

# ROLLING

**AUSTRALIA #193**

**November/December 2010**



**VOLVO CLUBS MEMBER MAGAZINE**



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**Volvo MY2004 S60R 4 Door Sedan** Fully Optioned Trans 6 SP MANUAL 130,487km, colour Flash Green Metallic with Aacama Aniline R-Line Sports Soft Leather Seats. Comes with FREE 1 year unlimited KM AWN warranty and 1 year roadside assist, long Vic rego, RWC, fully detailed, fully serviced, safety check. Rego SYX121 **Price: \$26,490 DRIVE AWAY**



**Volvo 1990 240GL Sedan:** This car is one of the best I have seen. Trans 4 SP AUTO, 223,712km, colour Alpine White with Cosmos Blue Interior. Comes with 1 year unlimited KM AWN warranty and 1 year roadside assist, Long Vic rego XFV192, RWC, fully detailed, fully serviced, safety check. **Club Members Car Full Service History, Drives Great. Price: \$4,490 DRIVE AWAY**



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**Volvo 2001 S60T SE Sedan:** Very nice clean car. Trans 5 SP AUTO Geartronic, 117,686km, colour Artic White Solid with black leather Trim. Comes with 1 year unlimited KM AWN warranty and 1 year roadside assist, 1 year Vic rego(S0060QLD), RWC, fully detailed, fully serviced, safety check **One Owner, Full Service History, Drives Great. Price: \$13,490 DRIVE AWAY**



**Volvo 1996 850R 4 Door Sedan** This car is in great condition for its age and KM. Trans Auto 184,127km, colour Red Solid with Black Sports Soft Suede / Leather Interior. Comes with FREE 1 year unlimited KM AWN warranty and 1 year roadside assist, long Vic rego, RWC, fully detailed, fully serviced, safety check. Rego UQX719 **Price: \$9,000 DRIVE AWAY**



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  - 2002 BMW 318i Executives E46 98,967km auto 4 door sedans in Silver, Sunroof \$18,449
  - 2003 FORD FALCON XR6 TURBO 100,973km 5 Speed Manual 4 Door Sedan in Gold Rush Metallic and Black Sport Leather \$18,990. Best Example of an XR6 Turbo around. This car is like new.
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# ROLLING AUSTRALIA

November/December 2010, Issue No. 193

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

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for standard ad rates & other ideas

## DEADLINE FOR SUBMISSIONS

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

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## CONTENTS:

- 2 VIC Calendar of Events
- 3 President's Prattle
- 4 The Editor's Desk: *End of a Decade*
- 5 Membership & Treasurer's Report
- 6 240/260 Register: *Rick Sampson's 240*
- 7 Tech Tips: *240 Relays, by George Minassian*
- 8 Volvo Club of Victoria Events Coverage
- 10 Tech Tip: *Climate Control, submitted by Anthony Hyde*
- 11 Brickbats & Bouquets: *No Car is Perfect, Part 8*
- 12 Vehicle Profile: *Gregg Reynolds 122S*
- 13 Rolling Eyes: *Political correctness for Christmas*
- 14 Volvo Club of Queensland Pages
- 16 Volvo Club of South Australia Pages
- 18 Volvo Announces S60 Pricing
- 19 Volvo Club of NSW Pages
- 26 Volvo 1800/120 Club Australia Pages
- 34 Classified Ads: *Cars & Parts*
- 36 Volvo Club of VIC Membership Application

## ON THE FRONT COVER: Layout and photo by John Ware:

"My friend Clive Daniels with his 123GT. This silhouette was shot some 20 years ago at Narrabeen Lagoon on Sydney's Northern Beaches. Kodachrome 64 slide film was used and I have now scanned the 35mm slide onto digital jpeg. I have used a very low camera angle for several reasons. It gives a dynamic view point ... it brought the distant tree-scape down to a better level and most importantly, it blocked off the sunrise behind Clive, which would have totally flared out the shot."

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# Volvo Club of Victoria Events Calendar

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

## 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.

## NOVEMBER 28th (Sunday)

Annual Christmas Lunch and Awards Presentation. Time: 12:00 (for 12:30 sitting). Location: Waverley RSL, 161 Coleman Parade, Glen Waverley. The 3-course lunch will consist of Entrée Sharing Platters followed by choice of Main (Roast of the Day, Battered Fish of the Day, Chicken Parmagiana, Braised Lamb Shanks or Grilled Salmon Fillet) then dessert (Red Berry Pavlova Meringue or Plum Pudding). Coffee and tea are included, and soft drinks will be provided by the club. Alcoholic beverages may be purchased at the bar. Lunch cost is \$35 per person (reduced cost is subsidised by the club). After lunch, we'll move into the private members' lounge for the Display Day Awards Presentation and door prizes. Please advise Lance Phillips ASAP (9707-2724 or [lancephil@bigpond.com](mailto:lancephil@bigpond.com)) if you

plan to attend as we need to confirm numbers prior to the day.

## DECEMBER 1st (Wednesday)

7:00PM **Night Meeting - BBQ at VOLDAT** (not at the tennis club!) Free BBQ for all club members held at Voldat, 46 Roberna Street, Moorabbin. From 7PM, everyone welcome.

## DECEMBER 18th (Saturday)

8:00AM-Noon **Safety Check Day at Voldat**. Bring your car in for a free safety check by the mechanics at Voldat. All are welcome - come along for the fun. First come, first served, so arrive early to avoid disappointment. Voldat, 46 Roberna Street, Moorabbin.

## JANUARY-NO NIGHT MEETING!

Happy New Year!

## JANUARY 16th (Sunday)

**RACV Great Australian Rally**. Melbourne to Mornington. \$35 entry fee (pre-pay by 9th January) helps support the Peter Mac cancer centre. For registration details, go

to [www.greataustralianrally.com.au](http://www.greataustralianrally.com.au). Please advise Lance Phillips if you plan to attend so we can organise a meeting point (most likely Stud Park in Rowville).

## JANUARY 26th (Wednesday)

Australia Day Car Display - King's Domain Park (Melbourne). A large display of classic cars from all eras. Display car registration for the event is closed, but come along for a great day of family fun and Australia Day celebrations. Contact John Johnson for more information.

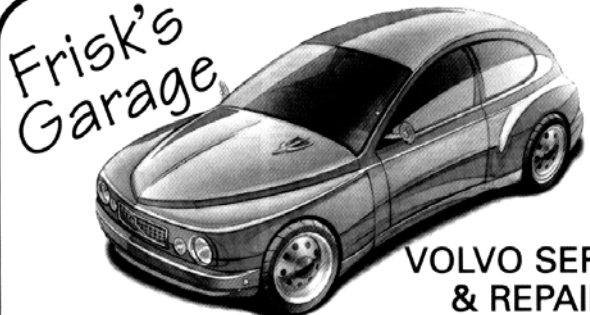
## FEBRUARY 2nd (Wednesday)

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

## FEBRUARY 13th (Sunday)

Picnic at Hanging Rock. For more details, see [www.picnicathangingrock.com.au](http://www.picnicathangingrock.com.au)

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



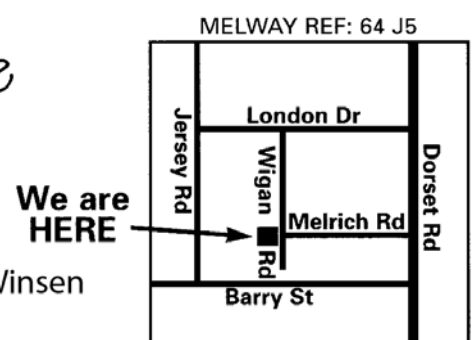
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Michael Van Winsen  
Owner



# President's Prattle

LANCE PHILLIPS

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I was not off to a good start by missing the AGM and the September meeting but I am back on track now. Hopefully the September / October events have been well attended as there were a few in October. Looking forward to November we have a night meeting followed by the Dyno Day at Swinburne College, Knox. This is a chance to see how your car is performing. Contact Alex or Mark Iceton for bookings which are essential as numbers are limited.

## Christmas Lunch:

This year Christmas lunch at Waverley RSL is on Sunday 28th November. Please consider making it an event you would like to attend. It is a nice meal with free soft drink supplied by the Club followed by a bit of fun with trophy presentations and a raffle where everyone is a winner. **Note it is not just for trophy winners. It is the Club Christmas Luncheon.** I would like to see a good roll up of members and families.

December is the Voldat BBQ in lieu of the Night Meeting followed by the Technical Session later in the month [check your calendar].

Air bags do work as John Johnson tried his out on the 850 courtesy car when some idiot overtook traffic leaving him stranded.

Apart from being a bit sore he can attest to their worth. He is grateful it was not the T5R.

We have some New Zealand Club member friends, Dave & Pam Tuck doing some touring around Oz in one of JJ's 240s that Dave bought for the trip. Dave has been back once after touring S.A. for an oil change before heading North. The 240 is going well.

## 242GT & 262C Register:

I thought I would cheat a bit by adding my Register report onto the end of my President's Report.

Mark Iceton has his 262 on the market for anyone looking for



and others still available at varying prices including Richard's black beast which has a fresh coat of paint as well as a mechanical upgrade. This is also a bit of a unique vehicle for someone looking for something different. A couple of Turbo converted GTs have also been on the market and sold.



**Mark's 262C**

something a bit different. There are also a couple of others on offer as well including an unfinished project.

There has been a bit of movement with 242GTs as well with some sold

## Targa Tasmania:

Steve Barrand & Tim Marion did the 242GT proud by winning the Rookie Rally Classic Class – Congratulations guys in their gold 242GT turbo.

The father & son Batten team did Volvo proud as well in the super fast PV544.

Congratulations to all the Volvo entrants as it is a tough event.

## 242GT & 262C Information:

I am always looking for info and stories [like V8 conversions David?? Or white GTs Anthony??] for the magazine

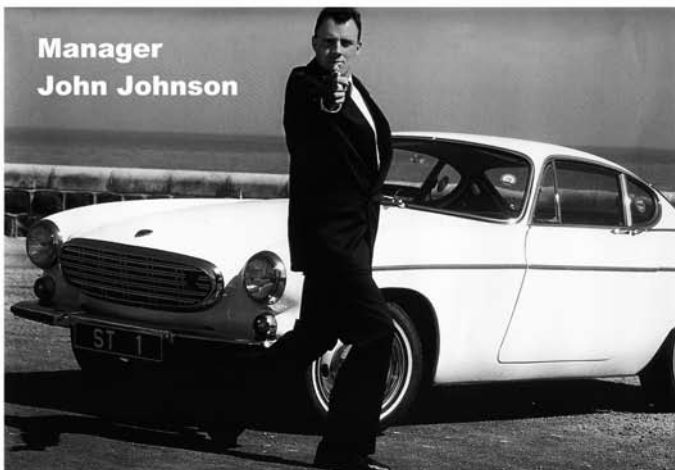
*Lance Phillips*



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# The Editor's Desk:

## End of a Decade

GREG SIEVERT

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Welcome to the final edition of Rolling for 2010. Another year down - seems like only yesterday we were celebrating the Year 2000, and now it's a decade behind us. Since then, we've seen a large increase in the Victorian club membership, and the distribution of Rolling Australia widening to cover all the Volvo clubs in the country. Thank you to the members and club committees for your contributions to the magazine in 2010, and I look forward to continuation of the great support in 2011. Special thanks to John Ware (1800/120 club member from NSW) who created the front and rear covers for this edition. You can be sure to see more of John's work on future covers.

The classic car season has begun (although today's weather is a throw-back to winter!) with a host of events coming up on the club's calendar. If your classic Volvo has been gathering dust like many of ours during the winter, time to get it out and give it a wash and get to some events. Or, if you don't have a classic, bring your modern or daily driver along - everyone is welcome and the more the merrier. For those of us who have too many Volvos (and that's probably a large percentage of the membership!) it's often difficult to keep on top of routine maintenance. I realised the other day when we took the 1800ES out for the Ballarat drive that it had been nearly 3 years since I had changed the oil. Shame on me! Robert Bakker (1800 club president) recently sent a couple pics of his collection. Robert, how do you find the time to keep up with all those beauties and also serve the demands of the lovely "SWMBO"? And you still have a desire to add to your collection? Hmm, I guess we all have a few vices - could be worse! Volvo folks are very keen - as noted recently by the attendance at

several events by new member Peter Collard. Peter lives in Sale, but has already attended Melbourne night meetings and the Ballarat drive in his very clean green 760GLE - great effort and welcome to the club!



**Peter's 760GLE**

Regarding classified ads for the web site and magazine, please continue to send them to me. We have successfully found owners for several Volvos recently due to ads placed on the web site, so it's working well. In addition, people are still finding "bargains" on eBay. Heino seems to be cornering the market on 240 wagons lately, with another added to his collection. Carsales.com.au is also a



**Heino's 240 wagon**

popular place to find cars - Lance Phillips recently picked up a nice blue V70 T (with rare manual transmission) that was listed on Carsales. While we're talking member cars, Luke Perry sent a picture of his red hot 240 wagon (soon to be

supercharged?) and George Minassian a photo of his recently-completed red factory rally spec 142 (hope to see it at the national rally!) Finally, my dad has recently gotten his 1800ES back from the paint shop with a fresh yellow lustre - and he's now in the process of putting it back together again into what will become another stunning car to join his yellow 1800E.

Mom says he spends most of the day in the garage...I can't wait to see it next time we visit the USA. [I guess that just became the births/re-births/member cars section!]



**Dad's 1800ES**

On the personal projects front, I've been making some progress on the 240 EV. I've lined up a VASS engineer to review and sign off the modifications. The electric motor is about ready to go back in, with the controller and vacuum pump now mounted to the motor assembly. We've sourced the ceramic heaters (which will slot into the original Volvo heater box - as it is a requirement to maintain heat for window defogging). The most exciting news is our batteries



**Lance's V70T**



**Robert Bakker's Volvo Collection**



**Luke's 240 wagon**



### 3 crates of EV batteries

just arrived yesterday (from China, via Perth). They are 130 amp-hour "Sky Energy" lithium-iron-phosphate prismatic cells - 45 of them in total, each weighing in at 4.4 kg and nearly identical in size to my university calculus textbook (55x180x280 mm). Each battery is rated at 3.2 volts for a total of 144 volts in the pack. I'm now busy designing the battery box to contain 200 kg of batteries safely behind the front seats (where the rear seat was, making the car a 2-passenger "van" of sorts!) I was hoping to have the car ready to test drive by the end of 2010 - but that may be a stretch!

Hope to see everyone at the club Christmas lunch on the 28th of November, and also at the BBQ and tune up day in December. Watch for a report on the November Dyno Day in the next edition. For those of you who we don't see before the end of the year, have a wonderful and relaxing holiday season.

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:

**Peter & Helen Collard (760GLE)**

**Colin & Joan Neal (850SE)**

**Kerryn & Nenette Severino (240GL)**

As of October 2010, the club has 185 members, with 12 having outstanding membership payments due. Note you should receive a renewal form in your magazine when your membership is due to expire. Payment can be made by cheque, cash (at the night meeting) or direct deposit (details on the renewal form - be sure to include your member number and name on the direct deposit memo). Your new membership card will be posted out with the next magazine following receipt of your renewal payment.

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.

If you have any questions about your club membership status, please contact the membership secretary, Greg Sievert on 03-9397-5976 or email greg.sievert@gmail.com.

## TREASURER'S REPORT

ADRIAN BEAVIS  
0402-203-437 (AH)

While the financial year ended on June 30th, the time it takes to summarise the financial state of the club takes some time. Well, it seems to have this year, so my apologies for the delay. The focus this issue is on the Auditor's report, and the implications that it seems to have for the club. First, however, where are we currently? The balance in the bank as of the 18th of October was \$3963.31.

The auditor - Jim Dix - found that there was a net operating loss of \$2,579 for the financial year 2009-10. This compares with a profit the previous financial year of \$832.

The first table (above right) shows the income for 2009-10 and provides a comparison with 2008-9. There was a decline in income of \$1447 in 2010 compared with 2011. There was a decline in membership subscriptions, which was offset a little by an increase in magazine contributions from other clubs.

The next table shows the expenditure incurred by the club, again for 2010 with 2009 as a comparison. There was an increase in expenditure of \$1964 in 2010 compared with 2009.

While the shift from profit to loss may seem to be of a concern, much of the difference is attributable to timing. In particular, payments for advertising fall due on June 30th, and if a payment is received before June 30th, it counts in the previous year, and if after, it counts the following year. The payments seem to fall more or less randomly around the June 30th. To show that the club is still on a

Income	2010 (\$)	2009 (\$)
Membership subscriptions	4905	6120
Advertising and sponsorship	980	2220
Trophies and events	-	358
Club meetings (door donations)	552	477
Magazine contributions	4881	3579
Interest received	3	14
	11321	12768

Expenditure	2010 (\$)	2009 (\$)
Auditor's remuneration	308	275
Bank charges	121	124
Club functions	1290	1544
Depreciation - plant and equipment	74	82
Filing fees	41	79
Hall hire and suppers	815	300
Insurance	744	744
Magazine production (Rolling)	7685	6313
Postage and delivery	2620	2310
Subscriptions and memberships	182	165
Sundry expenses	20	-
	13900	11936

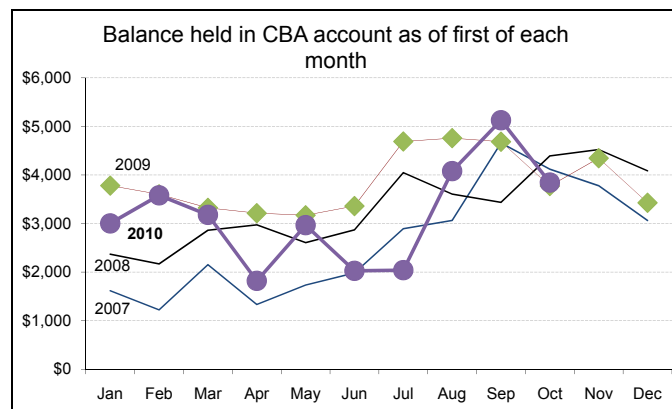
sound footing, I have constructed a graph which shows the balance held in our bank account as of the first business day of the month for each of the previous four years. The bold line represents 2010, and there are two things to note:

- the very low figures in June and July, and the rapid increase after this when the advertising payments were received
- the current bank balance, which is very similar to the balance in the bank in the previous four years.

So, what are the implications for the club and its finances of the auditor's report? As I read it, very little. We are in good shape, on course and rolling along nicely.

I will be bringing the auditor's report to each club meeting so you can inspect it then, or if you would like to receive a copy, please let me know and I will send you a copy. Once again, I would like to thank Jim for doing the audit. It is much appreciated by me, and I am sure, all members of the club.

In the mean time, happy rolling.





# 240/260 Register:

## *Rick Sampson's 240*

MARK HOFFMANN

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Welcome, club members, to this issue's Volvo 200 Series Register Page. I've long suspected that the years in fact get shorter with each one that passes, and now, as I realize that I'm writing for the final *Rolling* for 2010, I'm convinced of it! Where do the months go? The upside is that we find ourselves back into the warmer months of the year which are of course more cooperative when it comes to keeping cars clean and finding the motivation to tackle those various garage-based activities. I've learned that in spite of my best intentions, enthusiasm for the latter can be hard to muster when the mercury hovers between single and double figures during Melbourne winters, and likewise I tend to succumb to the habit of leaving my clean, polished and *Armor-alled* classics to languish in the garage rather than taking them out on wet roads or under threatening skies.

As promised last time around, this article features a "guest contribution" from fellow Victorian club member Rick Sampson who I had invited to put down a few words about his blue 1983 240; a car that I haven't personally seen but which looks great and in fact alarmingly similar to my own 1985 240GLE, with mainly just the chrome vs black exterior trim to distinguish them. Rick's car clearly receives a similar amount of loving attention to that of my own, and he sounds similarly committed to his car based on its qualities which have won him over. Rick writes...

*My introduction to Volvo was in the mid eighties, when a friend of the family made a surprise visit one morning with his recently acquired 244DL. Not being old enough to have a license at that stage, I had no real interest in cars of any description and reluctantly agreed to be driven around the block. Having been a passenger of various BMC vehicles throughout my childhood, the Volvo came as a real culture shock to*

*say the least, and I can still vividly recall asking myself if the 244 was some kind of Swedish car/truck hybrid! The apparent modular design and truck-like build quality were in such stark contrast to the other contemporary vehicles I had become familiar with. However, it was these qualities that captured my interest in owning at least one Volvo at some point in the future, which in part lead to my blue 240 that you see on these pages.*

*I purchased my 1983 244DL in 1996 for the grand sum of \$600.00. The vehicle had been thoroughly "abused" by a self-employed land surveyor and was definitely one step away from the crusher, with close*



*to 500,000 kms on the clock! Every exterior body panel had sustained damage in one form or another, while the interior looked and smelled like a bio-hazard! It was immediately obvious that a major investment in time and money would be required to resurrect this sad and sorry car.*

*Over a period of several months the original engine, interior, alloy wheels and other miscellaneous items were changed over with quality second-hand replacements from a leading specialist Volvo parts dealer in Melbourne. Shortly afterward, I also managed to source a genuine factory-remanufactured M46 overdrive gearbox. I was beginning to get excited with all the activity by now and was eager to start on the body work. After shopping around for quite some time, I decided to entrust the body and paintwork to Re-Spray 2000*



*in Moorabbin. Given the poor state of the car, their quote for the work seemed reasonable enough. My instructions to them were to take as much time as they needed, and that is exactly what they did. I simply could not believe the gleaming, dent-free car they returned to me was the same one I had given them a month or so earlier!*

*Re-assembly of the car was a long and drawn out process, spanning many, many months with numerous diversions along the way. For instance, I thought the restoration process would be a good opportunity to add power windows, mirrors and central-locking to the mix. This proved to be a time-consuming and fiddly exercise which I almost gave*

*up on several times, but worked out well in the end. As the car slowly regained its former glory, it occurred to me that I had become attached to the Volvo marque, appreciating their inherent quality, safety and practicality. As you can hopefully gather from the pictures, my venerable blue 240 is now a unique and well loved vehicle, with a remarkable resemblance to Mark's immaculate example. Some fourteen*





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*years-on, I still own this amazing Volvo, with no plans of ever parting with it!*



Thanks Rick, for sharing those experiences. That's a classic example of saving an old and unloved vehicle from the brink and bringing it back to its former glory and beyond, as we enthusiasts are prone to do. If only we could save them all! In fact it reminds me that for every old Volvo that turns up at the wreckers for me to comb for parts and accessories, that's one less of those cars that we love on the road. Rick's sentiments and personal Volvo journey certainly strike a chord with me, as I'm sure they will with many other readers.

With the holiday season soon to be upon us, it's a good opportunity for me to wish all members a pleasant, relaxing and safe Festive Season. Furthermore, with many of

us hitting the roads in our Volvos for those family holidays involving longer road trips, it's also a prudent time to ensure that our cars, particularly the older classics, are up to the task. For this, club events like John Johnson's annual "safety check" tune-up session at Voldat in Moorabbin in December are the perfect opportunity to have an expert cast a critical eye over those areas such as suspension and exhaust which can sometimes be overlooked in routine servicing.

To round out the year for the club, that leaves only the Christmas lunch and break-up party for which I'm currently organizing the trophies for the various winners from our Flemington Display Day, and at which I hope to see as many of you as possible, particularly the prize winners. Unfortunately two of those prize winners, parents Peter and Gudrun, won't be able to join us this year, opting instead to be sipping Champagne and dining on Lobster whilst cruising the South Pacific during an unfortunate clash of dates with the club event, but I'll be sure to have a drink on their behalf - or should that be the other way around?

Until 2011, I wish all members a very Merry Christmas, safe and pleasant motoring, and all the best for the year ahead.

Mark Hoffmann

### 240 RELAY TECH TIPS

The following tech tips result from the recent purchase for my son, a 1992 240 wagon, 220,000km.

**Problem one:** No overdrive on the auto and the orange arrow did not come on although you could hear the relay clicking. Wiring to switch on gear stick had been replaced. Being in electronics most of my life I had to open the small relay box to have a look. I am like that! Relay is in the dash just above driver's left knee. From my experience, with time, most machine soldered printed circuit boards will develop a dry joint on connections that have a large component soldered to them. I mean a tiny hairline crack in the solder that you might not even see. Out with my little magnifier and fair enough hairline crack. Soldered all connections, plug relay back in, problem one solved.

**Problem two:** Engine just dies all of a sudden while driving. Wait a minute or so and sometimes it fires up again. Check and clean fuel pump fuse and other fuses. Son happy for a couple of days. Problem now worse. SAME AS ABOVE. Fuel pump relay (white) behind glove box. Inside it, two tiny relays and a diode soldered to a printed circuit board. Hair line dry joints. Soldered, put back in, problem two fixed and son happy again.

George Minassian

# VIC Events Coverage

## October Night Meeting: John Ousey Guest Speaker

For our October Night Meeting, we were entertained by guest speaker John Ousey. Most relevantly, John worked for Volvo Australia for about 15 years, but he has a coloured past that we enjoyed hearing about. John was born in England, and joined the army on his 17th birthday to make some money. From there, he ended up in India in the army where he said he made double the pay of the army in England.

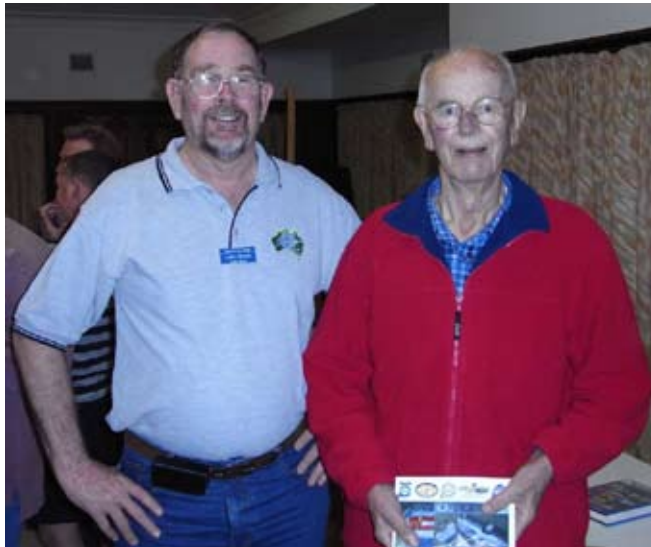
He emigrated to Australia (Brisbane) with \$200. He took up work with a company that built bridges, telling us stories about how they built the bridge foundations in the sandy river beds using a pressurised drilling rig that workers could only enter for 30 minutes per day, after which they had to decompress for 8 hours!

In the early 1950s, he worked on building power stations, specifically the coffer dams used to direct cooling water flow into and out of the power plants. It was then that he helped design a "bloody big" steam-action pile hammer to remove pilings once the coffer dams were completed.

Trained as a motor mechanic, he had quite a few interesting stories about his work at car dealers. He recounted how in Charleville, he saw a Humber Snipe with no paint on the doors. They later were told the sheep licked all the paint off because they "liked the colour". Another anecdote involved a local cockey who brought in his Holden to fix some rust in the doors. He couldn't wait for the car to be completed, so he took it with no doors in place. When he brought it back to have the doors re-fitted, they wouldn't go back on as the body had sagged on the rough roads. To give an idea about the roads at the time, his mum came to visit and on the road from Brisbane to Charleville, she counted 45 sandy creek crossings (I hope I got the location correct John!)

John's automotive career picked up when he joined Volkswagen in Clayton, VIC. In that role, he was a service trainer for VW for Southeast

Asia, which involved flying all over the region. Then he worked as a service manager for Mercedes, which included the perks of first class travel and a nice car. He flew to Germany every year as part of the job.



**Lance Phillips & John Ousey**

His career with Volvo began in the early 1970s when he was asked to help form Volvo Australia in Sydney. He was one of 3 Volvo Australia employees when Volvo formed a partnership with Max Winkless (who was big into Volvo trucks) to build and distribute Volvo cars in Australia.

Initially he worked at the Cecil Street workshop. He recounted one instance where a couple of cars were built without big-end bearings. (How did they make it out of the factory this way, and onto the ship even? You can imagine the rattling noise!) As part of his career with Volvo, he was instrumental in setting up the production of CKD (completely knocked down) kits on the VW production line in Clayton. He had the usual stories about odd cars that were built, including some VWs with the semaphores (mechanical indicator flippers) on one side and flashing light indicators on the other, but the most interesting Volvo built at Clayton was the 165 (now in possession of John Johnson). The MD of Volvo Australia wanted a wagon, so John had to organise the construction of the 165 using 2 kits - a 164 and a 145. Of course when accounting time came, they had some explaining to do when the production report showed that



they had "lost" the contents of a kit somewhere!

He explained why the 262Cs built by Bertone in Italy had rust problems - no galvanising plant in Italy! So the

unique Italian pressings in the roof area weren't as robust as the galvanised panels in the typical Volvo of the era.

According to John, the quality reports showed that the Australian-built cars were mostly on par with the imported Volvos. Interestingly, there were 3 unique Volvo colours and the full selection of VW colours available during builds at the Clayton plant. In the early days, all the metallic cars were imported.

John helped prepare the 360s for the Surfer's Paradise 24-hour endurance racing runs (6 world records in all!) They were asked to pull down the engines and balance/blueprint them - nothing was required to be done - perfect from the factory!

Probably the most incredible tale was that of a Volvo new model launch in Singapore that John participated in. The launch was to be held at a new hotel, with the media to be presented with the car in a conference room at the top of the hotel. Because the car wouldn't fit in the lift, they hired the biggest crane they could find and lifted the car (in a shipping container) up to the conference room floor. The windows were removed and a driver was to drive the car out of the container across ramps into the room. Of course as soon as the driver engaged a gear, the container moved the opposite direction away from the hotel and the ramps became too short! In the end, the cars were safely transported into the room, with John mentioning he was asked to be one of the people to drive the car out of the room back into the container at the end of the press launch... now that adds new meaning to the term "launch". Thankfully OH&S regulations have come a long way since those days.

After John's animated presentation (including the use of sketches on a white-board) he fielded



questions from the room. Everyone had a great time on the night and we really enjoyed hearing John's stories. I may not have gotten everything correct, so apologies in advance John if something is amiss! Thanks again for being with us and we welcome you to the club at any time.

Greg Sievert, Editor.

## CLUB RUN on 10/10/10 to Ballarat

First of all many thanks to Mark Iceton and Greg for doing the organisation for this run. The final destination of the Run was the Tramway Museum at Lake Wendouree, Ballarat.

8 cars lined up for the start at BP Calder for around a 9am start. Due to the excellent weather prediction other members must have had lawns to mow and other things to do but that did not stop the 16 adults and two children having a great day out.

The "top effort" award must go to Peter Collard who left home near Sale at 6am in his 760GLE to be at the start on time.

John Elliott was my co-pilot for



the first decent run in the V70T since I purchased it recently. There was a good cross section of models participating. Apart from Peter's 760GLE and my V70 there were: Heino, Chris and Dion in Dion's white 240 wagon; Mark, Wendy and Laura Iceton in the 262C; Greg and Wayne in the 1800ES; Peter and Gudrun Hoffmann in the 940GLE and Mark and his grandma in the 740 Estate. Adrian, Dominique and Christian D'Silva and were in the 240GLE.

We headed off in convoy with me as "tail end Charlie" to make sure no one got lost including me. The last three cars got sidetracked by a V50 going well below the limit as Peter being



new thought it was one of the Club. Once they turned off we caught up and toured on via Malmsbury to The Mill Antiques Shed in Daylesford. This was our first stop for a look and morning tea. The coffee machine was having a hissy fit and slowed the production of the coffees somewhat but all ended well.

Next stop was for a nice lunch at the North Britain Hotel in Ballarat. We were seated in the "Chair Room" which I thought was a strange name



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### Checking out Kerry's 240GL

until we were seated and looked up to see a number of chairs hanging by what looked like fishing line but may have been fine wire. It was a little disconcerting at first but once conversations started and the meal delivered it was forgotten.

Kerry Severino saw the convoy of Volvos so made himself known. He was given a magazine and met us later at Wendouree with his membership and his very nice 240GL with low kms which impressed all, especially Register Captain Mark Hoffmann. Welcome to the Club Kerry.



### Mark and Laura Icton "driving" a tram

After lunch it was onto Lake Wendouree to get a brief interesting history of trams in Ballarat (thanks to the volunteers at the Ballarat Tram Museum) followed by a 15 minute tram ride past the lake, which is almost full after being dry and burnt before the rains. A grass fire in Lake Wendouree is an unusual call for the CFA boys of Ballarat.

A good day was had by all so try and make a Club Run sometime in the future.

After goodbyes we made our way home individually.  
Lance Phillips



Volunteer Neil telling us about the tram restorations



### Technical Snippet submitted by Anthony Hyde

Dave Bridger from Swedishbricks writes: Modern "climate control" systems in both buildings and cars including those on Volvos (like that in my 850 whose climate control I just fixed) all work on the principle of cooling the air down before reheating it back to the desired temperature. The reason for this is simple - humidity control. If you just cool the air when the outside humidity is high, then it becomes clammy.

It's like living in a cave. By cooling the air first, the humidity is "wrung" out of it and departs via the drain pipe/hose.

Good for human comfort, not so good for energy efficiency.

*[Note: if you don't want to waste*

*petrol, make sure the A/C compressor is turned OFF when not required - some of the Volvos have an "AC OFF"*

*or snowflake button you can push to turn off the compressor. You only need the A/C on when it is hot outside (obvious) or if the windows are fogging up on the inside (to remove humidity as stated above). It's amazing how many people get lazy and leave the A/C on all the time, which wastes about 10% of your hard-earned petrol money. Ed.]*



Friendly huntsman that crawled up Peter's leg



# Brickbats & Bouquets:

## NO CAR IS PERFECT (Part 8)

In telling the story of my only new car, the Ford Cortina Mark III, I had forgotten the little tiny car I owned between the Peugeot 403 and the Ford of bitter memory.

This was a FIAT 600. I bought it almost by accident. I was working in a large office in St Kilda Road and over morning coffee a friend was talking of cars going very cheaply and he described a car that had been sitting on the forecourt of a service station where he regularly put petrol in his car. The car had been sitting there for months before he asked about it. Apparently it belonged to a young local school teacher who had been clobbered by a huge truck while waiting at a traffic light. The collision threw her car onto the footpath and crushed the right front mud-guard – and scared hell out of the driver. She had no insurance and it seemed no one had seen the accident...the big red-faced truck driver insisted she had run into him!

In any case even if the car had been repaired the owner vowed she would never get into it again. The guy at the petrol station wanted to get rid of it as it was taking up space. I got the address and drove over and checked out the car – it was certainly in need of some tender loving care and the damage was easily repaired. I got it going and drove it around the service station without going on the road as it was unregistered. So it was a complete car – it had two brand new tyres on the rear so I offered what would be about \$200 in today's prices if the car was delivered to my house. It was quickly accepted and the car was dropped in my driveway.

I stripped everything off the body and filled all the dents and scratches in the body and removed all the interior trim, rubber floor mats, rear seat and passenger's front seat. I got a local panel beater to repair the damaged front guard, and spray with primer. I took the car back and continued the sanding back with wet/dry paper. Returned the car to the body shop and had it sprayed a bright turquoise colour. For a few dollars more I had the major panels buffed to a bright shine and took the car home to hand polish the small areas around the headlights and tail

lights. I re-fitted the glass all round the car.

Most of the external trim was aluminium and polished up to a bright shine with steel wool and Brasso. The rubber floor mats scrubbed clean and were waxed to a bright shine. The inside roof lining was missing so I bought a piece of white carpet and glued to the roof with contact bond glue. The seats were vinyl and a dirty grey colour so I repainted them with dark blue vinyl paint.



**Modern photo of a Fiat 600**

The motor was a bit smoky so I got a reconditioned short motor from a motor engineer for a remarkably low price and rebuilt the motor. I was surprised when the motor fired up the first time – I usually had to fiddle with the spark advance for ten to fifteen minutes to get a motor to fire after a major rebuild.

A few statistics on the car: The motor was 633cc straight 4, with OHV and produced 21 hp. The length was only 3,215 mm and the width 1,380mm. The kerb weight only 585 kilograms.

The general layout was similar to the VW Beetle. The fuel tank under the bonnet and the motor and gearbox in the rear; driving the rear wheels through swing axles. The front suspension was a double mounted leaf-spring and gas shock absorbers. The rear suspension was an independent coil-over-shock absorber coupled to semi-trailing arms. The remarkable thing was that the cabin would accommodate four full sized Italians...not tiny little Japanese as was the pattern in Japan.

When driving my station wagon on the Autostrada [Italian for

Autobahn] at 110 kph I would come up behind a Fiat 600 – as soon as I made to overtake the Fiat would take off like a rocket. Apparently Italian Pride was at stake. It was then I realised the pocket rockets had a clip holding the rear engine cover open a few centimetres, a sure sign that the car had an Abarth conversion which seriously up-graded engine power.

I drove the little car to the office for two months and rejoiced in finding all-day parking spaces that no other cars would fit. The downside was that like the previous owner I was intimidated by huge semi-trailers thundering by me in Queens Road with their big wheels above my head. The other downside was the car had very small wheels and it was OK on a smooth road but it bucked badly on pot-holes and rough sections of bitumen. I never drove out in the country so I never discovered if it had the bad over-steering effect that made the rear-engined VW so dangerous. I think it would be a tedious car on a long trip. It was reputed to do 7.36 litres per 100 km, but I never saw that in my driving – it fact it seemed to use only a bit less petrol than the Peugeot which was more than twice the size. I felt it was annoying that I had to pay the same registration fee each for both cars. I felt there ought to be some reduction in fees for such a small car. The same thing applies today as it costs the same to register a 6 litre V8 as a three cylinder 900cc tiddler.

So when I got back to my Fiat after work one day I found a note on my windscreen – at first I thought it was a parking fine, but it turned out to be a girl who worked nearby and she wanted to buy “the beautiful little blue Fiat”. So I rung her up and we settled on a price which gave me back all the cash I'd spent but nothing for my time. I was happy because I really couldn't afford to run and maintain two cars when I only need one.

I sometimes get sentimental when selling a car that has served me faithfully for a number of years, but I realised that my experiment with a mini-car was not suitable to my size and life style.

*GRUMPY*

# VEHICLE PROFILE

by Robert Bakker

VEHICLE :     **122S (1964)**  
OWNER :       **GREGG REYNOLDS**  
REGO NO:     **NEO 122**  
COLOUR :     **46 (RED) – originally GREY**



This month, we profile long time member Gregg Reynolds' car.

Gregg has been a member of the 1800/120 club for as long as I can remember, and he enjoys outings he comes to very much.

Amazingly (or is that Amazonly), Gregg has owned his baby for 28 years! Is this a testament to Amazon longevity, or of owner's devotion?

A few years ago, Gregg had the car resprayed in the red colour it now displays. By the look of it, it is a Volvo red like other 120s. The car was originally that slate grey colour Volvo used in the early 60s, but Gregg wanted to recapture fond memories of his first 120, that was unfortunately totalled at some time.



NEO runs a B20 with an E head, and twin SUs. Again, this motor has seen sterling service and just keeps starting. She was a little down on power though on the recent club run to Rudds Pub near Toowoomba. Where are those DCOEs, Gregg?

As a concession to mod cons, NEO is fitted with Air Conditioning, and has later head-rest type seats.



Gregg has many and varied plans for his NEO. I hear talk of B234Fs, Webers, and all sorts of things. Well, it is nice to dream! One day I think he might even fit that overdrive.

Gregg has no plans to ever sell his NEO. That is the sort of determination and pride we need for our classics, for it is a sure thing that many will outlast their owners. Gregg, have you groomed NEO's successor in title?

For now, Gregg, a dedicated Volvo enthusiast, will continue to love NEO. It is his baby!

**I hope it will join the line up at Armidale Rally in 2011.**







# ROLLING EYES



'Twas the night before Christmas and Santa's a wreck...

How to live in a world that's politically correct?

His workers no longer would answer to "Elves".  
"Vertically Challenged" they were calling themselves.

And labor conditions at the North Pole  
Were alleged by the union to stifle the soul.

Four reindeer had vanished, without much propriety,  
Released to the wilds by the Humane Society.

And equal employment had made it quite clear  
That Santa had better not use just reindeer.

So Dancer and Donner, Comet and Cupid,  
Were replaced with 4 pigs, and you know that looked stupid!

The runners had been removed from his sleigh;  
The ruts were termed dangerous by the E.P.A.

And people had started to call for the cops  
When they heard sled noises coming from their roof-tops.

Second-hand smoke from his pipe had his workers quite frightened.  
His fur trimmed red suit was called "Unenlightened."

And to show you the strangeness of life's ebbs and flows,  
Rudolf was suing over unauthorized use of his nose

And had gone on Geraldo, in front of the nation,  
Demanding millions in over-due compensation.

So, half of the reindeer were gone; and his wife,  
Who suddenly said she had enough of this life,

Joined a self-help group, packed, and left in a whiz,  
Demanding from now on her title was Ms.

And as for the gifts, why, he'd ne'er had a notion  
That making a choice could cause so much commotion.

Nothing of leather, nothing of fur,  
Which meant nothing for him, and nothing for her.

Nothing that might be construed to pollute.  
Nothing to aim. Nothing to shoot.

Nothing that clamored or made lots of noise.  
Nothing for just girls. Or just for the boys.

Nothing that claimed to be gender specific.  
Nothing that's warlike or non-pacific.

No candy or sweets...they were bad for the tooth.  
Nothing that seemed to embellish a truth.

And fairy tales, while not yet forbidden,  
Were like Ken and Barbie, better off hidden.

For they raised the hackles of those psychological  
Who claimed the only good gift was one ecological.

No baseball, no football...someone could get hurt;  
Besides, playing sports exposed kids to dirt.

Dolls were said to be sexist, and should be passé;  
And Nintendo would rot your entire brain away.

So Santa just stood there, disheveled, perplexed;  
He just could not figure out what to do next.

He tried to be merry, tried to be gay,  
But you've got to be political with that word today.

His sack was quite empty, limp to the ground;  
Nothing fully acceptable was to be found.

Something special was needed, a gift that he might  
Give to all without angering the left or the right.

A gift that would satisfy, with no indecision,  
Each group of people, from every religion;

Every ethnicity, every hue,  
Everyone, everywhere...even you.

So here is that gift, its price beyond worth...  
*"May you and your loved ones enjoy peace on earth."*  
Anon



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

**SWMBO xoxo**



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## COMING EVENTS

**November 28th:** Christmas lunch, Kam Koon Chinese Restaurant, Watland Plaza, Watland St (Cnr Pacific Hwy) (Cnr Watland Overpass) Springwood 4127 QLD. RSVP to Gaye by November 18 either by phone 07 54672383 or email [terryandgay@aapt.net.au](mailto:terryandgay@aapt.net.au)

### 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.*

# Volvo Club of QLD Pages

*Dedicated to the Volvo Club of Queensland*

## 2nd October – GLT Motors Open Day

Once again Peer Skaarup from GLT Motors at Capalaba hosted his annual open day. The day is open to his customers, VCQ and 1800/120 Club members and anyone with an interest in Volvos. Gerry Lister also attended to answer any questions about the early model cars. And Peer and his team are on hand to assist if attendees had any questions about their cars. This year the weather was a bit unkind with light showers from time to time. Peer also organised an aerial photo of all the vehicles with their owners.

Peer usually organises some sort of activity and this year he and his team removed 15 bits from 2 940 sedans and two teams – the young ones and the oldies – competed to see who could put all the parts back in the right places and start the motor in the shortest possible time. Each team then had to answer some Volvo trivia questions. The winners were the young ones but the oldies did not disgrace themselves. Each team member was given a prize.

There was also a sausage sizzle and all attendees were encouraged to fill out a Voting form for the best vehicles on display and to enter the Lucky Door Prize.

### We had 4 cars in attendance:

Terry and Gaye Carey who took out Best 100 Series with their 1969 122S,  
James Lister who took out the Best 200 Series with his 1982 244GL  
Brad Wightman took out the Best 700/900 Series with his 940GL  
Grahame and myself with the 760SW T who unfortunately missed out to Brad.

The best late model went to one of Peer's customers with his yellow 850R.

It was another successful day for Peer, his team and the clubs and we thank Peer for his continued support of the marque.





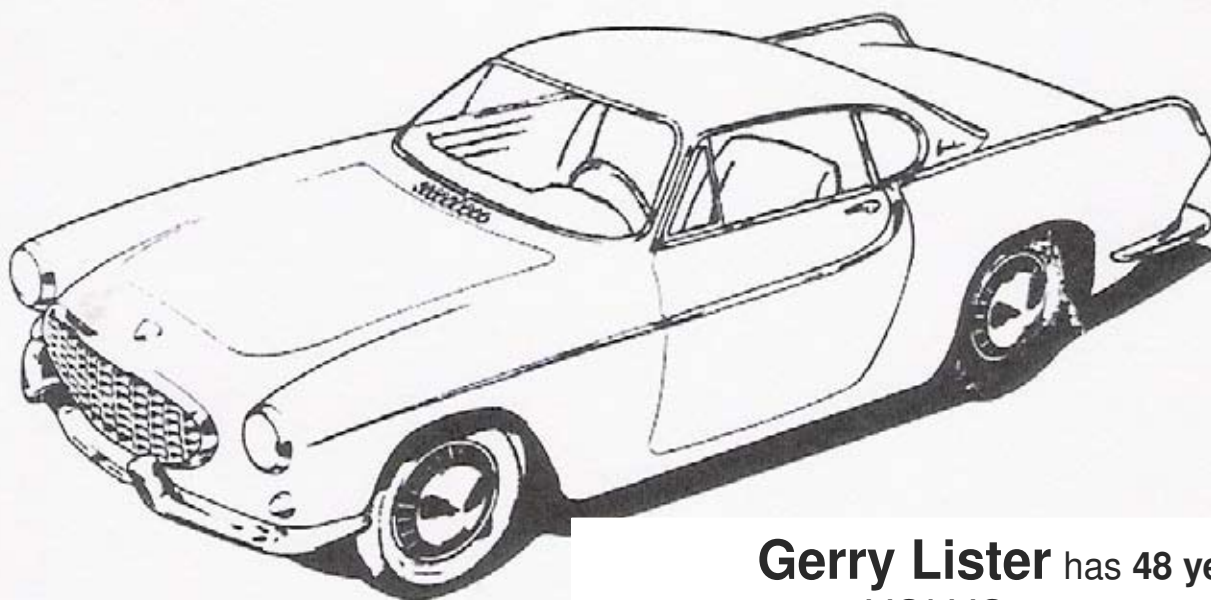
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# Volvo Club of SA Pages

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

## Club Captain's Report – Bay to Birdwood 2010

Our day started at Modbury Shopping Centre car park with an excellent turnout of club members (including two new members) for the drive to our regular viewing spot out the front of the Gumeracha Hospital. This has an elevated view of the road and is a great spot to view the 1300 or so vintage and veteran cars, bikes & trucks as they make their way from Barrett Reserve (the Bay) to the National Motor Museum at Birdwood.

This year marks the 30th anniversary of this biannual motoring event. One observation this year was the number of young people driving the vintage and veteran vehicles, a great thing to see that the knowledge and passion to keep these machines running is being passed on.

As with previous years this vantage point and a tasty BBQ lunch (catered by members of the Hospital Auxiliary for a modest fee as a fund raiser) was shared with members of the Jaguar Club. Thank you once again to the Events Committee for organising a pleasant and relaxing day. Our turn again next year to dust off and display our older cars in the Birdwood Classic – last weekend in September. Hope you can join us!

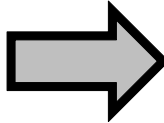






An unknown Volvo driver, drove an old 850 wagon from Sydney to the border (NSW/QLD) recently. This is the sat nav screen at the end of the trip. A very quick trip (the camera took almost 2 minutes

to get a good pic adding to the stationary time!)



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



# Volvo Announces AUS S60 Pricing

According to recent news coverage of the Australian International Motor Show in Sydney, Volvo has announced pricing for the upcoming S60 sport sedan (due to go on sale in December). Carsales.com.au listed the pricing and engine specifications as follows:

- S60 T5 (117kW/320Nm) 2.0 GTDi petrol \$51,950
- S60 D5 AWD (151kW/420Nm) 2.4 TwinTurbo diesel \$57,950
- S60 T6 AWD (224kW/440Nm) 3.0 Turbo petrol \$64,950

All models will be fully equipped with high levels of safety equipment, but a "Driver Support Pack" featuring state-of-the-art technologies (Collision Warning with Full Auto Brake and Pedestrian Detection, Adaptive Cruise Control with Queue Assist Function, Lane Departure Warning, Driver Alert Control and Blind Spot Identification System) will add \$4990 to the price. Until we see some brochures, we can only drool over the galleries on the Volvo Car Australia web site ([www.volvocars.com/au](http://www.volvocars.com/au)) from which these images were downloaded.



According to The Age's drive.com.au web site, the wagon version of the S60 (dubbed the V60, of course) is due to go on sale in about March of 2011 at a price roughly \$3000 above the respective sedan version.

It will be great to see these cars "in the flesh". Maybe Volvo will arrange to have a few on hand for the National Rally in Armidale at Easter? We can only hope, but if you're listening Volvo, PLEASE!



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Phone: 9874-5544/Fax: 9874-8833





# Volvo Car Club of NSW Inc.

## President's Message

As we approach the end of 2010, and this will be our last magazine, I would like to take this opportunity to thank all our members for a good year during which we enjoyed many great events and outings.

In particular some members are worth a special mention:

Evan Tait-Styles for all his efforts in upgrading our website which will be more user friendly when it is all completed. Evan has been looking after the website for us at no charge to the club and I think this is a fantastic effort.

Julie Williams for all her hard work with the magazine keeping us all informed of what is happening, you have made my life so easy.

Terry Thompson for all the organisation and making us a part of the Shannon's Eastern Classic Display Day, an event which we all love to attend and enjoy immensely. The event has been improving every year and Terry has it running very smoothly. (I don't know how you do it year after year!!!).

Ted Warner for keeping our accounts in order and his handy tips in the magazine every issue.

John Grist for organising our social outings.

Danny the raffle girl keeping the raffles flowing throughout the year.

Gerry Lister for all his interesting stories on the early years of Volvo in Australia.

The website will be updated so keep checking for events etc as the committee have been working very hard organising quite a few events for the following year.

Quite a lot of our members travelled to Sutton Forest for the lunch that John Grist organised and it was nice to see some visitors attend the event. CONGRATULATIONS JOHN great run.

Our next event is the Motorkhana and I know there are some enthusiastic kids waiting for the event. This will be their first drive event and I am sure they will enjoy, and at the same time learn some very valuable skills that will make them a better and more responsible drivers in the future.

Christmas party at Terry & Sharon Thompson home, they have very generously opened up their home to club members as the venue for our Christmas party again. Numbers are limited so please call the committee to book your seat as soon as possible.

Finally I would like to wish all the members a VERY MERRY XMAS AND HAPPY NEW YEAR and please keep safe and good health for 2011.

**Take Care**

**Dolly**



## Committee 2010



### Affiliate of the Council of Motor Clubs

#### PRESIDENT

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dolly\_d@tpg.com.au

#### VICE PRESIDENT

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terry@tppm.net.au

#### TREASURER

Ted Warner 9521 8204  
tw@firstneon.com.au

#### SOCIAL DIRECTOR

John Grist 0412 640 340  
newcourt2@yahoo.com.au

#### CAMS & CMC

Terry Thompson 9599 3726  
terry@tppm.net.au

#### CLUB PLATE REGISTRAR

Dolly Diaz 0412 267 878  
dolly\_d@tpg.com.au

#### SECRETARY / MAGAZINE EDITOR

Julie Williams 0409 161 357  
hollymist@bigpond.com  
Post: 73 Moate Avenue,  
Brighton-Le-Sands 2216

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

## Important Notices

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

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

## SOCIAL EVENTS

The Club's Christmas Party is being held at Sharon & Terry Thompson home on 11<sup>th</sup> December next will be the last Club event for this 2010 year. (See earlier page for details)

For next year (2011) here are the following Club social events – other than the February Show & Shine day - so far planned for you to attend and enjoy:

- \* March 2011 – Luncheon Run to Rafferty's Resort at Lake Macquarie
- \* *Refer to preliminary notice of this event in magazine*
- \* In May 2011 – Weekend away at Sandy Hollow and attendance at Denman Wine & Food Fair.

That's all I am planning to do for the first six months of next year. So if another member would like to arrange another event please do so.

*John Grist*

### LUNCHEON RUN TO RAFFERTY'S RESORT AT LAKE MACQUARIE ON SUNDAY 20<sup>TH</sup> MARCH 2011



**Rafferty's Resort – Wild Duck Drive via Raffertys Road Cams Wharf**



**Pie in the Sky location map  
1296 Pacific Hwy Cowan**

We intend to have a luncheon run to Rafferty's Resort which is located on the shores of Lake Macquarie in March next year. Another event using our cars. Details of intended trip: follow

Members to make their own way to Pie in the Sky, it's located on the Old Pacific Hwy a few kms. north of Cowan to meet there and be ready for a 10.30 a.m. departure. Please note the entry and exit to Pie in the Sky is on a bend, please exercise caution when arriving and leaving. Coffee, tea etc. can be bought here. All cars departing from Pie in the Sky to go together for an interesting drive through the beautiful Central Coast hinterland before arriving at Rafferty's Resort where lunch awaits us. Trip maps to be handed out on the day.

Lunch will be scheduled for 1.00 p.m. All the Resort facilities, including the swimming pools, tennis courts, etc. will be available to us which will make it an interesting day. Please refer to Resort's website for dining menu details and its facilities etc. [www.raffertyresort.com.au](http://www.raffertyresort.com.au) [www.raffertysresort.com.au](http://www.raffertysresort.com.au)

**As this Resort 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 Monday 28<sup>th</sup> February 2011 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**



WEEKEND AWAY TO SANDY HOLLOW IN  
UPPER HUNTER WITH ATTENDANCE AT  
DENMAN WINE & FOOD FAIR  
AND CLUB DINNER  
7<sup>TH</sup> & 8<sup>TH</sup> MAY 2011



**This is a weekend away for members and your friends. Yes friends are more than welcome - Another event using our cars.**

**Note registrations for bus and dinner bookings close Friday 15th April 2011**

So far I have received expression of interest from 8 persons for this weekend. You are welcome to join us for a great weekend.

I have arranged for a weekend away on Saturday 7<sup>th</sup> and Sunday 8<sup>th</sup> May 2011 to Sandy Hollow in the Upper Hunter near Denman. Some of the persons attending including myself will be arriving at Sandy Hollow on the Friday night. We will be having a group dinner on that night.

The reason of choosing Sandy Hollow is that it offers a better range of accommodation than Denman. The second reason for choosing the weekend of the 7<sup>th</sup> and 8<sup>th</sup> May next year is that it enables us to attend the Upper Hunter Wine and Food Fair being held at Denman on Saturday, 7<sup>th</sup> May commencing at 11.00 a.m. and ending late afternoon.

On that day, the main street of Denman will be transformed. Instead of cars it will be filled with white gazebo's, tables, chairs and gourmet food outlets from across the Upper Hunter. Visitors, locals and ourselves will be able to relax as all will be given the perfect opportunity to sample the vast array of Wine and Food available in the Upper Hunter. This Fair attracts the best of the region's gourmet food producers, and olive growers and vineyards. The wines, produced by some large and some small family-operated vineyards are some of the best in the Hunter Region to tempt and delight your taste-buds. Live music, taste testing samples and a fantastic atmosphere will set the scene for a great day out.

So that we can have a drink on the Saturday, I will be arranging for the local bus company to pick us up at a pre-determined spot in Sandy Hollow at approx. 10.45 a.m. and take us to Denman and bring us back from Denman at about 5.00 p.m. Cost approx. \$20 per person for return trip.

We will be staying at Sandy Hollow Tourist Park which have various types of accommodation to suit a member's budget. I have arranged to us to use their common building to hold our dinner party on the Saturday night. It will be BQ -BYO food & drink. See below details regarding Sandy Hollow Tourist Park.

You will need to book direct with Sandy Hollow Tourist Park. The manager has informed me that their bookings open for 2011 year in January next.

Please call me on 0412 640 340 or e-mail me at [newcourt2@yahoo.com.au](mailto:newcourt2@yahoo.com.au) to register your expression of interest. At the appropriate time I will then reserve your place on the bus.

**John Grist**

**Social Co-ordinator**

**Sandy Hollow Tourist Park**

**Phone: 6547 4575**

Quiet & spacious 3 1/2 star park set within 20 acres of gardens & bush. There are bush walks and the dramatic Giant's Leap landmark out of the park's back gate, a pool and a playground. Quality accommodation (3 1/2 & 4 star) includes cottages, cabins, motel units, large fully serviced powered sites and camping areas. The cottages are fully self-contained (including beds made), air conditioned, with DVD players, full kitchens, heaters, electric blankets and private sundecks with BBQs and fantastic hill views.

Address: **1618 Golden Highway, Sandy Hollow, 2333**

EMAIL: [info@sandyhollow.com.au](mailto:info@sandyhollow.com.au)

WEB: [www.sandyhollow.com.au](http://www.sandyhollow.com.au)



## CHRISTMAS PARTY SATURDAY 11TH DECEMBER 2010

Sharon & Terry Thompson have generously opened their home to club members as the venue for our Christmas Party 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?

The address is 20 Alsace Avenue, Bardwell Valley

If you're coming from the Princes Highway down Forest Road or Wollongong Road,  
turn right at Wolli Creek Road.

If you coming from the other direction down Wollongong Road, use Hamilton Street.

When you get to the end of Alsace Avenue there is a gate saying it's a private road; proceed through the gate and drive to the very end of the driveway and you're there.

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

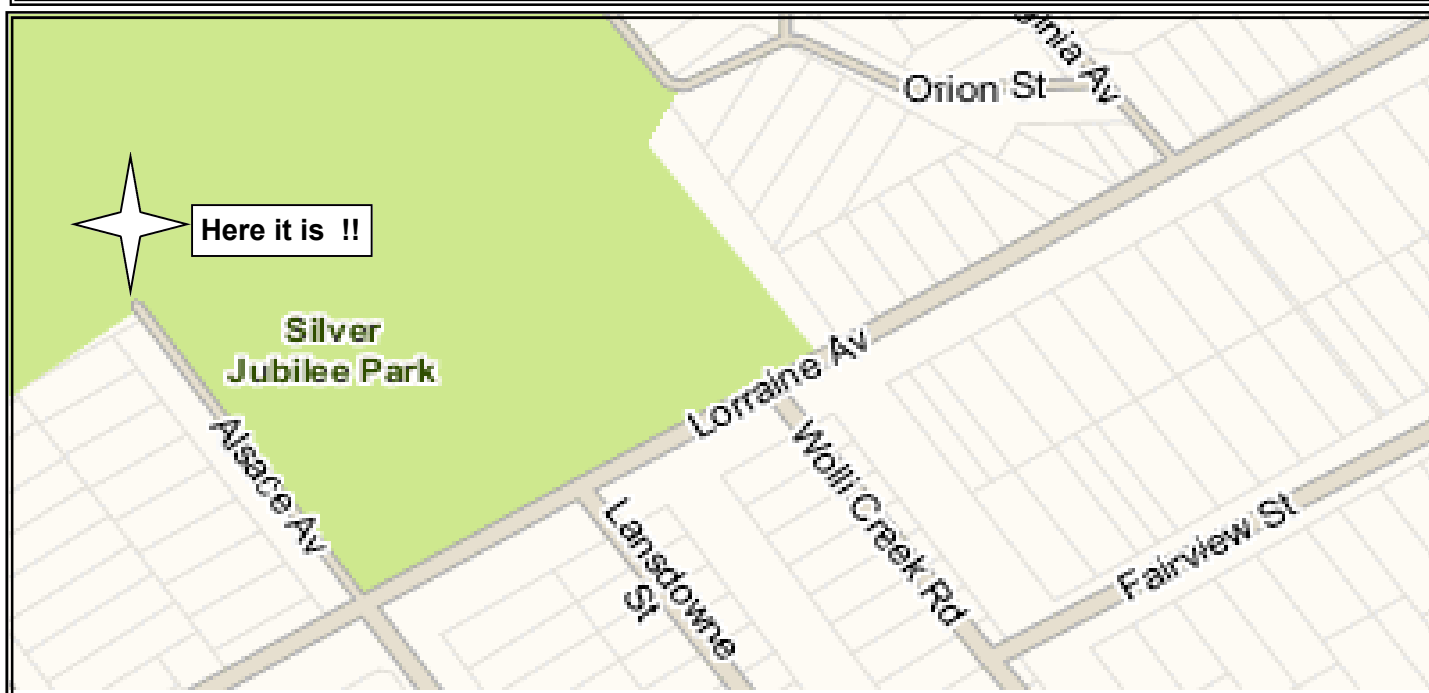
Please see map below for location details.

***If you get lost.....call me on 0409 161 357.***

**DON'T MISS OUT.....WE NEED TO KNOW YOU'RE COMING, SO RSVP  
TO ANY COMMITTEE MEMBER BY 30TH NOVEMBER AND PLEASE BOOK  
EARLY AS NUMBERS ARE LIMITED.**



***See you there, Jules***





## Monthly General Meetings

### Ashfield Bowling Club

Cnr Orpington Street & Parramatta Road, Ashfield  
8pm on the first Wednesday of each month

Next General Meeting is 3rd November

**AGM is 1st December 2010**  
(See website for nomination and proxy voting forms)

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.



## Volvo Driver Profile Questionnaire

My name is .....I'm.....years old (Optional)

My current Volvo is:.....

When I joined VCC.....

Why I joined VCC.....

Cars I have owned.....

My best Volvo moment .....

My worst Volvo moment .....

Most fun I've had in my Volvo.....

My most embarrassing moment in my Volvo (Optional).....

My favourite food.....

My favourite drink.....

Anything else?.....

Hey everybody, how about some more driver profiles for the Rolling magazine. We have only had a couple from Victoria so far. We'd like to hear from other states as well. It's a great way to get to know each other.

All you have to do is answer the questions and send it back to me by snail mail to PO Box 419 Bexley NSW 2207, or email it with a photo of you and your car, preferably in the same photo, to [hollymist@bigpond.com](mailto:hollymist@bigpond.com).

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

**Jules**

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

# *A Bit of Nostalgia*

## *Memories of the NSW Club 40th Anniversary*

### *August 2009*



## *The Presentation Dinner*

Esther Dickens / Simon Perry  
P1800 category



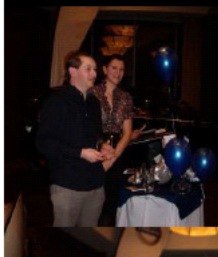
Trish & John Bye  
740-960 category



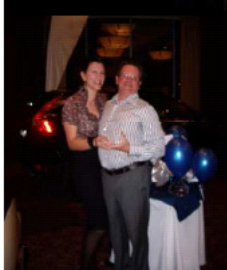
Anthony Hyde -  
850 / Modern Category



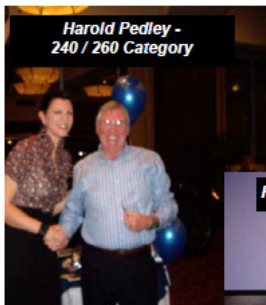
Chris Smith - 140-160 category



Ted Warner—120 category



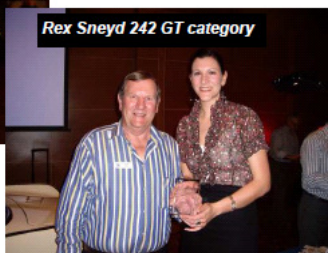
Harold Pedley -  
240 / 260 Category



Terry Hunt (Qld)  
Encouragement Award



Rex Sneyd 242 GT category



Ted Warner & Jim Drinas tied for  
the People's Choice Award





## Laugh Lines

We've all talked to this guy.....At Last....  
A PICTURE of him



Global Support Centre

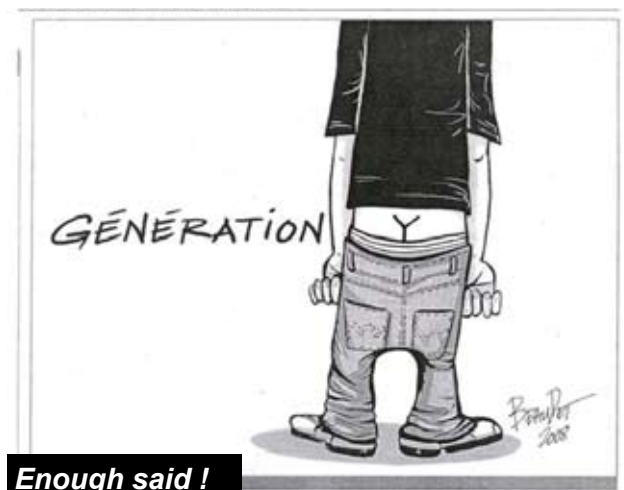
Employee of the Month

Hey Guys & Gals, Not a lot to report on this month, a certain person who would have the photos and a story about our latest event at the Sutton Forest Inn is kicking his heels up OS !!

I guess I'm just going to have to get tough with him in future!!!....

Anyway, here are some giggles for you.

See ya next time.....**Jules**



Enough said !



*1,001 Uses*

If you ever get the sudden Urge to run around naked,  
You should sniff some Windex first.  
It'll keep you from streaking.



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

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[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*

#### 115 Financial Members

Life Members: Kevin & Margaret  
Greenaway

## President's Report

The man peered out the window. The air was cool, crisp and slightly moist. An eerie calm lay overhead. To his delight, just outside he observed a row of cars, which he instantly recognised – some 122s, an 1800 ES, a 242 GT – cars that he had known and loved for many, many years.

A group of men were huddled over the engine bay of a 123GT. The curiosity was too much for the man and he approached, to be warmly greeted. Conversation flowed freely with men he knew little, but they spoke as though they were old, old friends.

Overcome with a sense of freedom, joy and serenity, the man realised that he was in a strange place and he did not feel the cold, nor hunger, nor any of his other usual morning sensations, and suddenly, he was struck with a feeling of dread. "Am I dead?" he questioned.

Then, to his great relief, he looked over to see the sign which said "Volvo National Rally, Armidale 2011" He wasn't in Heaven after all!

***Please see Jeff's column for more information about our forthcoming Rally in Armidale, Easter 2011.***



#### Club Badges



Club Grille 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

## NOTICE OF AGM

When: **Sunday 21 November 2010**  
Where: **Richard & Sue Brabazon**  
7 Tathra Court, REDLAND BAY  
Time: **11:00am**  
RSVP: **Monday 15 November 2010 (for catering)**  
Tel: (07) 3206 9791 Richard & Sue  
Nominations  
&/or Motions: **Monday 15 November in writing**  
**To: Volvo 1800-120 Club**  
**Attention: The Secretary**  
PO Box 6522  
TWEED HEADS NSW 2486  
Email: [secretary@volvo1800-120club.com](mailto:secretary@volvo1800-120club.com)





**Members, your club is always busy with events.** Sunday, 19 September saw a number of members' brave wind and water to go for a most enjoyable trek to the quaint Rudd's Pub, outside of Toowoomba for lunch. The pub is full of history (a bit like our cars) and the lovely meal was huge. Thanks to Jeff Turner for his immaculate organisation of the trip.

**2 October** saw a number of members come along and join Peer Skaarup for his annual "GLT Open Day". Again, another event that was enjoyed by all!

Peer organised a little competition between "seniors" and "youngies" to see who could put a 940 back together the quicker. The youngies won, but only just. A broad range of old and new Volvos were present.



Please don't forget our **AGM** which is to occur on **21 November** at **11:00am**, at Richard & Sue Brabazon's house at **7 Tathra Court Redland Bay**. BBQ Lunch will be provided after, compliments of the Club, so we ask that you kindly RSVP.

**If you have any queries, or would like to put your hand up for a committee position, please don't hesitate to contact me. It really is a lot of fun.**

*(Continued next page)*



Volvo 1800-120 Parts - Australia

## Volvo 1800-120 Parts

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Key Blank  
late 120, 1800, 140, 160  
\$20.00

Over 450 lines in stock for 120, 1800, 140 and 160 models

*Prez Report Continued:-*



## New Acquisition

For those of you who follow my little ramblings, you would know ours is a multi-Volvo family. After a long search, Henry and I have found what we regard as a modern classic/collectible Volvo, an 850R.

Our R is the fastest colour (red, and did you know the 850R red is unique to the 850R?) and of course, the manual version.

The car initially presented as a little tired, needing some maintenance work to bring him back up to scratch, including things like clutch, front shocks, and of course timing belt change, to ensure the car can endure long periods of inactivity.

He made his entrance at the GLT Open Day, and drove magnificently on the way there. The new TME exhaust gives him just the right note, and makes the engine nice and crisp. Thanks to Mark @ VP tuning. Will we see it at Armidale? (How many drivers can I bribe?)

As this is the last magazine before Christmas, I wish you all a Safe and Merry Christmas & hope the Volvo Santa is generous to you all.  
Until next time.....

**Volvo for (mine & yours) life**

*Robert Bakker*



**2011**  
**Volvo National Rally**  
**Register Today!**





# 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

### Volvo Australia Car Rally Update

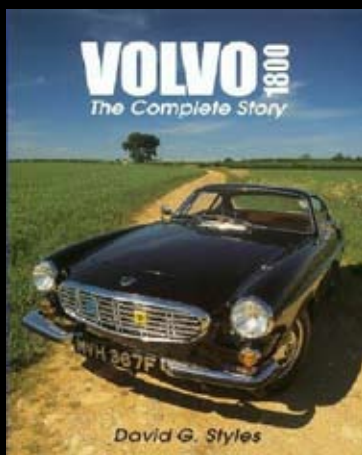
By now you will have received your flyer for the Rally, together with the menu for our evenings and an entry sheet, also now it is less than six months away from the Rally. My committee and I are very heartened by a hugely positive response. One of our motels, The New England, is almost fully booked by Rally participants. There are still a few rooms available, the motel will be fully occupied by Volvo Rally folk. The proprietors have been marvellous, they have offered their foyer as our central office. It will be here that you make first contact and collect your bag of 'goodies'.

We already have a few alterations to our program. Firstly the menu for Friday BBQ has been modified, instead of grilled chicken sticks, grilled barramundi cooked on the BBQ will be the substitute. There is also a minor alteration to Saturday's program as the visit to Lyndal Hardman's collection of cars will be in the morning rather than the afternoon. We plan to be there at 10:00am and leave by 12:30pm for travel to the Dumaresq Dam for lunch at 1:00pm. The afternoon is then free to prepare our cars for the Show and Shine.

So don't miss out, get your entry in even if just as an expression of interest. Where are the 140 car series? We don't have any of those as yet! Neither do we have any 262's and no beautiful bricks, (240's). Surely we could get at least one P544.

Come join us in Armidale.

**Jeff Turner Ph: 07 3890 1993 - 0427 787311 [randjt@dodo.com.au](mailto:randjt@dodo.com.au)**



Volvo 1800 - The complete Story  
By David Styles

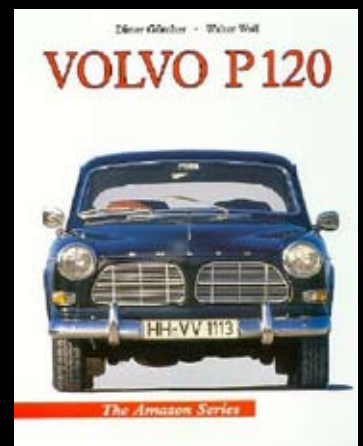
### Volvo 1800-120 Club Aust Inc. Books for Sale

**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

# Technical 1800-120 *George Minassian*



## **122S two door and 123GT rear side window rubber frames.**

These are removed inwards. Putting them back on is a bit harder. You will risk getting them out of shape if you don't do this. Push the back pointy end into the body. You would have placed a thin rope on the squarish side as per picture, but make sure the loose rubber with the two slits is not stuck behind. Now all you have to do is gently pull the sides of the rope a bit at a time to locate the rubber frame in place. These are not available new, so look after them.

**Noisy Fuel pump, 70/71 1800 fuel injected cars.** Check that you have the correct fuel filter between the fuel tank and pump. Some after market filters make the pump suck too hard, hence the noisy pump. Originals are available.

**Front indicators on 1800.** The studs on these are not anchored too well to the light frame. If the studs are a bit rusty you risk turning them when you are removing the nuts. Use some WD40, clean and leave overnight before undoing the nuts.

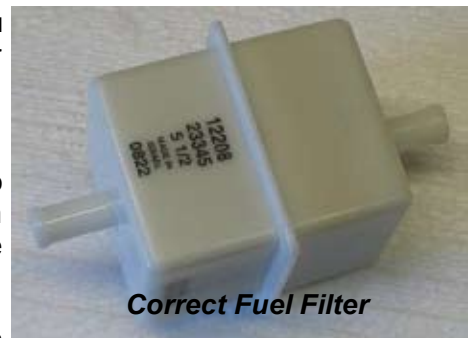
**Lower ball joints 1800 & 120** The four bolts on these fit upwards with the thread protected, just in case you hit something and damage the tread. Seen too many fitted the wrong way, some even without the strengthening plate with the lower bump stop! Check yours.

**Accelerator linkage bush 1800 & 120** The last three 1800S models I saw had a piece of hose on the end of the accelerator linkage shaft instead of the nylon bush on the bracket that is fitted to the body. These bushes are available and are cheap enough to not use them. Make sure that they're not dry, otherwise the squeak travels right through the car when you're driving. Check that.

**1800 coupe rear tail lights.** If these are pitted on top, you can turn them upside down. The bottoms are usually OK. Now you know why mine still look good!

**Did you know.....**All 120s rolled off the boats here in Australia with four mud flaps attached while most 1800 models came with rear mud flaps only. But some 1800s did not have them fitted at all. And I still see some that have never been fitted with them since there are no brackets or the screw holes that hold the brackets on the car.

More next time.





## Restorations . . . . . why don't you tell us about yours

John's 123GT restoration is coming along nicely. All engine bay components and wiring has been cleaned, painted, repaired and put in its place.

The rear of the vehicle and boot area are as good as new now. For the first time, I am using the stainless steel bumpers that are made in Vietnam. I am most impressed by the quality but the brackets that came with it were not quite correct, so I had to paint and reuse the original brackets which were fine and in very good condition. It took almost 4 hours to fit up and align to the car! This has always been the case with 120 bumper bars. I am still to put on the front ones but I am not looking forward to it!



While in Brisbane last week I dropped in to see Martin Thomson. Martin has a lovely 122S with rally heritage that has been featured here some issues back. He has just got himself an 1800E from Victoria that needs full restoration. The car has been stripped and given a rough coat of undercoat to stop any surface rust while it is being worked on. Yes he has three doors to choose from too. Note the Shannon's card that says 'Look and admire but don't touch'. A bit too early for that Martin, isn't it? Good luck with the restoration mate. Hope to hear more on this in later issues of Rolling.



### 1800-120 Club Calendar of Events

Jeff Turner Ph: 07 3890 1993 - 0427 787311

- **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.

# The X1 Prototype how different is it to our cars?



Volvo P958-X1 1957  
Original Engine B16B  
Original Colour Blue Metallic  
Wheels Robergel bolt-on wire wheels  
Owner: Jonas Kjellberg, Gothenburg, Sweden



Since the last magazine, I have had a few conversations with some club members re the P1800's first prototype called the X1. This car as you are probably aware, was on display in France at the Viking Auto show when I visited. Although the car had a B18 engine in it at the show, the original engine, which is being restored at the moment, is a B16B engine and not a B18B.

Some features of the X1 never made it into the production model due to cost and safety concerns. As you can see above, the rear of the X1 has four major designs that were altered before the Jensen built cars went into production.

The exhaust tail pipes came out at the centre of the rear panel in the original design. This was altered due to safety reasons. The exhaust was considered to be too close to the fuel tank.

Other alterations included the relocation and redesign of the fuel filler position and the flap. The boot push button lock which was located in the body of the car itself was moved to the boot lid instead. The very early 120 series cars also had the boot push button located in the body. I have only seen one like that being wrecked at A Class wreckers in Sydney some 20 years ago.

As for the recessed number plate. Well you either love it or hate it. On the one hand it disturbs the flowing lines of the back panel but on the other, it does provide a nice spot for a well lit number plate which on all our cars screws onto the bumper bar.

This car, owned by a Swede, has not had any major restoration work at all and he doesn't intend to restore it either. The half eaten away mud flaps tell the whole story. Anyway, it was great to see it in the flesh.

George Minassian



# The 1800 throughout the years 1961-1973

**1961 P1800 HA** Production 6000 units - hp100 Jensen Cars - Grey, Red and White - Number plate light change during production

**1963 P1800S HB** 2000 production moved to Sweden - Change to head-lining - New hubcaps - Some of these had no overdrive, diff ratio 4.1

**1964 1800S HD** 4500 horsepower increase to 108bhp New Seats and interior design

**1965 1800S HE** 4000 Grille change - Straight bumper bars - New hubcaps - overdrive switch moved



**1966 1800S HF** 4500 hp115 improved one piece inlet/exhaust manifold - Rear suspension change

**1967 1800S M** 4500 Grille change - Side mouldings more basic stainless & new external door handles - Rear suspension change again - New Drive shaft & sealed cooling system

**1968 1800S P** 2800 New steering wheel and seat belts

**1969 1800S S** 1693 B20B engine hp118 - Diff ratio 4.3 & 'J' type overdrive - Clutch Cable - Dual Braking system - Stromberg Carburetors & new air filter - Alternator introduced - Body presses moved from Pressed Steel in Scotland to Sweden for the production of the 1800E body

**1970 1800E T** 2799 B20E Fuel Injection hp130 Rear Disc Brakes - Fuel filler moved - New Dash & Instruments - Old Grille painted black - Alloy wheels 4.5 then 5.5

**1971 1800E U** 4750 Auto available. (non on my register in Australia)

**1972 1800E W** 1865 - **1800ES W** 3070 Plastic front grille

**1973 1800ES Y** 5008 The last of the 1800 series

*This is a simple summary of some of the changes to the 1800. There were some inconsistencies especially at the end of a year and as the models changed. Next time the 120 series. George Minassian*

## 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**

# 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!

**1962 P1800** in very good condition, red with white interior on club rego. Full history from new. Import from USA



(so LHD). Heaps of spares, workshop manual included, perfect chrome, no rust, new clutch fitted, runs perfectly, 71000 original miles, rare chance to purchase a classic. \$16250. John 0434 605 914

**1994 850 GLE wagon.** White, grey leather interior. Dark tinted windows. CD player. Excellent condition inside and



out. 12 months registration. \$5000 ono. Paul: 03-9794-0180 or 0408-055-908

**1970 145.** This was the original Volvo motor show car in Sydney. Solid car with rebuilt motor; ready for restoration.



Reluctant sale due to fleet rationalisation. \$1300. VIC. Contact Mark Iceton on 0434 897 144

**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.** 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. 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

**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

**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 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



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

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**OWNED & OPERATED by Club Member Rick Dugdale. Tell him you're a club member!**

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

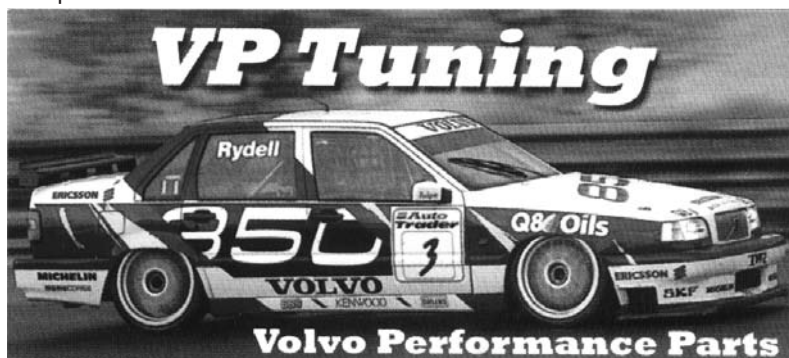
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**Mark Richardson**

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Seaford Vic 3198  
Australia

mobile: 0403 814 545  
fax +61 3 9778 5302  
[mark@vptuning.com.au](mailto:mark@vptuning.com.au)

# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal

Printable On-line Application Available at [www.volvovic.org.au](http://www.volvovic.org.au)



<p>( <input type="checkbox"/> ) <b>New Application</b> (1 year membership from date of payment.)</p> <p>( <input type="checkbox"/> ) <b>Renewal</b> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>	<p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p>																														
<p><b><u>Your Details:</u></b></p> <p><b>First Name:</b> (Mr/Mrs/.....)..... <b>Surname:</b> .....</p> <p><b>Partner's Name:</b> (Mr/Mrs/.....).....</p> <p><b>Postal Address:</b> .....</p> <p>.....<b>State:</b> ..... <b>Post Code:</b> .....</p>																															
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<p align="center">For information about the club please contact the President Lance Phillips on 03-9707-2724.  <b>For information about your membership please contact the Membership Secretary  Greg Sievert on 03-9397-5976 (AH) or email <a href="mailto:greg.sievert@gmail.com">greg.sievert@gmail.com</a></b></p>																															
<p align="center">Please send this form with payment or direct deposit receipt to:  <b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b>  <b>If paying by direct deposit, you can email a scanned copy of this form and your  direct deposit receipt information to <a href="mailto:greg.sievert@gmail.com">greg.sievert@gmail.com</a></b></p> <p align="center">Thanks for joining or renewing your membership with the Volvo Car Club of Victoria.</p>																															



# 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:** Photo by John Ware: "My friend Clive Daniels with his immaculate white Volvo 123GT at Narrabeen Lagoon. It was taken 20-odd years ago on a very cold winter's morning just before the sun emerged from the horizon. In these conditions it is good to keep the car heater running to keep windows from misting up and have a cham-  
 ois to constantly wipe dew from paintwork. A sturdy tripod is also a good idea.

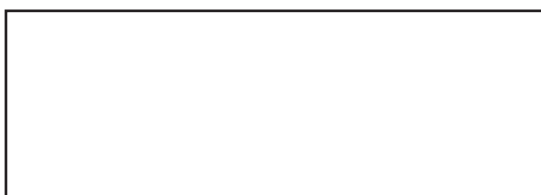
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