attractive and the cup holders can hold a regular 600ml drink.

It takes a fair amount of flexibility and strength to get in and out of the Volvo giving its very long, heavy doors. You need to find a parking space that provides the clearance to open these long doors up. My suggesting is to pull the car seat right back (as long as their is no one in the back) then get out. Or if you have the electric seats then set positing 3 as the all the way back setting.

I would highly recommend the Dynaudio 10-speaker surround-sound audio system with 650 watts and a Dolby Pro-Logic II surround sound and five band graphic equalizers. Extremely good sound quality and worth the bucks. Make sure you always test drive cars with your own CD or IPod music to insure a good sound check from a known source. Some other options to consider that will give the car a more liveable with appeal and will help its resale values, would be the bi-xenon headlights, sunroof, park distance control, auto-dimming rear-view mirror, heated seats, window tint and the rear cargo blind.

You buy a Volvo for safety and the C30 has every box ticked and all as standard features. In addition you can order Volvo's Blind Spot Information System which might be a good idea because the side mirrors aren't that large and I did get caught a couple of times with cars sneaking up on me. Although visibility to the front, side and back are excellent.

The C30 draws a lot of looks. It has a unique shape from every angle and is easily identifiable as a Volvo, especially from the front, but it is more hip and appeals to a younger buyer. This is not a family car at all. The overall look is that of something far more expensive. Which is a very good design feature for a car in this price range. So well done to the Design Gurus.

**THE VERDICT IS:** If you like the looks and don't need more interior space you aren't going to find a better buy (at the moment) if you watch your options. This is a fun, easy to live with car that knows when to have fun and when to play it safe. I got to like it the more time I spent in it. I gave the S and D5 7.5 out of 10. The LE 8 out of 10 and the T5 8.5 out of 10.

Please don't forget I am always happy to discuss any aspects about any Volvo you are looking to buy. I am more than happy to offer free advise or just point you in the right direction and give you strait forward independent advice.

Stay Safe SOKO. 0418188807 or [info@vsv.com.au](mailto:info@vsv.com.au)

# VIC Events Coverage

## Volvo Club of Victoria AGM

We had our Annual General Meeting on the 1st of August. The night started off with a free pizza dinner for everyone (thank you Adrian Beavis for organising the pizzas and Heino for providing the drinks). During the supper we had a digital slide show (Thanks Doug - see details below). As usual, there isn't a lot of change on the committee. Heino thanked the outgoing 2009/10 committee for their assistance during the year, and various members gave speeches thanking Heino and the committee as well. All positions were declared vacant, and the nominations received for the new committee were read out and all new committee members were elected unanimously by those in attendance. The only changes this year are: Lance Phillips is now president, and Heino Nowatzky is now Vice President; General committee members Ian Turnbull and Tina Winkler chose not to re-nominate, and in their place are three new committee members Kevin Holden, Philip Perkins and Alex Isaac. Mark Icton was appointed as the AOMC rep in addition to being re-elected as a general committee member. The remainder of the committee is the same as last year. The committee and club would like to sincerely thank Heino Nowatzky for being our president for the last 8 years, and we look forward to continuation of strong club leadership with Lance as president and our experienced officers and committee for 2010/11. As always, if any club member has suggestions on how to improve the club or would like to offer assistance to organise an event, please contact Lance or any of the other committee members with your ideas.

## Guest Speaker Doug Calvert - 4th August Night Meeting

A big thank you to member Doug Calvert for bringing in the photos of his recent trip to Sweden. The main contents of the slide show covered the Volvo Museum in Gothenburg. Cars on display at the museum range from the rarest prototypes (for example the "Philip" and the "Cuckoo") to early commercial vehicles (TR 704 taxi & LV83 truck),

right up to the modern classics (240 Turbo and 1800ES) and newer concept cars (YCC - "Your Concept Car"). If other club members have photos and/or stories that they would like to share during one of our monthly night meetings, please advise Lance Phillips so we can set a date and provide the necessary computer equipment for the meeting.



## Queenscliff Drive - 1st August

It was a rather chilly day (with rain showers on and off) for our drive from Melbourne to Queenscliff, but that didn't stop us having a good day out. There were 4 cars at the start point (BP station on the Western Highway), including the Ictons in the black 850 T5R, Mark Hoffmann & his grandmother (gold 740 wagon), NZ holiday-makers David & Pam Tuck in their 240 sedan (purchased from Voldat as a reliable means of going round Australia - great idea!), Thorben Hughes (242GT) and Greg



Fiona and the pups



& Wayne in the gold 240 wagon. After a non-nutritious and tasteless breakfast (roadhouse/McD's food!) we headed towards Baccus Marsh where we met up with Kevin

& Ann Holden (in their 244) who smartly elected to have breakfast at a nice cafe (lesson learnt - breakfast meeting point in a small town next time instead of the petrol station!) From Baccus Marsh we headed south on the country roads, then around Geelong on the new Ring Road, and on to Point Lonsdale for a pit stop and photo opportunity at the lighthouse. We were greeted there by locals Bill & Shirley Kaub (544) and friend whose name escapes me (red 122), Fiona Hitchcock and her cute dogs (in "Ruby" the 164E), and new members Peter & Gail (C30). Upon initial arrival at Point Lonsdale, it seemed quite warm (the sun was out after all), but this didn't last as the wind picked up significantly.



Antique Stig? Guess who...







Wendy, Mark and Laura Iceton



Mark Hoffmann's 740 at the Maritime Museum

Most of us were brave enough to take a brief walk along the cliff up to the lighthouse to enjoy the views (and use the 5-star toilet block - with running water and all - at the lighthouse car park!)

The plan was to leave in convoy from Point Lonsdale to Queenscliff and have lunch together, but as

usual, we were somewhat disorganised and managed to split into a couple groups. Most of us drove down to the Maritime Museum and parked the cars there, then walked into Queenscliff and had lunch at a nice hotel (good food, but not for the budget-minded unfortunately). John Johnson & Sandra (in the "Saint" 1800) took the ferry over from Point

Nepean and met

us at the hotel for lunch. After lunch, we checked out the museum and had a chat with fellow club members, then headed home. There were some monsoonal rains on the way back to Melbourne, but luckily everyone made it home without incident.

Thank you to those who attended on the day, and thanks to committee members Mark Iceton and Greg Sievert for organising the drive. Watch the magazine and web site calendars for future events, and if anyone wishes to help organise a drive, please contact Lance Phillips or any of the committee members with your

suggestions (but please be willing to help out if you expect it to become a reality!)

### HPC-176 Progress

John Fleming (Classic Volvo Service) writes: *Hi Greg, here is photo Philip Perkins sent of progress they have done on my old 62 2 door, HPC-176. Paintwork and panel fit is stupendous! Finish date is by end of this year, so look forward to another example of the Perkin's Magic Touch! Cheers, John Fleming.*

John, thanks for the update - I bet it's great to see one of your previous cars getting such love and attention. Ed.



### Another "Guess Who"...



## One stop shop for your Amazon, P1800, PV

40+ years expertise  
Repair work  
Restoration  
Servicing



Quality new & used parts  
Mechanical components  
Rubbers and trims  
Extensive range

## Classic Volvo Service & Amazon Spares

Unit 2 17-21 George St Blackburn Vic (03)9877-7754 [oldercarrepairs@bigpond.com](mailto:oldercarrepairs@bigpond.com)

# The great race: Ford Falcon XY GT HO vs. 1976 Volvo 244DL

I didn't mean to race the Ford. It was just there, in the scrum of traffic. You could hear it. You couldn't help but hear it. All the other cars sitting on Dandenong Road at the Chandler Road intersection—Tiidas, Priuses, Excels - waited patiently, their sewing machine engines humming away happily in idle. But next to my orange 1976 244DL (the Tangerine Dream), came a noise like thunder. A noise I hadn't heard for years.

Then the lights changed and the thunder roared and it rose into a hammering snarl. The hammering snarl was accompanied by an iridescent blue flash, and the flash was a 1971 Falcon XY GT-HO. It went off like a slingshot. Which is what it was, really. In fact, all Australian muscle cars of that era were. Immense, unstoppable power with little accuracy and less direction. You just pressed the accelerator and held the steering wheel and, shortly, you either arrived at your destination or went up a tree. Most went up trees, which is why they are so rare, commanding prices of up to \$500,000 or more in the case of genuine GT-HOs and early Monaros. Of course, I had recognized the car by its sound before seeing it. It was something like the noise a 1950s era A-series diesel engine used to make when it pulled the Southern Aurora out of Spencer Street in the old days. A cross between a herd of elephants stampeding in a timber-floored church hall, and an Apollo mission talking off from Cape Canaveral. Are you getting the idea? All tempered with a biting vibrato back note spurting out the exhausts, like a devil laughing at you as it passed.

We caught the GT-HO at the next lights, which it had reached about five minutes before everyone else. Now that it was standing still, I could see it. It was painted in the original electric blue duco and it had a gold stripe and the original Superoo decal on the front fender. The car shook gently and rhythmically in tune with its 351 V8 burbling away under the cable-locked bonnet.

The lights turned green again and the Falcon disappeared over the horizon again. I wondered if its driver suffered from progressive whiplash as I eased the Volvo along

Dandenong Road, reaching 60 km/h in about half a minute, surrounded by the other cars in front and behind and around me. We sailed down into the dip past Sandown racecourse and came to Springvale Road. The lights have a long cycle here, and the GT-HO sat there burbling behind an early two-tone (burgundy and rust) Magna; and when the lights changed, the Magna did what most early Magnas do, which is to take off slowly in a cloud of piston-ring smoke. The GT-



HO was impeded on either side by a Prius to its left and a Kia 4WD to its right, and all it could do was to brake and go out backwards, pulling behind and around the Kia to the left, which put it behind me in the inside lane. Off I went. A hundred metres more and I edged past the Kia.

Now there were two rules in this race. First, you couldn't break any road rules - including speed limits - and second, you can't block the other driver. The Falcon wasn't speeding, it was merely going from 0 to a legal 60 in about three seconds. Nothing wrong with that. So I indicated right in front of the Kia to let the Falcon exit the scrum. Sure enough, a howling



roar went past me in a flash of blue and it vanished again. Its iconic bright-chrome grille seemed to smile a thank you, and the driver waved. The Prius driver was probably texting the EPA by that stage. Noise or emissions? Take your pick, Mr Prius driver. You've hit the jackpot here.

Now we were travelling through the old industrial wastelands of the 1960s; where the grand old names of manufacturing once flashed their enormous neons day and night. Peters. BASF. Faulding. Volkswagen. Readymix. The Springvale Motor Inn. Lots of motels here; the reps needed places to stay. Chocolate brown Cortinas in every parking bay, avocado vinaigrette and carpetbag steak in the diner and the walls of the suites could tell a few stories. So could the minibars.

The road here is as straight as the Nullarbor Highway and, way up ahead, I could see the GT-HO on a slight rise. It made it through the Wellington Road intersection at Monash and the lights held and so did I, along with a couple of brave Corollas, a wheezing Galant and a old Pintara, a name which always sounded to me like a red wine from the 1970s. McWilliams Pintara Claret. Maybe it was. The lights held again at Huntingdale and Ferntree Gully Roads and we sailed through and then came to a screaming halt at Warrigal Road. The V8 under the GT-HO's bonnet had roared and it scraped through on the amber, perfectly legally. *The Falcon was getting away!*

Tactics required now. Dandenong Road twists and turns here, and extra lanes are added and then disappear. Sometimes there are only two, usually three and occasionally four. At a couple of intersections a slip lane is provided for left turns. The Falcon was using these to go around the traffic and get to the front for an early burst at the lights before reverting back into the main lanes. Now we were passing Chadstone shopping centre. I was four when Chadstone opened in 1961. My grandfather drove my mother and me to Chadstone in his Vanguard Spacemaster the week it opened. It was a modern architectural marvel then; now it's a suburb-sized monster where people go to die.

Murrumbeena, Darling and Burke Roads drifted past. I thought the race was over. I was in the middle of about a hundred other cars as we passed Caulfield racecourse and then along that odd concrete section that leads to a sharp left under the railway bridge at Malvern, and right again for the home run into the city. Here, Dandenong Road



is divided where the tram runs down the middle, and the traffic was getting heavier. We caught lights at Glenferrie Road but then, after a lucky break through Kooyong, Orrong and Williams, the Falcon was back in sight. *I was hauling it in!* It was still sniffing around the outside trying to get a break in the added lanes, but they were full of slow-moving cars driven by sated Sunday lunchers driving home sedately in the golden autumn light and trying not to get noticed by any police cars that might be about. They pick on the hoons, of course, but that wandering Lexus in front of you could be driven by an accountant who has just downed three beers and a bottle of red over his mum's roast lunch.

The GT-HO made sudden a lurch right as the driver of a red 1985 Fiat 121 Mirafiori – surely the last in existence - failed to execute a gear change and crunched and slowed, and the Falcon driver roared into the gap and almost drove up the rear of a black Mercedes coupe. *Why are they all black these days? Don't they know black is hotter in summer?*

I kept to the middle lane and the Falcon in the corner of my left eye. We swooped into the tiled, curving St Kilda Road underpass and out the other side into Queens Road, and the final stretch. Here, you lose a lane on the right at certain times of the day. The Falcon stuck to the inside and I could hear the V8's note rise and fall as the impotence of the solid traffic around the beast of a car telescoped down to the driver's impatient foot. By Toorak Road I was way ahead; and here, your reward for staying in the middle is three or four open lanes as traffic gums up on the inside heading for CityLink and the airports

turnoff. I opened up the engine and the 2.1 howled its throaty roar. I hit Albert Road on green just before it changed to amber, leaving the Falcon way behind. Straight across Park Street, and the same at Eastern Road and Sturt Street; and then a triumphant cruise along Kingsway, and up and over the bridge and down the other side into the city.

Victory to the Volvo. Where's my champagne and wreath?  
*Paul Kennedy*

### **Trials and Tribulations of Committee Members or Always Use your GPS**

This little tale is something that occurred in June this year [only the names have been removed to protect the innocent].

The night was dark and stormy and the Levy light was dim when I set off to pick up our much beloved and hard working secretary to make our way into the untamed wilds of the Dandenongs (Nong being the operative word as you will find out as you read this).

We were to depart well before the normal time for this torturous drive up into those dark foreboding hills, as we were to call into our treasurer's residence to view his fish room. Being unsure of where we had to go I set up my Navman T50 to locate The Patch, after a few chilled fumble fingered attempts I finally got this wonder of the technological electronic age to find The Patch and set off to pick up our secretary, this confused the little bloke who beavers away in the confined space



inside the machine as I deviated from his carefully found route. He kept screaming do a U-turn and at the roundabout turn and retrace your path or some such nonsense. I love confusing electronic machines as I am usually totally confused most the time so why should a machine be so perfect.

Anyway after I picked up my passenger the little bloke settled down and returned to his normally calm self as we returned to his planned route and we headed up Wellington Road into the abysmal night. After some kilometres we began climbing up into the wilds, agog at the huge Mountain Ash trees crouched threateningly and looking ready to pounce alongside the narrow tortured track that wound contortedly through the dark foreboding dripping forest, at times this track seemed to bend back on itself as my little Volwoe chugged timidly along, headlight trying to pierce the gloomy rain and mist patches that added to the spectral conditions.

After what seemed like hours we finally arrived at The Patch, it looked no different to the rest of the dark forest, unfortunately I'd received verbal

## **BERRY MOTOR GROUP**

T/as Volv-Rek

## **VOLVO SPECIALISTS**



## **SERVICE & REPAIRS**

Email: [sales@berrymotorgroup.com.au](mailto:sales@berrymotorgroup.com.au)  
Web: [www.berrymotorgroup.com.au](http://www.berrymotorgroup.com.au)  
16 Thornton Cres. Mitcham 3132  
Phone: 9874-5544/Fax: 9874-8833



instructions from our illustrious treasurer that evening before we left our warm comfy homes so I informed my passenger we should look for a blue barrel lid nailed to a telephone pole, this supposedly indicated where the treasurer's house was. Alas in the dirty darkness we failed to locate this blue beacon to safety and drove on winding through the damp night. After a time I pulled over in a safe place and began putting the house number in the machine, something I should have done in the first place, after several attempts my thick uncooperative fingers succeeded in entering the address and the Navman began plotting the route back.

I'm certain it was decidedly cross with me for this interlude so it decided to teach me a lesson, instead of telling me to do a U-turn it decided we should go on and warned of unmade roads on the new route, I told it 'no unmade' roads I didn't want my clean little car all muddied and soiled with mountain mud but lo and behold on it went telling me to turn onto the swampy unmade road, I gob smacked at its defiance but gritted my teeth, my knuckles white as I gripped the wheel and we proceeded on, the actual unmade road turned out mostly to be smoother than the made roads we'd traversed. Eventually we arrived at the address and spent a short time admiring his tanks. Once again we set off into the impenetrable stygian darkness towards the home of the committee member hosting our meeting, our local guide had to slow down as I was creeping along on the incredibly twisting torturous tracks until eventually we arrived somewhat shaken by the drive.



It was great to see the warm welcoming lights of the host's residence and we entered greeted warily by their huge pie-balled horse that they called a Great Dane, GREAT being the main word. He seemed to take a dislike to our secretary and we were told that his original and uncaring owner looked a little like Colonel Sanders of chicken fame so he wasn't keen on white haired



blokes with beards, poor beast was bundled outside into the freezing, raining night to bed down on the veranda.

A little mirth was had about our trip up then we carried on with the vital running of our club, later in the night the monster stood pleading at the door begging a return to the warmth of the cosy wood fired heater and he was allowed back inside as we partook of the tasty supper provided by our charming hostess. We departed after thanking our host for her hospitality and set off into the deluging downpour and black night to wend our somewhat weary way home at 11:30 pm.

I was stupid enough not to set up the GPS and drove off back the way I thought we'd come, alas and alack somewhere in that dark and dirty night I missed a sign and we wandered on through the night looking for a sign to point the way back to civilisation. No such sign could we find and we wound twisting, turning climbing and descending up and down the mountains peering through the teeming rain and when not raining drifting road cloaking fog. My nerves and eyes suffering greatly until we passed through Gembrook and saw a Puffing Billy sign, at last a vestige of civilisation something we knew even though it was just the diminutive steam train that wound its way huffing and puffing through the mountains.

Onward we drove ignoring signs telling us Pakenham and Launching Place were this or that way until eventually we were heading for Tonimbuk! What or who was Tonimbuk? Neither my passenger nor I had ever heard of such a place we drove along this torturous track until after many, many kilometres we found a driveway we could safely pull off the road onto, not that there were a huge number of vehicles traversing this interminable track to Tonimbuk, but better to be safe than run down by a timber truck or maybe a phantom Cobb and Co coach and horses driven by some headless spectre probably a more likely happening at after 1am in the morning on a spooky black and stormy night.

I began poking my fingers at the GPS keyboard waking up my sleeping little navigator person in the Navman and he grumpily came on line, he scratched his head then finally told us to do a U-turn when safe to do so. Pretty strange as we were stopped parked in somebody's driveway entrance so off we went back the way we had come heading towards Gembrook.



We finally succeeded in escaping those forbidding hills and returned home after much laughter at our misadventures. I put the little 440 under her car cover and went inside to climb wearily into my snuggly bed at after 2 am and lay there thinking of the evening chuckling before finally falling asleep. So now you can see how difficult it is and how hard working your committee members can be as they go about their duties in your interests. Happy motoring and always use your GPS.

*Peter Robinson*

Photos below of a Cortina similar to Grumpy's (story next page)





# Brickbats & Bouquets:

## NO CAR IS PERFECT (Part 7)

Hi folks. When I started this story I had intended only 2 episodes, but found that during my lengthy experience with cars I had a number of funny and horror stories to tell. So on to my first and only experience with a new Australian built car. My firm in Melbourne offered me a transfer to their office in New Zealand with all expenses paid including my car, furniture and not forgetting my recently acquired wife. As neither of us had been to the "land-of-the-long-white-cloud" we jumped at the opportunity. At the time the NZ Government had restrictions on the importation of new cars and as a result second hand cars cost double or more than here in Aus. In addition I discovered if I bought a new car here and had it delivered in NZ I could buy it without sales tax which was running at 22% at the time; also no cost of shipping it across the Tasman.

So I went hunting for a car. Initially I looked at the Holden Torana, but it was an old model and looking its age. Ford had just introduced an all new Cortina, the third major model, with a sexy coke bottle shape and more room inside than the Torana, plus all the motoring scribes were raving about it. It may have scored the Best Car of the Year Award.

So I set out to buy my first new car – it was an irritating search. Because the car was in great demand the salesmen wanted to rush me to sign on the dotted line without any details of what I wanted – they must have taken me for an idiot [and they might have been right]. One guy had a car in the show room for immediate delivery. It was painted a revolting metallic colour called "Wild Violet".

The funny thing was that a year later Ford had to recall them for a respray because of a failure of the paint. Finally at the seventh Ford agency I found a relaxed, laid back, salesman that I could do business with – he sold me a car with a honey-gold metallic finish and a fawn vinyl roof [all the rage at the time] and a GT pack that included quad headlights with halogen globes and a tachometer.

Only problem was that I had to wait a few weeks, which meant I had to have it delivered in Wellington. Still the wait was worth it – or so I thought.

In Australia the car was commonly known as the TC. Available only in four-door sedan form, it was well received by the motoring press. The XL – with the US Pinto 1998 cc engine – was \$2570, and for \$120 extra a GS pack could be purchased, basically an all-show no-go sporty dress-up kit. An XL can be identified by the chrome trim around the wheel arches. A 2000 XL (112 bhp @ 3500 rpm) with a GS pack could reach

182.8 kph and cover a quarter mile in 17.2 seconds.

Ford wanted to overcome criticism of the Cortina's harsh ride and as a result it had softened both the springs and shock absorbers, compensating by fitting anti-roll bars front and rear. Previously, a roll bar was on the front of only the GT and GXL models.

To improve drive-train smoothness, the tail-shaft was changed to a two-piece unit on all models. The Australian Cortina used a Falcon drive-train. As you got into the Cortina, it seemed more airy and modern than other Australian cars. This impression came from the dashboard, which does not close in around you quite like the old binnacle-style job. The dashboard was well-planned and very functional-looking, with a flat-lidded glovebox, a central section housing the heater/vent controls and the radio, a small section beside that for the cigarette lighter and two piano switches for the hazard flashers and heated rear window. The instrument panel housed a big tachometer, a smaller central split gauge for fuel and temperature then the big 190 kph speedo. The whole lot was topped by a clean and fairly hefty padding surround.

When I had to replace my clutch after about 30 months the mechanic remarked that my car had the Falcon drive-train, which he thought was a mistake. Apparently New Zealand got their cars direct from the UK with a different Cortina-only drive-train.

I guess I'm telling you more than you want to know about my Cortina TC, but a sour experience like this puts me off Ford for life. My feeling these days is to buy 2nd hand; Volvo for preference, European if possible or if desperate Japanese...

On picking up the car I found someone had nicked the gear-shift knob, but that was soon replaced. Initially I was delighted with the car, but later on I came to the conclusion that it was built in Broadmeadows either on a Monday or a Friday. You know the story, on the a Monday the guys on the assembly line are hung-over from a weekend of boozing and drugs or on a Friday they are in a hurry to get down to the pub.

The first problem was the windows – these were the type which had no triangular vent window; the front edge closed against a thick rubber seal. Both driver's side and passenger's side windows fell out of their guides. Then coming home at night first one and then the other quartz-halogen globes failed. At the time service stations only stocked the old tungsten globes. So I had to put them



in. Although they were completely out of focus, at least oncoming cars could see me even if I had trouble seeing where I was going.

I was coming home one night on a bridge on a freeway in a thunderstorm when the motor suddenly stopped, and nothing would persuade the motor to fire up again. So I climbed out in the rain and phoned the equivalent of the RACV/NRMA to rescue me. It turned out that the rubber timing belt driving the overhead camshaft had snapped. So I had the car dumped at the Ford agency that had been servicing the car during the twelve months warranty period [none of this three or five year warranties in those days]

Worse was to come – after only thirteen months the battery failed. A visit to the battery mob resulted in a new battery and I was told that Ford had supplied el-cheapo batteries that only lasted a maximum of eighteen months. Then after that we were returning home from a week-end trip to the extreme north part of the North Island when the brake warning light came on. I pulled over and checked the brake reservoir – it was full. I got down on the road to look for leaks and found something dripping down under the rear. Oddly enough it smelled of petrol and not brake fluid. I drove home carefully and took it to the Ford agency the next day, assuming that a stone on the gravel roads had punctured the tank. I told the mechanic to take the tank off and solder-up the hole. Later that day he rang to say the tank was rusted out and impossible to repair...so a new tank on a car less than two years old.

The final straw was when I decided to have a Super Ford cylinder head fitted and asked the man at Ford to check why I had a persistent clicking from the motor and consistently high oil consumption on a car which by that time was run in. The story I got was that the car had been fitted with the "wrong" pistons! It appears that when the block is bored out the cutters wear and to bore is measured and fitted with pistons to match the bore – apparently the pistons are stamped A,B,C, and D. My car had been bored with new cutters giving a maximum bore and should have been fitted with "A" pistons but was instead fitted with "D" – the smallest diameter pistons.

After owning the car for three years we left New Zealand to return to Australia and I sold it to a mate in the office, but I insisted on paying the automobile club of NZ for a full test – it passed with flying colours and my mate visited Melbourne twenty years later and we got together for a beer and he said he still owned the car and his kids were now driving it, except it was starting to suffer terminal rust. How does the old saying go "one man's poison is another man's fish!"

GRUMPY

# VEHICLE PROFILE

by Robert Bakker

VEHICLE : **1800E (1970)**

OWNER : **RICHARD BRABAZON**

CHASSIS NO: **184352T 32593**

COLOUR : **46 (RED)**

UPHOLSTERY: **330-628 (BLACK LEATHER)**

MILEAGE : **107,000 MILES**



Our prized 1800 for this month is owned by new-back-to-Queensland member Richard Brabazon. (& for those with any legal knowledge, yes his brother was a judge.)

In 2004, Richard (sensibly) decided that the upkeep on his boat in Tassie was just too much, so he decided to sell it, and purchase his lovely "Saint".

His seller was a fellow called Bruce Neil, who had bought the car off the lawyer who had represented the famed mass murderer Martin Bryant. Apparently, the poor lawyer went as balmy as his client, but there is none of that lunacy present in the "Saint".

The car is in awesome shape. She was re-sprayed not long before Richard got her, and he has rebuilt most of the front end, and fitted slightly wider tyres for better grip. Not long before the Toowoomba Rally in 2008 (where Richard was awarded the "numb bum" award), he had the front seats re-done, and they look sumptuous.



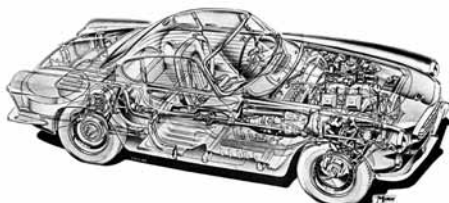
Richard has also rebuilt the speedo, the clock and sorted some other little issues as they have arisen. Unfortunately, she displays a little bit of the dreaded "red cancer" (where else in an 1800 but at the bottom of the front guards), and this is a "must do" fix for the near future.

Prior to moving (back) to Queensland, Richard used "Saint" as his daily driver, and said she was a real ice breaker with his clients. Now she is just used for fun and enjoyment. There is no better way for an 1800 to live.

He would like to tart up the engine bay also (is there another tart you are trying to compete with, Richard?), and intends to just maintain and enjoy her for years to come.

Having had the pleasure of a drive in "Saint", I can assure you she is no sinner on the road. She has a nice snarl when you boot her, and she drives tight and fresh.

Check out the accompanying photos, and see for yourself how good she is. I hope Richard keeps her forever, and continues to enjoy her as he obviously does now.





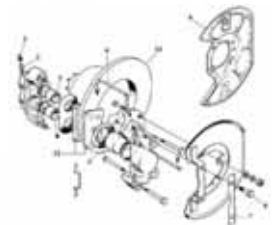
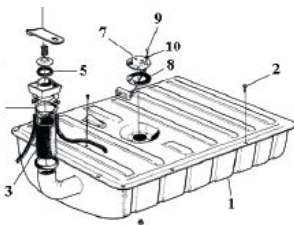
# volvo downunder spares

## CLASSIC VOLVO PARTS

**VOLVO DOWNUNDER**  
is now officially the  
**largest importer of**  
Classic Volvo Parts  
into Australia



To celebrate we now offer  
**all Volvo Car Club members** in  
Australia, a considerable  
**discount** on all parts purchased  
from **Volvo Downunder**



We can supply a huge number of previously unavailable parts  
and offer the world's most extensive range of Volvo parts

Check our website [www.volvodownunder.com.au](http://www.volvodownunder.com.au)  
for our **NEW catalogues** OR phone Gerry

Also available are new  
parts for 140 & 160 models

**Gerry Lister** has **48 years**  
experience with **VOLVO** so if you have a  
problem and need help, call him anytime  
— all advice **FREE!**

phone/fax 02 9499 6666 m 0412 221 211  
[info@volvodownunder.com.au](mailto:info@volvodownunder.com.au) [www.volvodownunder.com.au](http://www.volvodownunder.com.au)

# VOLVO ROADSHOW

Who would say the opportunity to drive a fleet of brand new Volvos deserved a day off work? What if the day was a Friday? Sounds too good to be true!

I was recently offered the chance to take part in Pacific Volvo's "Volvo Roadshow". Sometimes, we need to jump at life's gifts!



An 8:30 start at the dealership met with a row of shiny new Volvos on display, all with their "Volvo roadshow" livery. Our lovely host Tegan Hey (Miss Teegs) was full of energy and enthusiasm for the terrific day that awaited us.



Miss Teegs introduced a number of potential Volvo clientele, most of whom were not familiar with the marque, but by day's end had all but chosen the Volvo of their desire.

First drive of the day for me was an S80 V8 R-design. Now here is an impressive bit of kit. Fitted with every imaginable warning and safety device, I would have been happy behind the wheel all day. The ride and handling of the new car has certainly improved. Surely this is one of the most underrated premium cars out there today.

Next up, I hopped into an XC70 D5. Having owned a D5 before, I was interested to see how the new twin-turbo diesel stacked up. By this stage, we were to climb the mountain to Maleny. The D5 held its own up

that hill (and I hope Miss Teegs didn't lose her breakfast). Very impressive!

Another break, and I had the opportunity to sample an S40 T5 R-design. To top it off, it was "passion red", and I think red cars do go faster now!!! This car was a manual. It held its own even to the mighty V8 from earlier in the day.

The final stretch before lunch saw me in a V70 T6 R-design. Now the T6 has had a makeover in recent times. No longer powered by a duo of turbos, it relies on advanced technology and a single super-efficient turbo. Does this engine sing or what? Given its lower fuel consumption compared to the V8, it really must be the cream of the crop in the current Volvo engine range.

Our lunch stop at a quaint French Restaurant in Montville was made tastier by the restaurant owner's fine collection of Citroens! There was a superb 2CV, even a Traction Avant, and the lovely "goddess" DS. (I even started to question my own collection)

For the home leg, I managed to steal a drive of the good ol' XC90 V8. Man, if you like V8 noises, you gotta get one of these. The 'box is ideally mated to the lump out front, and given its head, it's like cruising around in an old supercar. Just glad the fuel bill isn't mine though!

The final drive for the day was back at the dealership, when I got to sample the new C70. Its turbo 5 cylinder donk has also been improved from earlier models, and is much more responsive now. The convertible really is very tempting for the cruisy lifestyle that would go with owning one of these. And the sound system is something else!

Many thanks to Miss Teegs and Volvo for an enjoyable day. Hope to do it again one day soon.

**RB**





# ROLLING EYES



Well I now have to eat my words, don't I?

Those of you who actually read my lame articles know that I have very little respect for the current Volvo C70. In all fairness MIHOM did own one of the first new hardtops to arrive in Australia and I stand by everything I said about the car (and every thought)....it was a DOG!

The gearbox was clunky, the interior small and almost claustrophobic, it was dead & I mean dead when you put your foot down, the interior was far too plastic and cheap looking but the exterior was a very good looking, spunky car.

After only 11 months and with a haematoma on his knee, knocking it every time he got out of the car, MIHOM duly traded it in on a S80 V8.

At that time I was still driving my XC90 and MIHOM wondered if I might want his C70 and we would trade in my XC90 for his new S80. My response was instant, "Hhhehllo, NO WAY!"

As MIHOM has shared with you in this magazine, we are very lucky & get to attend Volvo Drive Days fairly regularly and so get the opportunity frequently to drive all the new range of Volvos. Since our disappointing Celestial Blue C70 we have continued to drive the C70 and never regretted our decision to toss her!

That is until recently!

On the recent drive, MIHOM was very impressed with the C70 and was surprised that Volvo hadn't made those changes to her earlier. The interior finish is much better and classier looking, they have recessed the dash around the steering wheel just enough to prevent that claustrophobic feeling and to prevent haematomas. And the performance, well she is much, much more responsive and her handling is magic. Hugs the road beautifully! No vibration or windscreen wobble at all when the roof is down.

When he returned by the Drive Day, our two boys Henry & Angus & I were dutifully waiting to have a good look at the cars (school holidays, no babysitter because older boys now have a life that doesn't include helping Mum out, so I missed out on my first Drive Day ☹).



Inside Pacific Volvo was a 2010 C70 in Ember Black (gorgeous colour with gold and red flecks) Calcite interior, 18" Draco Silver Bright mags, the top of the range Dolby Pro Logic Surround Sound Stereo, Bluetooth, and then when her roof is up, she is a stunning stealth beauty.

We were all impressed! Little boys and I couldn't help but look her over. Then MIHOM walks in and he too falls in love with her.

So, with my birthday coming up, MIHOM does some stellar investigation and negotiation. He completely tricks me into taking this C70 for a test drive.....the end result?

Yep I am impressed and yes I really love her, but enough to trade-in my beloved C30 and C70? Now I was put on the spot! Trading in the old soft-top C70 for this magnificent new one, well that part was a no-brainer wasn't it? But to give up my sexy little C30, I have to tell you that although that is exactly what I did, I am still wearing a black armband.

Yes the new SWM80 is fabulous, luxurious and a pleasure to not only drive but also to look at, but I have to admit I am genuinely mourning the loss of my C30.

Yes, yes gentlemen I know it makes me sound like an ingrate, but please put yourself in my shoes for a moment. I adored my C30 as much as you all do your 1800's, 120's, 2 series etc..... your collectables. Now do you have some empathy?

So congrats Volvo, you really did listen to me (yes that's my ego stroking for today) and fixed all those problems on the C70, well done and thanks for making my beautiful new edition.



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

**SWMBO xoxo**



## **VOLVO CLUB OF QUEENSLAND**

P.O. Box 216  
Labrador, QLD 4215

Ph. 07 55 292 512

Email: [hghunt@onthenet.com.au](mailto:hghunt@onthenet.com.au)

### **Club Web Site:**

[www.volvoclubqld.org.au](http://www.volvoclubqld.org.au)

### **PRESIDENT**

Grahame Hunt  
07 55 292 512  
0414 273 663

[hghunt@onthenet.com.au](mailto:hghunt@onthenet.com.au)

### **SECRETARY/TREASURER**

Helen Hunt  
07 55 292 512  
0414 273 663

[hghunt@onthenet.com.au](mailto:hghunt@onthenet.com.au)

### **ROLLING SUBMISSIONS OFFICER**

Brad Wightman  
[magazine@volvoclubqld.org.au](mailto:magazine@volvoclubqld.org.au)

## **COMING EVENTS**

### **Saturday 2 October – GLT Open**

**Day:** Once again Peer from GLT, 7 Merritt Street, Capalaba will be hosting a display day for the Volvo clubs and his customers. Peer is a great supporter of our club and the 1800/120 club and it is a great opportunity to get together with other Volvophiles.

### **Sunday 21 November – F111s at**

**Amberley Air Force Base:** We are trying to finalise an outstanding opportunity to get up close and personal with the F111s based at Amberley Air Force Base at Ipswich. The maximum number of people who can attend is 15 – so first in best dressed. We currently have 6 going so if you would like the opportunity to attend please respond by email to [hghunt@onthenet.com.au](mailto:hghunt@onthenet.com.au) or phone 07 55292512 **NOW**.

I appreciate that it is only a week prior to our Xmas party but we were only given specific dates to choose

# **Volvo Club of QLD Pages**

*Dedicated to the Volvo Club of Queensland*

from and 21 November was the best.

**28 November:** Christmas party in Springwood - details next issue.

### **22 – 25 April 2011 (Easter) –**

**National Rally @ Armidale** The 1800/120 club will be running the Rally based at Armidale. So keep the dates in mind when planning your 2011 calendar.

*Members please keep an eye on the website for more details about events and any changes that we may have to make.*

### **QLD Air Museum Caloundra – 20 June 2010**

The Hunts (740GL) met up with James Lister (244GL) and Gaye & Terry Carey and Vic Austin in the Carey's 242GT. Breakfast/coffee was on the agenda after Grahame and Terry spoke to a young guy who was also at the BP Service Centre in his tidy 1973 164 (his grandfather's car). Whilst having coffee Helen spotted Richard Warne from the Historic Racing Car Club who was there with other members of the All British Classic Car Club who had stopped for coffee on their way to the Pomona Silent Movie Theatre for their day out. It turned out to be a fortuitous meeting as we might be

getting together with them for some outings.

Anyhow off we went heading towards Caloundra to the Air Museum. The 200 series cars arrived first with the Hunts having some slight navigation issues before they finally met up with the others in Caloundra. The Air Museum has been in existence since 1974. It faces an uncertain future with a lease that ends in 2014, with the land is being sold to a development company and the Museum needs to find an alternate location which is a huge job but physically and financially. The Museum relies on revenue from general public admissions, donations and sales from their shop. It is run by volunteers and it a great place to visit. They have 2 hangers with 35 planes and helicopters including a genuine Spitfire, a DC3, a Canberra bomber, a Caribou, a Vickers Viscount, Robinson R22 helicopter, Fairey Gannet AS1, A DHC Vixen, a Hawker Hunter, a Gloster Meteor, a DHC Venom, a Fokker Friendship, a Mustang and a Westland Wessex and 12 planes out in the open including a few old Air Ambulance planes. There is a lot of memorabilia and they do a lot of restoration work. We all had a great time.

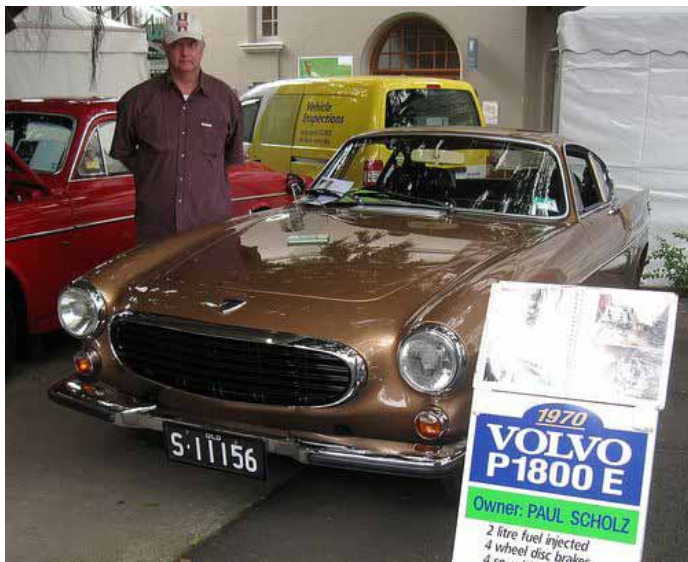
Afterwards we adjourned to a local Fish and Chip shop for lunch with a lot of discussion about Volvos. Although the turn up was small we all enjoyed ourselves and if you happen to be on the Sunshine Coast for a holiday – visit the Air Museum.

### **RACQ Motorfest – 11 July 2010**

RACQ Motorfest is a huge event run annually by RACQ to promote their products and to promote motoring in general. Last year the event was cancelled as the previous







P1800. So the 5 older models lined up on one side and the 2x700 series cars lined up on the

day and we are certainly looking forward to next year and hope that more Volvos will join together to put on a great display. For more photos of both events, see [www.flickr.com/photos/huntphotos/](http://www.flickr.com/photos/huntphotos/)

*Helen*



week had rained heavily and the ground at Eagle Farm Race Course was too wet to sustain the 800 vehicles expected. So this year members were hopeful that the event would proceed. Due to the number of vehicles expected different categories and clubs are given specific arrival times. If you have 10 or more vehicles you could ask for your own section. Not knowing exactly how many members were going to participate saw Volvos entered into the "Other European" section. Entrants are given the opportunity to register for judging in different sections based on year of manufacture.

Four vehicles assembled at a pre-arranged meeting point – Terry & Gaye Carey (red 122S), Vic and Eunice Austin (blue 740T), the Hunts (red 740GL) and Gavin Black (1800/120 Club in his green 1800ES). We took off 5 minutes before our arrival time and after a bit of a detour arrived at Eagle Farm racecourse. We were directed to a spot where the bookies usually set up and found that we had joined 3 other Volvos – Rick Forno (QLD Motoring Enthusiast Club) in his red 122S, Linton Smith (QMEC) in Neil Summerson's white 123GT and Paul Scholz (1800/120 Club) in his gold

other side, where they were joined by Mike Eggleton in his blue 740T. Without really trying Volvo ended up in a section by ourselves with the BMW club on one side, and some other Europeans and the Saab club on the other side. More importantly we were under cover. Beyond us were the special displays celebrating a centenary of Alfa Romeo and 50 years of the Ford Falcon. Out front of the grandstands were rows and rows of other vehicles with over 800 vehicles in attendance.

Attendees had the opportunity to wander around and check out the Volvos, other makes and models, lots of special displays, different attractions and of course find the best place offering cappuccino. More than 12,000 people attended the event, with entry donations and car park takings raising thousands of dollars for the RACQ Helicopter Rescue Network.

Congratulations to Paul Scholz who won the Best Classic (1960 – 1971) in his lovely gold 1800.

It was a very successful





**VOLVO CAR CLUB OF SOUTH AUSTRALIA (INCORPORATING WESTERN AUSTRALIA)**

P.O. Box 218

Torrensville Plaza, SA 5031

**PRESIDENT**

DAVID BENNETT

0418-894-380 or 08-8556-5157 (Day)

**VICE PRESIDENT**

CRAIG RASMUSSEN

0428-529-372

**TREASURER**

COLIN IRELAND

08-8248-5081

**SECRETARY**

HELEN JUDD

0408-858-569 or 08-8341-8908 (Day)

**MINUTE SECRETARY**

GRAHAM CADD

08-8387-5065

**CLUB CAPTAIN**

KEN BAYLY

08-8293-2784

**PUBLIC OFFICER:**

LANCE DEBRENNELL-CADD

**EVENTS COMMITTEE:**

Tricia Judd-Ireland 08-8248-5081

Joan & John Peace 08-8294-3183

Alexander Davis 0414-423-505

David 08-8556-5157

Chris (work) 08-8265-5388

**CORRESPONDENCE**

ALL CORRESPONDENCE TO:

Volvo Car Club of South Australia Inc

P.O. Box 218

Torrensville Plaza, SA 5031

**NOTE: All SA Club-related**

**Magazine Submissions**

to Craig Rasmussen

[craig.s.rasmussen@team.telstra.com](mailto:craig.s.rasmussen@team.telstra.com)

**Welcome to new Members!**

Theodoor & Maria De Pree – 1980 262C

Stephen & Yvonne Woolley – 2001 C70

Peter Lloyd – T.B.A.

Michael Eustace – 1969 Ford Fairlane

Joe & Barbara Barbaro – 2010 XC60

Hope to meet you all at an event soon.

# Volvo Club of SA Pages

*Dedicated to the Volvo Car Club of South Australia Inc.*

## 2010 SA CLUB EVENTS CALENDAR

### SEPTEMBER

10<sup>TH</sup>

#### Club Meeting

7.30pm – Glandore Community Centre

26<sup>TH</sup>

#### Bay to Birdwood

This year is the Vintage Bay to Birdwood and our Club will again be watching this event on the front lawns of the Gumeracha Hospital.

**Lunch tickets** from the Gumeracha Hospital need to be **booked and paid** prior to the event.

Lunch tickets for adults are \$13.00 and children \$6.00.

Members to contact Helen Judd on 8341.8908 advising the number of tickets required. (The club will purchase all tickets on behalf of our members prior to the event).

As usual our club will meet at McDonald's T.T.P and leave 9.00am. **SHARP**, this will allow time to drive to Gumeracha, park our vehicles and obtain a good advantage space on the front lawn. (Remember to bring own chairs, or requirements for own comfort.)

### OCTOBER

22<sup>ND</sup> – 24<sup>TH</sup>

#### Marion Bay

The Club President David Bennett is organizing this event. Nine cabins have been booked at the Marion Bay Caravan Park and will be allocated to members on a first come first served basis. The cabins hold up to 5 people and are \$79.00 per night. Accommodation will be required for Friday night and Saturday night. (Returning home on Sunday). Car runs to places of interest are being planned

Members to contact Helen to book cabins. **BOOK EARLY.**

### NOVEMBER

12<sup>TH</sup>

#### Club Meeting

7.30pm – Glandore Community Centre

13<sup>TH</sup>

#### Christmas Pageant

### DECEMBER

Date TBA

#### Christmas Lunch

Cost of admission etc is a guide and may change without notice.

#### Club Captain's Report – Historic Registration

Over the past twelve months the events committee has organised a variety of outings suitable for all members young and old. These events are also suitable for all models of our cars, young and old. Nearly every meeting has been well attended – except for one.

That important event was the Historic Registration Inspection day – a day set aside for members to present their cars to show that they are still compliant with the code for Historic Registration. Inspecting cars on this day then means we can then sign

off all logbooks at the AGM. Very few members (with historic registered cars) attended the inspection day this year – only about one third



Chris Allen's 1963 122S



in fact. Some apologies were received from members working or travelling at the time, and alternative arrangements with the registrars were made for these cars. However these arrangements should ideally be made prior to their travel such that all business for historically-registered vehicles can be concluded by the AGM.

**Please note the following:**

If your Log Book has **not** been stamped and updated, you cannot legally drive your vehicle. If caught,

you could be fined up to \$750 and be asked to pay full registration for your vehicle.

By the time you all read this article, this club will have completed reports to the relevant authorities as is required under the Historic Registration scheme.

A big thank you to the majority of members who are compliant, as it makes the registrars' job much easier.



Two more of Alexander's cars – '73 145 & '64 Holden EH



Bemused by Alexander's 1973 Honda Life



David & Glenys Bennett with '79 242GT & '78 Fiat X19

# Swedish Vintage

and Classic Automobiles

8 Somersby Road, Welshpool. W.A. 6106

Phone / Fax (08) 9350-9220

Email: [oldswede@iinet.net.au](mailto:oldswede@iinet.net.au)

Alternate Ph: (08) 9451-6117

Restoration, Service, Repairs  
and supplier of New and Used  
Parts for Vintage and Classic Volvos. 120 / 1800 Specialist





P.O.Box 6522 Tweed Heads South NSW 2486 - ph/fax 07 5524 7158  
Web: <http://www.volvo1800-120club.com> - email: [secretary@volvo1800-120club.com](mailto:secretary@volvo1800-120club.com)

### President

Robert Bakker 07 3283 8067  
[robert@rblawyers.com.au](mailto:robert@rblawyers.com.au)

### Vice President

Graham Jones 07 3397 0808

### Treasurer/Secretary & 1800-120 Magazine

George & Vicki Minassian  
Ph/Fax 07 5524 7158  
[secretary@volvo1800-120club.com](mailto:secretary@volvo1800-120club.com)

### NSW Representative

Guy Smith 02 4739 8127

### Membership

Joining fee ..... \$5.00

Annual Membership ..... \$30.00

*Download membership form from  
Club website or email Secretary*

### 109 Financial Members

Life Members: Kevin & Margaret  
Greenaway

### PRESIDENT'S REPORT

The big news this month is the **Volvo 1800/120 Club National Rally in Armidale from 22-25 April 2011**, which coincides with Easter 2011. Did I mention we are having a NATIONAL RALLY IN ARMIDALE EASTER 2011?!!!! The event promises to be one of the best and most memorable Rallies of them all.

Dear faithful reader, you will have by now received our flyer for the event. PLEASE RESPOND ASAP TO JEFF TURNER SO THAT NUMBERS CAN BE CONFIRMED. Now here's a challenge for a number of you. I know that a great deal of you have MORE THAN 1 Volvo. How many can you bring along? 2, what about 3. Can you stretch to 4? I will throw down the gauntlet and issue a President's challenge. There may even be a prize in it for the event!!!!

Have you been to past rallies? Remember the comradery? What about all the gleaming lovely Volvos? How about just catching up with an old mate who you only see at Rallies? I am also very excited to announce that for 2011, Volvo Australia are right behind us. Stay tuned for a big effort on their part.

The Rally will follow the usual format, with the main event being the Show 'n' Shine on the Sunday and the big dinner on Sunday night. I hope you won't be too tired though, because you will be busy!!! There will be so much to see and do.

Recently, the club was present at the RACQ Motorfest in July. I have heard that there were a great deal of shiny lovely cars present. The club also took its annual pilgrimage to picturesque Lismore on 31 July/ 1 August, which was very much enjoyed by all. See photo opposite.

So, there are no excuses. I have been nagging all of you for years now. GET THAT CAR READY FOR ARMIDALE!!!! More to come in future editions. Please call me if you have any queries!

Volvo For (at least mine, but hopefully yours too) Life  
Robert Bakker

### Club Badges



Club Grill Badge \$30.00 inc. p&p  
Key Ring \$15.00 inc. p&p  
Buy Both @ \$40.00 inc. p&p



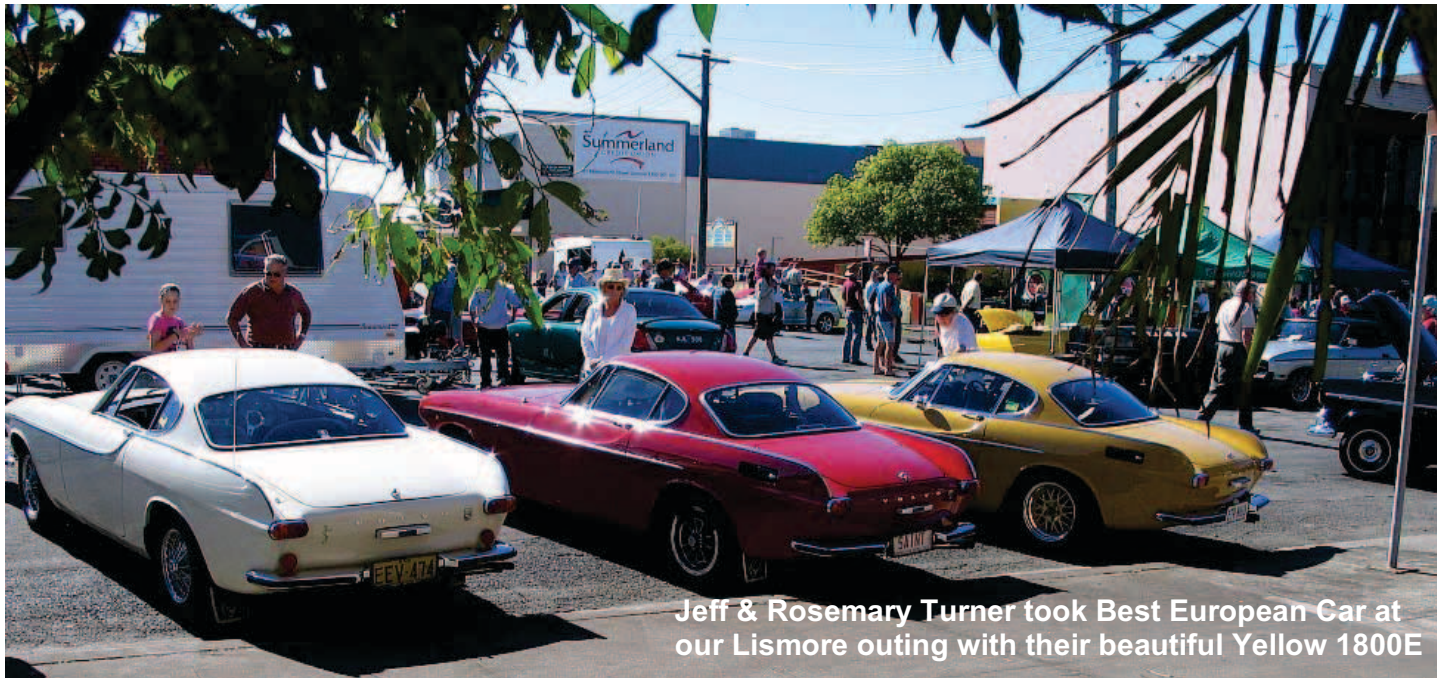
Volvo Car Clubs of Australia  
\$40.00 inc. p&p



### BEST CLASSIC 1960 -1971

Club Member  
Paul Scholz  
wins yet another  
trophy at the  
RACQ Motorfest  
in Brisbane with  
his beautifully  
restored 1970  
Gold 1800E





Jeff & Rosemary Turner took Best European Car at our Lismore outing with their beautiful Yellow 1800E

### 1800-120 Club Calendar of Events

Jeff Turner Ph: 07 3890 1993 - 0427 787311

- **Saturday September 18<sup>th</sup> (Club event).** Travel to O'Reillys on the Scenic Rim, overnight stay, home Sunday.
- **Saturday 2nd October - GLT Motors Open Day** - Free sausage sizzle - All Volvo Day. 10am to 3pm. 7 Merritt Street, CAPALABA, Brisbane.
- **Sunday 7th November** - Meet at 9.00am at the Tennis Centre at Tennyson and arrive at Peak Crossing by 11.30 for a BBQ lunch. Neil Summerson will organize the observation run and prizes. Jenny and Neil will provide the meat /salad etc but guests bring their own drinks. Peak Crossing is 40 minutes from Brisbane and easy to get to the main highways. Gaye and Terry Carey from the Volvo Club of Qld and who live at Peak Crossing will probably join us.
- **Sunday 21st November 11.00am Annual General Meeting** - This year we have been invited by club members Richard and Sue Brabazon (07 3206 9791) to have our AGM at their place. This will be followed by a BBQ put on by the Club. So try to get there by 10.30am for an 11.00 am start for the AGM. The Brabazon's are at 7 Tathra Court, Redland Bay, Brisbane. Any interstate Club members who happen to be in South East Queensland at the time are most welcome. **Please let us know if you are coming to allow for catering.**
- **Easter 2011 22-25 April Armidale National Rally** - Details in this magazine.



Volvo 1800-120 Parts - Australia

## Volvo 1800-120 Parts

New Parts for your Classic Volvo

<http://www.volvo1800-120parts.com>

I carry a large range of New parts for 1800 120 and 140 series Volvos

George Minassian Ph:07 5524 7158 mob:0418 225121

### Koni Shocks



1800 indicator switch  
Now in Stock

Now available NEW Koni Shocks 1800-120  
\$800.00 complete set



Ignition Barrel  
+ Volvo keys  
1800/120

# The Volvo National Rally

hosted by

The Volvo 1800-120 Club Australia Inc.

Celebrating

## The 50th Anniversary of the release of the P1800

In

Armidale, NSW – Easter 2011 April 22nd – 25th

All Volvos Welcome



In 2011, it will be 50 years since the release of the 1800 , (Was there ever a more beautiful small coupe?, Yes we have one and we are biased) we would love to see as many of these as possible, attend. It is however the **Volvo National Rally**, bring along your Volvo for us all to admire.

This event will kick off on Friday night with registration and then check in at your motel. Rally headquarters are at the New England Motor Inn where you can register and you will also be given your rally pack. This will include a commemorative Rally Badge and some other goodies.

The Motels are all within walking distance to the local Bowls Club where we will all gather for the Friday Night Welcome BBQ. Your cars will get a well earned rest after your long trip to the Rally.

Saturday can be a leisurely start with a walk down to the motor museum. And at 12 noon we will drive the short distance to the Dumaresq Dam which is about 15km away. There will be a packed lunch for us there. The afternoon is free.

Sunday morning, yet another easy start to give you all time to gather around your cars comparing notes and more importantly to clean your cars for the show 'n shine. Then onto the Racecourse at 11.00am for the display and show and shine. Great surrounds with access to lunch and refreshments. Car judging will be for all those who want their cars judged. Volvo Australia will be displaying their latest Volvo models. The



Gala dinner and presentation will be held on the Sunday evening.

We have support from **Volvo Australia**, what more could we ask, if it were possible I would organize the weather for us!!

Jeff Turner

Ph: 07 3890 1993 - 0427 787311

## Accommodation Bookings for Armidale

Arrangements are well advanced for this event. Further to the advice given in the last "Rolling" our accommodation has been secured in the following motels, each being a preferred provider.

**Please book and pay for your own accommodation.**

**1. The New England Motor Inn (02) 6771 1011** Web: <http://www.newenglandmotorinn.com.au>  
100 Dumaresq St. Armidale NSW. 2350

**2. The Sandstock Motel (02) 6772 9988** Web: <http://sandstockmotorinn.com.au>  
101 Dumaresq St. Armidale NSW. 2350

**3. The Club Motel (02) 6772 8777** Web: <http://www.clubmotelarmidale.com>  
105-107 Dumaresq St. Armidale NSW. 2350

**4. The Elite Motel (02) 6771 5377**  
71 Marsh Street . Armidale NSW. 2350

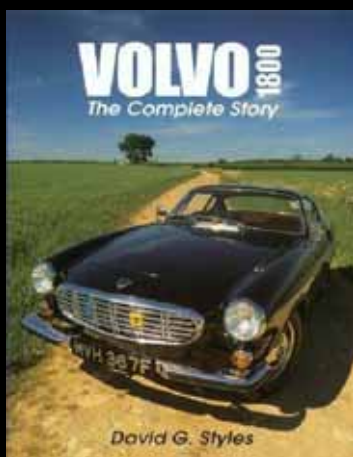
Each is offering Volvo drivers coming for the Rally, a discount. Bouquets go to Phillip & Brenda Rasmussen, who were the first to book accommodation.

The Bowls Club (Web: <http://www.armidalebowl.com.au>) has been secured for all our social events, it is centrally placed and has very suitable venues. All the preferred accommodation above are either across the road, next door or a very short walk away. The Race Course has been secured for our Show ' Shine.

Finer details in future Rolling Magazines and our Club (<http://volvo1800-120club.com>) website. With this magazine you will find the **Rally Registration Form**. Please fill in and send back to the Club address even if you are just thinking about coming. Payment of the registration fee can be made at a later date. But please **book your accommodation as soon as possible**. That is the main thing.

Details and Registration Forms will also be available on our website.

**Jeff Turner Ph: 07 3890 1993 - 0427 787311**



Volvo 1800 - The complete Story  
By David Styles

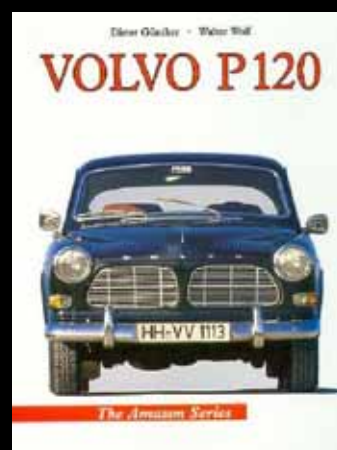
### Volvo 1800-120 Club Aust Inc. Books for Sale

**Buy either Book  
for \$60.00 inc. p&p**

**Or**

**Buy Both Books  
For \$100.00 inc. p&p**

Cheques/money orders payable to the  
Volvo 1800/120 Club  
P.O.Box 6522, Tweed Heads South  
NSW 2486



Volvo P120 - The Amazon Series  
By Dieter Gunther

# Project Florida

by George Minassian



Un-restored prototype X1



Timing is very important in life. After a hectic couple of weeks, I managed to get John's 123GT ready for the paint shop and a tow truck picked it up from home only a few days before my trip to Europe. It was then to Brisbane Airport and on my way to France for the Viking Classic, and to Sweden to visit one of my spare parts suppliers. I mention timing because the plan was for the car not to be sitting idle while I was away but instead to get a start on its way for panel and paint. I found it hard that I was not going to check on the car every few days but at least I knew that I would see a major difference when I got back home. The 123 was stripped off to its last nut and bolt except for the rear end and front cross member so it would be a rolling chassis on its wheels without steering. More on that later.

I met up with Gerry and Margarita, who left from Sydney airport, at Dubai and we were on our way to France on the same plane. The big surprise to me was the lack of security at Charles de Gaulle airport. Not a single question, and no bag checks. After a couple of days of rest, French pastries, espressos, gypsies and walking endlessly around Paris, it was time for the first get together at the Swedish Institute in Paris on Friday night. There we met, for the first time, the guy who is responsible for our love of this car, Pelle Petterson. We also met and caught up with Irv Gordon who had just flown in to Paris.



PV53



TR675



P1900

The next day saw us jump into a hire car and we headed south to the big get together venue which was about 200km away at the beautiful Loire Valley in the South of France. Gerry at the wheel and myself navigating. ( No, we did not get lost, just lucky) We stayed at the Château du Breuil where we were treated like royalty. The three of us were given the VIP treatment at dinner that night as we told many Volvo stories from Australia and listened to a lot more from the other guests. Which brings me to the title at the top of the page. Now I thought I knew just about everything to do with 1800s and have read up a lot of books on its history. But it's never like the stories you hear from the stylist of our car Pelle Petterson himself. The car apparently was going to be called the Florida but that name was never adopted.

Next morning I drove with Irv to the Chateau de Beauregard, which was not that far away, and by the time





Rare Instrument Cluster 123GT



Coune Amazon Convertible



we got there the band was playing and there were a lot of cars there already. We had a very enjoyable day with lunch and wine in the VIP tent and we tried to talk to as many Volvo 1800 and 120 owners as possible. One of the most exciting conversations I had was with a Frenchman who had on display a PV444 and a 123GT, both of which were prepared for tarmac rallying. It was an unusual conversation too. He didn't understand English and I didn't understand French. So, a lot of sign language and pointing got most of the messages through and we parted as old friends. By the end of the day it was announced that there were 350 cars on display most of which were various year models of the 1800. The next morning it was goodbye to everyone and the three of us left for three days of touring in the South of France.

Our next stop was Gothenburg, Sweden. We got our flights mixed up and didn't realize it until we got to the airport. So I left on an earlier flight than Gerry and Margarita and I waited at the airport in Gothenburg until they arrived some three hours later. The airport reminded me of Coolangatta airport, small and you can never get lost in it. At the cafeteria counter I was treated with a 'hey' when I went to order a coffee. Then I realized that that meant Hi! So a 'hey' back and I ordered my coffee. We were picked up by Lennart, our spare parts supplier who took us to his warehouse where we saw how dedicated he, his wife and his whole team were. Everything reproduced here, whether mechanical or trim, has to be as close to original as possible, right down to the unique door cards and seat coverings. We were very impressed and surprised by the amount of machinery and manpower required to produce all this stuff. After spending just two nights there it was very sad to see us heading back. We should have stayed in Sweden a bit longer. We didn't realize that we needed a whole day to go and visit the museum, so we missed out this time. Another trip has to be planned in the future so that I can spend a bit more time in Sweden and pay a visit to my other supplier on the other side of the country too.

Back home and the 123 arrived unceremoniously on the back of a tow truck a couple of weeks after I got back from Europe and John Earthrowl visited me on the same day to see his car as shiny as it was the day he picked it up from the Volvo dealer in 1968. So the fit out has commenced. So far, I have cleaned, painted and re-bushed the front end. Fitted with new ball joints and Koni shocks. New window channels and

scraper rubbers. By the time you get to read this, I am hoping the rear end will be ready so that I can start on the interior. I will leave the engine and gearbox/overdrive until last. I have left the front apron off, so as to make putting the engine in a bit easier. Until next time.

George



123GT back from the paint shop



# My First 'Rare' Volvo by Greg Heaton

Growing up in Sydney I started noticing rare cars from an early age, when you are young the value doesn't mean much, It's all about the shape and the look.

My first ride in a cool Volvo was at age 12 in 1972, I was at the movies with a very good looking girl. Her name Vicky-Ann STAHL, her father Max a very well known racing and motoring guy picked us up in his shiny red Volvo 122S, at the time I did not know what a 122S was, I just knew it was different and cool, good enough for me. George Minassian told me that Max still owns that car, It shows me that Volvo purists really love their cars.

My first car was a 1966 VW Beach Buggy I have always tried to be different, My Dad bought a very nice 1973 164TE beautiful blue, black leather, sunroof, in 1985 privately in Surfers Paradise for \$4,500 I now know that model is not common I really liked it no speed machine but luxury.

Volvos I have owned include a 1982 244 GLE, three 850 Wagons including a T5 Wagon, For some reason Wagons appeal to me. I don't need a Wagon for the extra room I just prefer Wagons. If funds permitted which they don't at the moment, I would buy a P1800ES Wagon, at least I will know what to buy if I ever have the cash.



About 18 months ago I decided to try to find a 145 Wagon (Not easy to find I know) If it was easy I wouldn't want it. So I started asking around and ringing Volvo clubs, I rang Heino Nowatsky in Melbourne and he said he was selling a nice 1974 145 Wagon in White with Red trim, which he had bought in South Australia and sorted for everyday use and only wanted \$2,000, My usual occupation is a snow skiing Instructor and I was about to go to Austria for 6 months and didn't really have anywhere to leave the car for 6 months so unfortunately I didn't buy it.

Sadly my BEAUTIFUL Mum passed away recently, so I have become my sister's full time carer as she is legally blind, so no more going overseas for now, I have the time

to put into an old car. So a few months ago I started looking for an old 245 or 145 if I could find one again, I live about half an hours drive from Byron Bay and one nice day in April I was there having a coffee and noticed a dark blue, red interior 122 Wagon NSW registered parked on the street, it was in what I would describe as well loved condition, plenty of character and patina. It looked like a Hippie car to me (Well it was Byron Bay) After admiring it for a few minutes I said to my 2 friends with me WOW that's different I would like one of these, to which they said good luck finding one.

Not realizing at the time that there is actually less Wagons than 123GT's in Australia, I did say I like rare. I spoke to Russell Hunt from Hinterland Volvo at Nerang on the Gold Coast and he gave me some Rolling Club Magazines to check the classifieds, I quickly spotted one in the Mar/Apr edition, The ad read ( 1966 122 Wagon White with Red upholstery, books and history, no registration, \$3,500) No photo but I thought that sounds good and it is in my modest budget.

I immediately rang the owner Kevin Elliot from Wollongong a very nice man (aren't all Volvo people) he said yes still for sale, I've had a few calls from Melbourne but nobody has bothered to come and have a look yet, speaking to Kevin gave me confidence in the car and that he would be a good guy to buy an old Volvo from, he had owned it for half of its life, knew the history and had 10 other Volvos in his collection. He said George Minassian is a good friend of mine and he has some recent photos of the car, ring him and ask his opinion, When I phoned George he said \$3,500 for that car sounded like a good buy although it had been off the road for a while.

So I flew to Sydney, train to Wollongong, met Kevin and told him about the Blue Wagon I saw in Byron Bay which made me want one, and he said I know that car it belongs to Dolly Diaz who lives not far from here at Shellharbour, her son Gaudy drove it up to Byron to work as a chef, he laughed when I said it looks like a Hippie car, I meant no offence I liked it so much I bought my own Hippie car, Kevin roadworthied the wagon



and got a permit for me so I could drive it home, The car had not been registered since 1992 and had only travelled 19,000 miles in the past 19 years.

It was a big ask to expect the old girl to drive 1000 km's after so long, I think I was more confident than Kevin as he said it will make it but I would be happier if it was going on the back of a truck, where's the fun in that you have to drive them it's an adventure. Well it made it no problems, along the way the exhaust sprang a leak as did the fuel pump and when I arrived home I drove up to George's place and he said the radiator was nearly empty as the hose from the overflow bottle was blocked and said any other car would have stopped or overheated but it didn't bother the Amazon, King Gee and Tonka Toys say they're Tuff, Not as Tuff as Volvos I reckon.

George replaced the fuel pump immediately for me had one in stock of course, replaced a few hoses no more leaks, I got it Registered the next day and am using it as my daily driver at the moment. I think the wagon is enjoying getting curious and hopefully admiring looks again after being a bit of a recluse in Kevin's shed for the past two decades almost, I am going to do a minor budget rolling restoration if there is such a thing? Stop laughing at me please, I will be advised by George and probably LOST without him, so I will be glad to see him again soon when he returns from the 50th anniversary of the P1800 in Paris.

The wagon deserves full restoration and would be the right one to do as it is very clean, but that will have to wait until the next cashed up owner, I am going to drive it and try to enjoy it as it is with minor improvements. George also noticed as soon as he saw the ID plate that it is a "P" designation and makes it a 1968 and one of the last wagons imported into Australia according to his records which is pretty cool.

Greg Heaton

POSTSCRIPT

*After writing this article and owning the car for some three months, Greg decided to sell the car to someone who can spend a bit of dollars on it and have it restored.*

**Volvo 1800-120 Club AGM  
Sunday 21st November 11.00am  
See Events Calendar for Full Details**

**Volvo 1800-120 Club Members - Please Note  
Membership Fees (\$30.00) Are Now Due  
Please Use The Details Below To send in your Fees**

*Please Note: If you joined the Club in the last few months you do NOT need to pay again  
your membership is not due until 1/7/2011*

**Volvo 1800-120 Club Membership Form**

Name .....  
Postal Address .....

Phone .....  
Email .....  
Car Model .....  
Rego No .....  
Chassis No .....  
Colour code .....  
Upholstry code .....

**Joining Fee \$5.00 - Membership \$30.00**  
*includes subscription to Rolling Magazine*

**I enclose \$35 for membership  
for the financial Year 2010/11**

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

**Volvo 1800/120 Club - National Bank**  
**BSB 082837 - Account 833499571**  
*P.O.Box 6522 Tweed Heads South NSW 2486*

# Volvo Car Club of NSW Inc.

## President's Message

The year is really passing by quickly. As you may be aware we have had a Christmas in July weekend at Crookwell and for those members who couldn't make it you missed out on a great weekend.



I believe the visit to the Sydney Classic Car Restoration on the Saturday was absolutely fantastic and even though it was freezing it was enjoyed by all who attended. I unfortunately missed out, as I had to work and drove to Crookwell after work arriving after 7pm. The little snowflake symbol on the car was showing meaning it was 2 degrees.

Our hosts were a little overwhelmed with the amount of people for dinner and staying at Spud Murphy's. A little bird tells me there was a lot of drinking going on while waiting for dinner that was served at 8.45pm.

I would like to thank Ted Warner for organising the weekend and Terry for arranging all the drinks, and all the members who attended.

I would like to welcome Cecil Masefield into the hall of Life Membership. He has proudly accepted the club's offer and we hope to see him soon. If anybody is interested in buying his 120 please give me a call on 0412267878.

Don't forget another big event for the year the Shannons Eastern Creek Classic Display day on the 21<sup>st</sup> & 22<sup>nd</sup> August. If any member can spare an hour of their time on the day please give Terry or myself a call so we can draw up a roster.

Till the next issue.

**Take Care**

**Dolly Diaz**

## Important Notices

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

**[www.volvocarclubnsw.com](http://www.volvocarclubnsw.com)**

## Committee 2010



### Affiliate of the Council of Motor Clubs

#### PRESIDENT

Dolly Diaz 0412 267 878  
[dolly\\_d@tpg.com.au](mailto:dolly_d@tpg.com.au)

#### VICE PRESIDENT

Terry Thompson 9599 3726  
[terry@ttpm.net.au](mailto:terry@ttpm.net.au)

#### TREASURER

Ted Warner 9521 8204  
[tw@firstneon.com.au](mailto:tw@firstneon.com.au)

#### SOCIAL DIRECTOR

John Grist 0412 640 340  
[newcourt2@yahoo.com.au](mailto:newcourt2@yahoo.com.au)

#### CAMS & CMC

Terry Thompson 9599 3726  
[terry@ttpm.net.au](mailto:terry@ttpm.net.au)

#### CLUB PLATE REGISTRAR

Dolly Diaz 0412 267 878  
[dolly\\_d@tpg.com.au](mailto:dolly_d@tpg.com.au)

#### SECRETARY / MAGAZINE EDITOR

Julie Williams 0409 161 357  
[hollymist@bigpond.com](mailto:hollymist@bigpond.com)

Post: 73 Moate Avenue,  
Brighton-Le-Sands 2216

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

## WHO AM I ???

#### **Some Clues**

Age...Not giving that one away.

Grew up in the Italian Community in Sydney's Inner West.

Joined the Club about 14??? Years ago.

Likes a glass or two, or three of red wine.....now and then.

Hubby says she's "critter crazy".

I have been sworn to secrecy about anything else so, that's all the clues I'm giving you.





## SOCIAL EVENTS

### LUNCHEON RUN TO SUTTON FOREST HOTEL SUNDAY 12<sup>th</sup> SEPTEMBER 2010

As some members will recall we have been to this hotel before but out of all in Southern Highlands hotels I have enjoyed this one the most. I last ate there last March and the food was just as good

The Run itinerary:

- On route visit country markets
- Lunch at Sutton Forest Hotel

Details of trip are as follows:

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 10.00 am departure to Sutton Forest (*for those members & guests traveling from South Coast or Canberra they can choose to meet us at the Hotel*).

All cars go together on Illawarra Highway and visit country markets on the way.

Sutton Forest Hotel - Lunch is scheduled for say 1.00 p.m. The Hotel's Carvery offers guests a choice of bistro style; a la carte and carvery meals.

**As this hotel is very popular on weekends, booking tables for the lunch is must for this one therefore you need to contact me by no latter than Friday 3<sup>rd</sup> September next to register your booking.**

E-mail: [newcourt2@yahoo.com.au](mailto:newcourt2@yahoo.com.au)

Mobile: 0412 640340

See you on the day.

**John Grist , Social Co-ordinator**



### CHRISTMAS PARTY SATURDAY 11TH DECEMBER 2010



Sharon & Terry Thompson have generously opened their Bardwell Valley home to club members as the venue for our Christmas party again this year.

The date has been confirmed as Saturday 11th December.

Our "resident chef", David will be feeding us again..... I ask you, why would we have anyone else?

There is ample parking and ease of access for **all** our members.

I will include a map and more details in the November / December issue of the magazine

Kris Kringle will apply as always for the gifts. This means, if you are male you buy for a male and if you are female, you buy for a female.

Keep it simple and inexpensive .....\$10 maximum.

**See you there, Jules**

## DANE'S STORY

Dane (pronounced Danny) is the newest member of the NSW Volvo Club. He has asked me to tell you his story.

"My dad bought a Volvo 1980 245 GL model in 1980. He had it until 2005 and that is why I love Volvos.

I bought my Volvo on Ebay for \$355. It had no rego or insurance, but the car is a lovely car to drive. It has 4 speakers and \$400 CD player in the car. I still have the original Volvo tape player, but the radio doesn't work so I changed the tape player to a CD player. It has a spare wheel cover at the back, which is rare to find these days. My car is a 1981 Volvo 244 GL, dark red. It has no power steering, no power windows and it is now 29 years old and still drives well. I like to polish my car and usually take it out on Tuesdays and Thursdays. At other times it stays in the garage."



THE OTHER SHOW 'N' SHINE  
SUNDAY 31ST OCTOBER 2010

*Volvo Car Club of NSW  
Other Show 'N' Shine*

Sunday 31st October, 2010  
Prince Edward Park Reserve  
Prince Edward Park Road, Woronora  
Start Time 12 noon

Polish the wheels and head out to Prince Edward Park Road, Woronora.  
All Volvos, pristine to parts missing, are invited to attend Volvo Car Club of NSW 's Other Show & Shine. Come along and display your car, or just bring a picnic and get involved in the judging.

"The Other Show 'N' Shine" is about having some fun with the trophy categories like, "who has the shiniest petrol cap", but they won't be announced until the day of the event.

The Committee will have its work cut out coming up with ideas.

So, get to it and make sure your pride and joy is up to scratch in time.

*(Members can bring bits which other members may be interested in).*



*See you all there, Jules*



*Driver Profile from Victoria*

<b>My name is</b>	Fiona Hitchcock	<b>I'm</b> 30 odd <b>years old.</b> <i>(What's so odd about them Fiona??)</i>
<b>My current Volvo is</b>	'Ruby' 164e 1974	
<b>When I joined VCC</b>	December 2009 <i>(That's what we like some fresh young blood in the Club).</i>	
<b>Why I joined VCC</b>	To meet other Volvo owners and to ensure Ruby gets expert care. <i>(Well, you've come to the right place. I hope Ruby appreciates it !)</i>	
<b>Cars I have owned</b>	1980's Sigma, Magna Mitsubishi {Molly}, 1993 Nissan Pulsar TI {Nancy} XE Ford {Black Betty}, Ed ford, AU II Ford. <i>(You finally saw the light and bought a Volvo....good one!)</i>	
<b>Best Volvo moment</b>	Turning heads.	
<b>Worst Volvo moment</b>	Turning in the exit / wrong way and someone yelling "Bloody Volvo driver!" <i>(They're just jealous Fiona. Don't take any notice).</i>	
<b>My most embarrassing moment in my Volvo (Optional)</b>	Same as worst! Happens a bit! I would do the same thing in a Ford though, must be a form of "carism." <i>(We all suffer from that at times.....don't we?)</i>	
<b>Anything else?.</b>	Ruby is a spunk !! <i>(Now there's a mother's love for you !)</i>	



## Monthly General Meetings

### Ashfield Bowling Club

Cnr Orpington Street & Parramatta Road, Ashfield

8pm on the first Wednesday of each month

Next General Meetings

1st September & 6th October 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](mailto:volvocarclubnsw@VolvoEmail.com)

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



## Council of Motor Clubs Calendar of Major Events 2010

2010	Event	Venue
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

#### November 7th R5 motorkhana

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 time as well.

**See you there ,**

**Jules**

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

## Volvos, Volvos Everywhere—update 2010

Have you noticed the constant inclusion of Volvos in movies and stories? Four weddings and a Funeral had a 122S appear and totally out of character it was running badly – obviously a ruse from the director, as we all know that 120s never run badly!

There was a PV544 in The Frighteners movie with Michael J Fox. The main actress in 'Medium' drives a 240 Estate and the brunette in Desperate Housewives –Teri Hartcher drives a XC70. - Now in 2010 it is a XC60.

Time and time again we see the Marque in the movies – part of the character – profiling a discerning, middle to upper class type, who is particular about their choice of vehicle,

Rather than following the herd to the 'Big 3' the character makes his or her own choices not influenced by the great unwashed. University professors, teachers, doctors – these types are Volvo owners. I have misplaced a Time article describing a group of terrorists in Iraq shooting up some target then slinking off into the dark streets in their "dark blue Volvo station wagon" I presume a 240 Estate – perhaps this was their vehicle of choice for its tight turning circle- those backstreets in Baghdad are very narrow. OR are they just 'bullet proof'??? Note they did not speed away they 'slinked? slunk off ??

Anyway this next bit is in a book Jan recently read – we thought it worth reproducing for all the dreamers.

This is taken from the book 'The Consequences of Marriage' by Isla Dewar. – the theme is pretty obvious.

*"I was so angry with him for blowing his money ....when we needed a new washing machine....I said he was a wastrel squandering good cash... The garage alone was worth a bit. But the car, it's a beauty. They don't make them like this any more..." There it was,...a thing of beauty. It was long, shiny, low-slung, with cream leather seats.*

*"It's a sports car" "I know.....That's why I was so furious...There's only two proper seats and a bench at the back, ....Kids in a car like this? .. He didn't think so. Why, they'd leave sticky things on the seats. They might even pee: You couldn't have children in a car like this. He didn't want the children in it. This car was his. He wanted to be himself in it. Just [him], the man, the poet. Not the father or the husband....."*

*But then this was a Volvo P1800. Top speed over a hundred miles an hour, designed in Italy, built by Jensen.*

*A person would want to be in it. In a car like this ...you could be everything you wanted to be. A god, a king, Superman.*

*Driving it would make a statement about who you were: not rich, but stylish, someone who took risks, who knew what he wanted, and who he was. It was a beautiful, beautiful thing.*

*He opened the door, slid into the driver's seat, ran his hands over the steering wheel, touched the gearstick. It smelled of leather in here. This was wonderful. He felt a warmth in his stomach, a glow in his cheeks; he was smiling. This was something he hadn't experienced in months. A little splash of happiness.*

*"Travelling is all about the journey. ... It will be a trip. We might see owls or deer or foxes, all sorts of things. This is what makes a journey memorable" (now the wife replies)*

*"This is what uses up petrol, and I'm sure there is something wrong with the car"*

*(To which he replies)*

*"I keep telling you, it's a Volvo. Nothing ever goes wrong with a Volvo."*

For all the P1800 owners. Need I say more? Keep an eye on the TV and Movies and in books. It happens all the time.

Update 2010 – we went and saw the movie "The Girl with the Dragon Tattoo" – quite a dramatic and gripping story by a Swede – Steig Larssen – how good is that name.

Well the poor guy died suddenly of a heart attack in 2004 at age 50, leaving a trilogy of unpublished novels – since then all published - this movie is an adaptation of one of them. He has since become a posthumous best seller world wide. AND –Jan read the book.

Well how good is this – during the investigation the reporter has photos enlarged to view a sign on the back of a car – you guessed it – A VOLVO 122S – looked like a '66 model.

Then another picture is enlarged and YES! another 122 S but this time a POLICE car –

Or should I say a POLIS car – HOW GOOD IS THAT – I couldn't restrain myself and had to shriek with glee much to the distress of Jan and the other moviegoers close by.

Well keep on looking! AND – if you have experienced any unusual shortness of breath, chest pain that lingers, or any other strange symptoms, sweats, palpitations – you know what I mean - and you are over 50 – GO GET YOUR HEART CHECKED.

There is no bravado in being dead!





## Christmas in Crookwell

Nothing Crook about Christmas in Crookwell 2010

*"We Brave Few, We Fortunate Few, We Band of Brothers and Sisters in Volvos -----* and a few other ring-ins – boldly ventured into the cold and wet of the deep South West to CROOKWELL – well it wasn't crook at all – in fact it wasn't even cold, well sort of not cold. The Sun was out the sky was beautiful and the view from the Inn –yes the Inn – was just sensational. The company warm and friendly, the champagne and wine of extremely good taste and our hosts Spud and wife and daughter, most friendly, and the local poet, Santa's helper, was just great.

THIS WAS CHRISTMAS IN CROOKWELL – what a hoot!

When organising this event I spoke with our friends in Crookwell who own the Fitness centre and Squash Courts. I asked would they like to see if Spuds had ever organised a 'Christmas in July' before for around 20 people. Sure –no problem was the reply.

Well the number crept slightly over this and because Jan and I had stayed at the famous Spud Murphy's Inn previously we knew that the room would be a bit of a squeeze with 20 –let alone the 27 who attended! Plus our 2 friends and Santa's helper made 30! Only 50% more than they were comfortable with – but sure we can manage!

Well poor Danielle – Spud's wife, only emerged from the kitchen around 12.30 the next morning where she had been most of the day and all of the night cooking and preparing while Spud and daughter set up the accommodation and the function room. The meal was great. There was a blazing fire in the room and the good cheer flowed. I think I heard some one moaning about their dinner being late and they were starting to wither away – must have been the wind???

Look the only thing I was not happy about was –It DIDN'T BLOODY WELL SNOW! Last time we were in Crookwell it snowed – it was just beautiful – we started having breakfast at around 9.30 and finished about 2.00pm.

It began snowing around midday. Aaaaaah the memories. Well all we got was sunshine !!!! Until Berrima where it rained!!!!!!!!!!!!

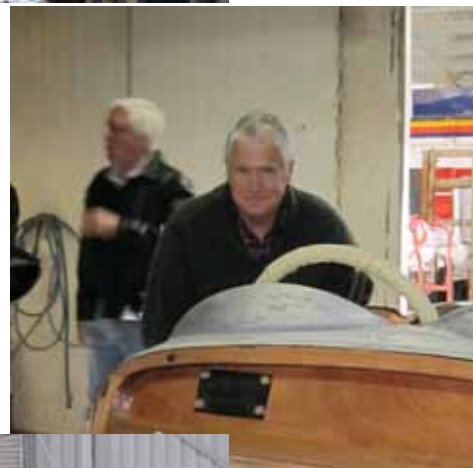
On Saturday arvo we part Band of Brothers and a few Sisters attended Sydney Vintage Car Restorations. Albeit it is not in Sydney, Gill and Wife Sara and family cooked us a nice pumpkin soup –( could have done with a bit more salt and I was going to tell her a few of our secrets –sometimes adding a bit of chilli powder or we have added a bit of sour cream) . Then we had steak sangers and sangers and then – we had Gill – well I could have listened for longer – it was fascinating and very educational –except that my feet were freezing!

Some of the cars he is working on were just tremendous – see the pictures!

The late afternoon discussion and drinkies on the veranda of the Inn was very pleasant – we even had the fire going full tilt – yes on the verandah.



**Gill giving us  
all some  
lessons**



**Kevin was  
removing part of  
the steering.**



**Guess who  
was asked  
to polish the  
bonnet  
mascot????**



**Kevin was so happy he wanted to kiss Ralph, but David  
was not impressed.**



## Christmas in Crookwell

Now as you know Greg and Marilyn could not drive their beautiful maroon 164 up the stairs to the veranda – so yes we took drinkies and nibbles around to their luxury suite at the Upmarket Motor Inn where the club royalty stayed –

I didn't find any problem sharing the bathroom at Spuds – couldn't find anyone to share it with though!!! Well there is always Jan, she likes to share – maybe not bathrooms???

Do any of my fellow members have to deal with this peculiar female phenomenon – if I want a muffin and a cup of coffee, Jan wants to share my muffin, or maybe a toasted wrap thing – Jan wants half – shame about me wanting a whole muffin or a whole wrap . She says it is good for me – well I suppose it is Happy Wife Happy Life “ applies in this situation. (Well every situation really)

Oh – yes we did stop at Berrima on the way back – and yes it started to rain almost the instant we left the expressway. We did not see any one else there.

We parked under some deciduous tree on a slight slope in front of the Surveyor General Pub – had a nice steak and kidney pie and hot chips that I shared with Jan. She was going to drive home from there as I was feeling a little tired. Well

Stroke my conrods – the 122 would not start. All was well with battery and the like – I tested the ignition – it had to be a stuck starter. But the car was on a slope the bonnet under the low deciduous tree, it was cold, it was raining .

SO I CALLED THE NRMA – yes wimp that I am. I knew I could get us going but it was wet and I didn't want to scratch the bonnet by raising it under the tree.

The NRMA man arrived in about 20mins – well he nearly fell over the car looking inside and out –he was wrapped – yes all that was needed was a tap on the starter and the beast surged into life once more.

BUT WAIT – the young man was Craig Cameron – his Dad has a 122 – '63 that he has had for over 30 years – he worked at Volvo Minto and Craig had been brought home from hospital in the Volvo. And he has a supply of parts – did I hear parts?

Well Craig and I jabbered on for some time about the improvements to the car and he was wrapped – he says he is motivated to get his Dad's car back into top condition. So needless to say I offered to be of assistance. He even took out his camera and took photos of the car as we left –HOW GOOD IS THAT.

What a great weekend – if anyone has any complaints – maybe their dinner was late – please report it to the social coordinator.

Ted's tip – make sure you are there next year. Hang on – What about Christmas in Carcoar!!! Or ????



**Jan and Spud - and what about the "Art Deco", how good was that?**

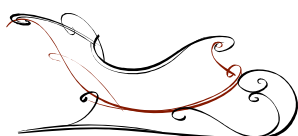
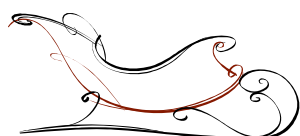


**Blazing fire - Happy Faces - Nice Grog! Crook photographer.**



**Santa's Helper and the Foxes from the ACT**

**Ralph's head was cold, or an impression of Ghengis Kahn**





# 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](http://www.volvovic.org.au) for recent ads and colour photos!

**1980 262C in excellent condition - reluctant sale.** 207,000 kms. Much money spent in last 2 years including suspension, hoses, brakes, shocks, fuel pump, A/C, battery and exhaust. Just fitted with brand new 17"x7" 5-spoke Alloy Wheels, procured through VP Tuning at a cost of \$2,000, and the new tyres have travelled only 200 kms. The five original Volvo "Starburst" alloys that came with the car are also included. A full respray



of this car was carried out 18 months ago, at which time it also received a new windscreen at great expense (\$1,500.00) sent from Sweden. New Clarion CD & MP3 Player (Original Volvo radio/cassette player & microphone included). Heavy Duty IPD Sway Bars, and other genuine Volvo accessories. Victorian RWC will be supplied with sale. \$8500. Contact Mark Iceton on 0434 897 144

**ONLY 1 left: new-car take-off C30/S40/V50 17-inch wheels.** \$200 each. Zaurak style.



Pick-up in Melbourne. Phone Greg 03-9397-5976 or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com)

**1971 144 column-shift automatic sedan** which would suit a fellow enthusiast willing to put in a little effort to make this car suitable as a quality daily-use or hobby car. This 144 has been recently serviced and the following work has been carried out, making the car very good value: New brake lines, exhaust system, shock absorbers, ball joints and windscreen. The interior is in

good condition for the age, with the most



notable requirement being a rear seat backrest, and I may be able to assist with this and other second hand parts if and when required, but otherwise the interior is in solid original and unmodified condition, and would clean up presentably. The bodywork is rust-free and the car was given a full respray in recent times making it very presentable as shown in the photo, although a further restoration would be required to return it to showroom condition if that was the intention. \$850 ONO. VIC. Phone Mark Iceton 0434-897-144

**1985 240 GLE (Unreg).** \$800. Recent work on suspension including new bushes and ball joints. Needs new windscreen and electric mirror. Metallic bronze. Original alloy wheels. Not a lot of work to finish to nice car. Drives well. Some spare parts. VIC. Allan Jones 03-9795-1444 or 0411-777-235

**4-speed manual gearboxes (x2).** Good condition. Offers. VIC. Allan Jones 03-9795-1444 or 0411-777-235

**FREE TO GOOD HOME - yellow 1982 244** - 2 owners. Power steering, auto, 360k km. Car runs but has not been driven in several years. Good trim. Very little rust (only around one corner of rear window). Free to good home for club member. Must be towed away (not driveable on road). Robert, Mirboo North VIC, 03-5668-2371

**240 parts for sale** (see web site for pics): Floor mats (black/dark blue) very good condition. \$50.00 + freight (\$35.00 to Melbourne) Weigh Approx 4 kilos. Bulky. Floor mats (Beige) Used. Repair to pass side. \$30.00 + freight. As above. 80 Model GT grill. Needs respray. All tags are intact. Used condition. \$160.00 + freight. Weight 1.8 kilos. Contact Grahame Hunt on 0414942522. Items are located at Gold Coast in Queensland.

**VOLVO WANTED:** I have a good home but looking for a Volvo to fill the garage. Wish list: Doesn't have to be original but reliable (prefer complete; Modified OK). Prefer Manual (can convert). Would love two doors (but can have 4). Will be using it as a road registered car, but will do CAMS events in it. Will be teaching my youngest daughter to get her license in it. Engine size doesn't matter. Prefer petrol. Do you have a Volvo in the back garage that is looking for a new home, or an unfinished project that is almost complete

if so please call Greg 0428252626 (Queensland) or email photos to [gr35@bigpond.com](mailto:gr35@bigpond.com)

**2006 S40 S** – special issue. Silver with charcoal leather. 46,000 kms. Unusual rare manual model with factory sport skirts, low solar gain side glass, and unusual badgeless boot with spoiler. The car's immaculate condition reflects its executive lifestyle: always garaged or parked in covered security parking. I live abroad now and the car needs a new home in the hands of someone who might have a special appreciation for the drive and handling. Serviced by Rolf Volvo with all logs up to date.



\$23,500 or best offer. ACT. Contact Robert - for general information: phone or sms: 00116737137175 or email: [rob.bartholomew@yahoo.com](mailto:rob.bartholomew@yahoo.com). Contact Deborah - to inspect and test drive: 0414436663; a/h: 0262820470

**1994 440GL (XKL 795)** Red, 5 Speed Manual. Registered until September 2010. Air conditioning, Factory Alloys, P6000 Pirelli Tyres, Central Locking,



Power Steering, Tow Bar, MP3 Player, Very economical, Lady Owner, Good Service History. \$3,900 ONO. Phone Colin 0429 096 095 (SA)

**1967 122S 2-door.** Light blue paint with black upholstery. Owned since 1978 and being sold reluctantly – no room for 3 cars. Only 18,000 miles approximately



on reco motor since 1993. Four new tyres and two new mufflers. Reg to July 2010. RWC. Serviced by Voldat. Car located at Beaumaris, Vic. \$6250 ONO. Phone Ross 03-9589 3559 or 0429 967 491

**WANTED: Volvo 1800 in good condition.** Contact Wally or Tracey Heard 07 4126 8104. Childers Queensland.

**For sale: M47 5-speed manual transmission from 240.** Bought it some years back as a spare, but time to move on. Said to be in good working order. \$650 ono. Rodney Bakker. 0409-760-503 (QLD)

**Mags set of 5 GT Virgo style 15".** Recently checked – true and straight. Very good condition but could use paint. Bill - Melb 0429 425 759 PRICE DROPPED TO \$250

**Mags and tyres. Set of 5 GT Virgo style 15" with 4 as new Falken 205/60R/15 radials** (only 5 months old - worth over \$600) Bill - Melb 0429 425 759 PRICE DROPPED TO \$700

**Personal plates – Vic – RE 245.** Bill - Melb 0429 425 759. Purchaser to pay transfers. PRICE DROPPED TO \$150

**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. Sensible offers considered. 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 ONO. 1977, 262 Bertone Coupe (Yes, 1977). Rare early tail light model. Silver. First and only 1977 262 in Australia. Unregistered. Must go. 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. (Updated Jul/Aug 2010)

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

**VOLVO CLASSIC CAPS.** Logo is the original side pillar badge fitted to the Jensen P1800. Two styles

# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal

Printable on-line application form available at [www.volvovic.org.au](http://www.volvovic.org.au)

Or, contact the Membership Secretary, Greg Sievert

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

are available: ADULT-Dark blue



crown with tan suede peak & button, badge is dark silver on light silver with yellow & blue shield insert as the original car badge. Phone enquiries: Jan 041 251 78 48 or SMS your email. If you want a colour pic or order Email- [volvocaps2000@yahoo.com.au](mailto:volvocaps2000@yahoo.com.au)

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](http://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

# DVS

## volvo performance parts

performance suspension components  
performance braking components  
performance parts to suit most volvos

**ashleigh daves**

0412 709 695

[ashdaves@optusnet.com.au](mailto:ashdaves@optusnet.com.au)

**VP Tuning**

Rydell

350

Q&Oils

**Volvo Performance Parts**

**Mark Richardson**

PO Box 2002  
Seaford Vic 3198  
Australia

mobile: 0403 814 545  
fax +61 3 9775 5302  
[mark@vptuning.com.au](mailto:mark@vptuning.com.au)



# VOLVO CAR AUSTRALIA DEALER LISTING

Dealer Name	Sales Address	Town	State	Post Code	Phone No
<b>New South Wales/ACT</b>					
Trivett Volvo	75-85 O'Riordan St	Alexandria	NSW	2015	02 8338 2147
Alto Volvo	387 Pacific Highway	Artarmon	NSW	2064	02 9412 7555
Trivett Volvo Parramatta	70-72 Church St	Parramatta	NSW	2150	02 9841 4127
Peter Warren Volvo Cars	13 Hume Highway	Warwick Farm	NSW	2170	02 9828 8123
Purnell Volvo	990 King Georges Rd	Blakehurst	NSW	2221	02 8558 7000
Hunter Viking Car Centre	16 Christo Road	Georgetown	NSW	2298	02 4960 1200
Woodleys Motors	200 - 208 Marius St	Tamworth	NSW	2340	02 6763 1500
Bellbowrie Motors	Cnr Pacific Highway & Halls Rd	Coffs Harbour	NSW	2450	02 6656 8700
Tynan Volvo Cars	37-39 Burelli St	Wollongong	NSW	2500	02 4229 3033
Allan Mackay Autos	239 Argyle St	Moss Vale	NSW	2577	02 4869 1100
Rolfe Motors	29 Botany St	Philip	ACT	2606	02 6282 4888
Jason Wagga	42 - 50 Dobney Avenue	Wagga Wagga	NSW	2650	02 6925 3211
Annlyn Motors	93 - 99 York Rd	Penrith	NSW	2750	02 4722 9900
John Davis Motors	38 Bathurst Rd	Orange	NSW	2800	02 6362 0966
<b>Victoria</b>					
Silverstone Volvo	591 Doncaster Rd	Doncaster	VIC	3108	03 9840 8868
Bilia Hawthorn	139 Camberwell Rd	Hawthorn	VIC	3122	03 9882 3600
Altitude Volvo Cars Brighton	913 Nepean Highway	Bentleigh	VIC	3204	03 9576 5399
Melbourne City Volvo	351 Ingles St	Port Melbourne	VIC	3207	03 9684 1070
Rex Gorell Volvo	212 - 224 Latrobe Terrace	Geelong	VIC	3220	03 5244 6222
<b>Queensland</b>					
Austral Volvo	773 Ann St	Fortitude Valley	QLD	4006	07 3250 3080
SouthSide			QLD		07 3248 9460
Sunshine Volvo	179 Nerang Rd	Southport	QLD	4215	07 5509 7100
Southern Cross Prestige	Cnr James St & Anzac Ave	Toowoomba	QLD	4352	07 4690 2333
Pacific Volvo	129 Sugar Rd	Maroochydore	QLD	4558	07 5458 9738
Rockhampton Prestige	Cnr Musgrave & Armstrong Sts	Rockhampton	QLD	4702	07 4922 1000
Tony Ireland Volvo Cars	Cnr Woolcock & Duckworth Sts	Garbutt	QLD	4814	07 4726 7700
Trinity Volvo	94 McLeod Sts	Cairns	QLD	4870	07 4050 5000
<b>South Australia</b>					
Solitaire Volvo	32 Belair Rd	Hawthorn	SA	5062	08 8272 8155
<b>Northern Territory</b>					
Darwin Volvo	34 Stuart Highway	Stuart Park	NT	0820	08 8946 4444
<b>Western Australia</b>					
Premier Motors	393 Scarborough Beach Rd	Osborne Park	WA	6017	08 9443 1133
Barbagallo Volvo	1286-1288 Albany Hwy	Cannington	WA	6107	08 9231 9777
<b>Tasmania</b>					
Performance Automobiles	281 - 301 Argyle St	Hobart	TAS	7000	03 6210 7000

**ON THE BACK COVER:** 850 T5Rs, the rarest of the breed! Main photo - "BLKT5R" (Mark Icelton). Inset photo - John Johnson's yellow "AT5R" (thanks Mark Richardson for the photo - if high res, it would be on front cover! More please!)

If undeliverable return to  
Volvo Club of Victoria  
PO Box 3011  
MOORABBIN EAST VIC 3189

Rolling Australia

Print Post Approved

**PRINT  
POST**  
PP 032699/00016

**POSTAGE  
PAID  
AUSTRALIA**

