

# ROLLING

**AUSTRALIA #194**

**January/February 2011**



**VOLVO CLUBS MEMBER MAGAZINE**



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# ROLLING AUSTRALIA

January/February 2011, Issue No. 194

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

## MARKETING & CORPORATE ADVERTISING

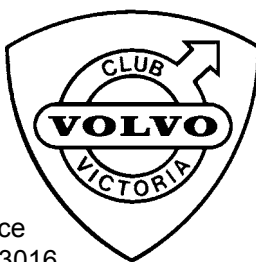
CONTACT THE EDITOR  
for standard ad rates & other ideas

## DEADLINE FOR SUBMISSIONS

Next edition deadline is  
**10th February 2011**

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**OOPS!**  
Riding the rails from  
"thatwillbuffout.com"

**ON THE FRONT COVER:** Photo submitted by Gerard Gowans, with re-touching and layout done by John Ware. Taken at the Motorclassica event in Melbourne, the car is Greg Sievert's modified 1800ES.

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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.

## **NOTE RE: 2011 NIGHT**

**MEETING VENUE** - please check the web site, contact a committee member or watch the magazine for the night meeting venue as the tennis club where we usually hold the meeting is scheduled for renovations with details to be confirmed.

### **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 - venue to be confirmed.** 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)

### **FEBRUARY 19th (Saturday)**

**Club Dyno Day**, 9:00AM. Yes, it's on again and note new location -

GND Performance, 10 Plunkett Rd (workshop entry is via Quinn Street), Dandenong. The cost per car is \$60 if we get 15 cars, \$45 if we get 20 cars. Contact Mark Icton 0434 897 144 or email [miceton@iprimus.com.au](mailto:miceton@iprimus.com.au) ASAP to book your spot. We're expecting a good turn-out of cars based on early bookings. Feel free to show up and watch even if you don't want to put your car on the dyno (advise Mark anyway).

### **MARCH 2nd (Wednesday)**

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

### **APRIL 3rd (Sunday)**

#### **Volvo Club of Victoria ANNUAL DISPLAY DAY at Flemington.**

This is the club's big event, held in conjunction with the RACV Classic Showcase, a huge display of British and European vehicles from all eras. We usually have 40+ Volvos in our display area, and there's a free BBQ for club members as well as People's

Choice voting for the best cars in various categories. Pre-registration (recommended) form and more info is available on the AOMC web site. Entry is \$12 per vehicle. <http://www.aomc.asn.au/B&Eshow11.htm>

### **APRIL 6th (Wednesday)**

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

### **MAY 4th (Wednesday)**

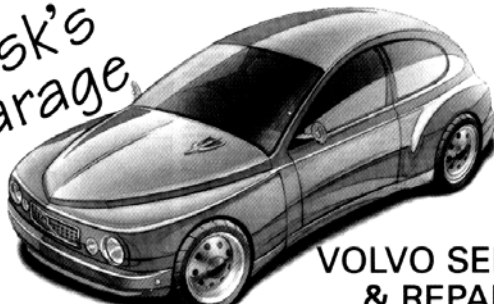
**8:00PM Night Meeting - venue to be confirmed.** Guest Speaker info [www.volvovic.org.au](http://www.volvovic.org.au)

### **MAY 15th (Sunday)**

#### **National Motoring Heritage Day.**

Further info to follow - the club may participate in an AOMC-organised event or do our own thing. Any suggestions, please contact a committee member.

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



**Frisk's Garage**

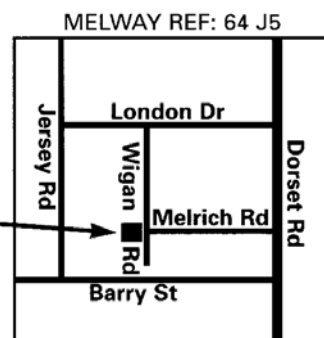
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Michael Van Winsen  
Owner

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# President's Prattle

LANCE PHILLIPS

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By the time you read this I hope you all had a Merry Christmas and a Happy & Safe New Year. I welcome all to a successful 2011 on all fronts.

Another 12 months has been and gone plus my first year of retirement and it has disappeared quickly it seems. My "to do" list is shorter but not complete but there is always 2011.

The big event of 2011 is the National Rally in Armidale over Easter celebrating 50 years of the iconic P1800 series commonly known as the "Saint's Car".

## Christmas Lunch

30-odd people (well nice people actually) enjoyed the Christmas lunch at Waverly RSL followed by the trophy presentation and door prizes. Missing in action or overseas in NZ were Peter & Gudrun Hoffmann but Mark accepted their trophies.

## Vale: Wendy Ward

On a very sad note only a week after the Christmas lunch which she attended Wendy, wife of Len Ward passed away following complications after an operation on the Thursday. Len has our condolences

## NOTE: Night Meetings in 2011

Our night meeting venue is to be renovated by Council so we are being "evicted" for 5 months with

effect February. You will be notified of alternative venue. As I write this we only have just received notification so do not have the details. We were expecting it as plans have been up on the board in the room for some time.

## 242GT and 262C Register

I am cheating again by combing both articles into one. One big one looks better than two short ones—that is my excuse and I am sticking to it.

I can't believe that over the last couple months of 2010 there has been roughly up to sixteen 242GTs on the market in the various media of EBay, Car Sales, Web page, word of mouth but not necessarily all at once. Some have sold but a lot haven't. As a special car the market can be quite narrow depending on who is looking for what and in what condition as prices and condition varied considerably. I was not allowed to buy the car below just because it can't be registered and only used as a track car so never mind.

I look forward to catching up with as many members as possible during the year.

Lance Phillips



## C30 Rally Car

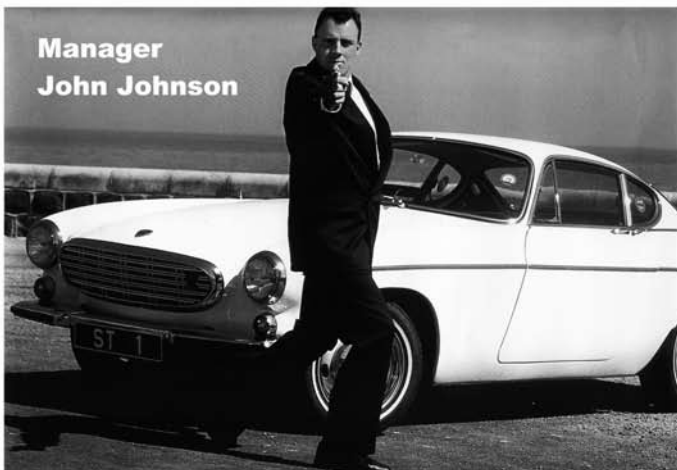
ACT member Anthony Hyde brought this one to my attention - a Norwegian C30 AWD 550-hp rally car! Further info and photos can be found on the web site <http://www.rallycross.hu/holterallycrossnorden.html>. Ed.



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# The Editor's Desk:

## Happy New Year!

GREG SIEVERT

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I hope everyone had a great Christmas/holiday season and was able to spend some time with friends or family, and also polishing and tinkering with the Volvos. I wish everyone a healthy and happy 2011. Seems like just a few years ago when we joined the Volvo Club of Victoria and bought our silver 240GL, but Lance reminded me it was over 10 years since Wayne phoned him looking for a 240 with a manual transmission to buy when we arrived in AUS. That was back in December of 1999. My, how time flies. 2010 was mostly a good year for the club, with member numbers on the rise and quite a few club events organised in addition to the usual night meetings and display day. On a sad note, in early December only days after they attended our Christmas Lunch, Wendy (Len Ward's wife) passed away unexpectedly as a result of complications from an operation. Len is an avid club member and you've seen many of his cars and his Volvo ownership story featured in the magazine over the past few years. Our hearts go out to Len and his family in this difficult time.

After spending Christmas with family, we are now working diligently on the 240 EV conversion project. In the lead-up to Christmas, I put in many hours on the battery box, and nearly got it finished. It's part bank vault and part Swiss watch. Hard to explain, but when you see it you'll understand! Preferring not to under-design things when I have 200 kg of batteries sitting behind the front seat, I've made the box out of 6 mm thick aluminium plate, with a steel RHS base frame to attach it to the car where the rear seat once sat. To anchor the battery frame I utilised some of the original seat belt attachment points as well as bolts through the chassis rails and crossmembers. It will be strong, and it is heavy, but a few extra kilos won't make too much difference since we're still going to be less than the original petrol-powered 240 wagon's weight when the

**Below: Dad's recent 1800E project (wrecked, left and as purchased, right)**



conversion is finished. Watch this space, but we expect to have it roadworthy and using it as a daily commuter sometime in the first quarter of 2011.

My dad has been keeping busy with his Volvo projects. He's reassembling his 1800ES after having it resprayed, and if that wasn't enough, he just bought a "fixer-upper" 1800E. This car had been in a wreck and was re-constructed and resprayed, but the owner ran out of time/interest/money and sold it (along with heaps of spare parts). Dad plans to get it back on the road and on-sell it to help finance some of his other projects.

I received the following note and several photos from John Green:

*Dear Greg,*

*I haven't corresponded with you before but I've just re-joined the 1800/120 club and received yesterday the November/December edition of Rolling Australia.*

*I was pleasantly surprised to see very recognisable photos on the front and back covers of what is now my 123GT. To fill you in a bit I've known Clive Daniels since the late 1970's and knew the car then when I also owned at the time a 2 door 122 (in the same colour). As George may know, I nearly bought the car off Clive way back when these photos were taken (not 20 years ago as John Ware indicates – more like 30 years ago!) His car, with mine, was used at my wedding in 1981.*



**John Green's 123GT**

*From that time I lost contact with the car until 1999 when, cutting a very long story short, I was able to purchase it from then owner, Colin Aladice. It*



*previously had sat in a Volvo car dealership showroom window for 12 years. Even with the work I subsequently did on it (mainly re-spray, some rust taken out etc) it was/still is in very good condition – still running on its basically untouched motor with now (only) 130K miles on the clock.*

*I attach a couple of recent photos for interest sake and look forward to*

*participating in as many club events as I can in the future.*

*Cheers for now*

*John Green*

Thanks John, and glad to hear you've re-joined the 1800 club - hope to see you at the National Rally!

Good to hear from member Bob Mitchell in New Zealand. Bob recently swapped his S60 for a 2007 C70 T5 convertible. Bob says it's a lovely car to drive, and he's looking forward to being able to take it on a bit of a country drive.



**Bob Mitchell's C70 T5**

### Member Gossip:

Our roving spy camera sneaked down a certain Brighton driveway and snapped this photo of dyed-in-the wool 122 owner John Grant's new (classic) lawn mower!



### Northern Suburbs Excitement

Octogenarian member Peg Murray has had her share of excitement of late. We reported her "scoop" photos of Prince William in a previous edition. Since then, floodwaters trapped a chap in a tree a few streets from Peg's house, and an armed fugitive was found hiding under a sheet of tin in a paddock not far away. Most recently Peg recounted this story to John Fleming via email: "I have been to some 'Break-up Xmas lunches' - Senior Cits, RSL, and the like. One was last Thursday at the RSL Club at Epping for lunch. The very same night at 10 pm that club was invaded by robbers armed with knife, gun & iron bar and made off with cash.

*I'm glad it didn't happen when I was*

*there - I tell you John I would not have been whipping out my trusty camera - no indeed, I would have been hiding under the table for sure.*

*What with people being washed away in floods and armed robbers, it's all 'go' in the Northern suburbs!"*

Keep the cameras and the Volvo rolling Peg!

---

### Member Tech Tip: What's wrong with the Coupe?

My 1999 C70 just stopped. Why I asked? Fuel pump, maybe? Fuse, possibly? Leads or coil - I don't know. I tested the fuel pump and it was OK. A neighbour, Derek, lent me his fault code reader and it told me the camshaft position sensor had failed.

I have the workshop manual and could see it was easy to remove, so took it off. Now it's time to get another one and after a few calls I had a list of options: Volvo \$449, eBay \$210 and a 10-day wait, Bosch direct \$430 and an 8-week wait, second hand \$110.

So a decision was needed. I was close to purchasing from the USA, but a final look on the Volvo forums tells me Jaycar has a replacement sensor. It does not have the housing or wiring loom, so you need to drill out the original rivet, cut and solder the three wires to your original loom and the repair is complete.

I thought I would try this option, so went to the local Jaycar who had plenty of stock of p/n ZD1900 at \$25 and one hour later the car is back on the road.



**C70 Crank Sensor (installed)**

I also cleared the fault code with the reader and am happy with the result. Special thanks to my neighbour Derek and my wife, Leanne for the suggesting the Volvo forum site. The item is called a Hall Effect Sensor, p/n ZD1900 and cost \$25 at Jaycar. Write this info down as it could save you hundreds of dollars.

Regards,  
John Huggard

C70 and P1800 owner (the P1800 is for sale for a short time only as I may change my mind!)

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### CH Plates - Victoria

Victoria's Club Permit Scheme revamp has finally been approved, and looks to be implemented on the 1st of February 2011. In the lead-up to February, further information (including log books) will be posted by VicRoads to members with CH plates with the details of the scheme. As previously mentioned, the scheme will involve the use of a log book. On each day you drive your CH-plated vehicle, you will enter the details

into the log book (prior to commencement of the journey) and this will constitute one day's use. In the change-over period, you will be issued a 90-day log book that will be good for use until your current club permit comes up for renewal. The next time you renew your permit, you will be able to purchase a 45-day permit or a 90-day permit (depending on your anticipated usage), which will enable you to drive the vehicle for that many days during the 12-month period of the permit. The great news is that the use of the vehicle is no longer restricted to club-sanctioned activities. With the new scheme, you can take your car for a Sunday drive or even to work, given you fill out the log book and do not exceed the 45 or 90-days in a 12-month period.

As with the current scheme, you must remain a financial member of the club through which you obtained your CH plate permit. The club will be required to notify VicRoads if any member with CH plates becomes unfinancial, so it is very important to keep your membership up-to-date at all times. You must not drive your CH-plated vehicle if you allow your club membership to lapse. Your membership expiry date is printed above your name on your magazine label and on your membership card. Keep in mind that there can be a time lag when renewing due to postal delays and the timing of committee meetings, so please plan ahead and renew your membership early to avoid issues. Contact the Membership Secretary if you have any questions or concerns. If you sell your CH-plated vehicle, you must remove the plates and retain the log book, and you must advise the club Membership Secretary. The new owner must apply for new CH plates or normal registration as they see fit (details to be confirmed with VicRoads).

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### EVENTS REMINDERS/UPDATES

**VIC night meetings:** Note that the tennis club where we have the monthly night meetings is schedule to undergo renovations in the first half of 2011, therefore we will be trying to organise another venue and/or outing instead. Please watch the web site and/or contact Lance to confirm the location prior the night meeting date to avoid disappointment.

**Annual Display Day:** Note the 2011 VIC display day will be on the 3rd of April at Flemington.

**2011 National Rally:** The 1800 club will be hosting the National Rally (open to all Volvos) in Armidale NSW over the Easter holiday weekend (22nd-25th April). For further details and registration form, contact Jeff Turner on 07 3890 1993 or 0427 787311 or Email: randjt@dodo.com.au. For VIC members planning to attend, please advise Lance Phillips as we can organise going up in a

group if departure dates suit.

Hope to see everyone at all the events in 2011 and we especially look forward to meeting some of the new members as well.

Regards,



Greg Sievert

Editor, *Rolling Australia*

Phone: 03-9397-5976 (AH)

Email: greg.sievert@gmail.com

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## WELCOME NEW MEMBERS!

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

**David Chong (XC70)**

**Jacob Steiner (122S)**

**John & Rowena Myers (240 & 940)**

As of December 2010, the club has 190 members, with 14 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.



**New Member Jacob Steiner's 122S**

Remember, if you have a car on Victorian club (CH) plates, it's important to keep your membership current. If you have any questions about your club membership status, please contact the membership secretary, Greg Sievert on 03-9397-5976 or email greg.sievert@gmail.com.

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## TREASURER'S REPORT

ADRIAN BEAVIS

0402-203-437 (AH)

Due to the full financial report in the last edition and Adrian being AWOL for the holidays, it's short and sweet this time around. CBA bank balance is \$3038.38 as of the 31st of December. Usual details promised for the next edition!



## **VOLVO 1800/120 CLUB SILVER ANNIVERSARY 1986 - 2011**

In May 1984 a couple of Brisbane owners of Volvo 1800s met at the Triumph Club's annual Maclean's Bridge Car Display and discussed finding other owners with the idea of perhaps getting together for outings.

At the next Maclean's Bridge Display in 1985 they had rounded up several more owners and decided to have "an 1800 Picnic" at Slaughter Falls in Brisbane the following January. Ten 1800s turned out, a great social outing was enjoyed and it was agreed to form The Volvo 1800 Car Owners Association with Geoff Bernhagen, Allen Edwards and John Halling all being very prominent in getting things moving. The next outing was again at Maclean's Bridge Mother's Day Display on 11th May 1986.

In the meantime I'd purchased a 1973 1800ES from Sydney in March 1986 and already the Volvo 1800 'grapevine' was so efficient that John Todhunter, whom I'd never met, quickly found out about my acquisition and called to ask me if I would be interested in joining the new 1800 Club. Yes please!

Ten owners, including myself, attended the next meeting on 22nd June 1986 on Bribie Island north of Brisbane and the Volvo 1800 Car Owners Association was officially formed with Geoff Bernhagen elected President,

Peter Slattery as Secretary/Treasurer and Allen Edwards as Historian/Registrar.

In June 1987, with 22 members, John Todhunter was elected President, I was elected Secretary/Treasurer and the club expanded rapidly as we sought out owners spotted Australia wide. Not long after we arranged for a photo shoot of 22 1800s in front of Brisbane City Hall and the Brisbane Expo site which was published in the RACQ Magazine in June 1988. This was picked up by other publications with the heading - "World's most exclusive Volvo Club?"



**Volvo National Rally - Tamworth 1989**

Easter 1989 we held our first rally at Tamworth and we had 36 1800s and 16 120s in attendance, a feat which has yet to be surpassed.

At our AGM in 1989 we changed the name to the Volvo 1800 Club Australia and became incorporated. The club was exclusively for 1800 owners but several

120 owners wanted to join so it was decided that they could be Associate Members with no voting rights. This worked for a time but soon the 120 owners split off and formed the Volvo 120 Club of Australia. In 1991, after a couple of years operating as separate clubs, it was decided to elect one committee to run both clubs. In 1992 the two clubs amalgamated to become the Volvo 1800/120 Club of Australia Inc with a membership of 280 owners which, at the time, was believed to be the largest Volvo Club in Australia.

Over the years membership has decreased and today, I believe, John Todhunter and I are the only two original members from the Bribie Island meet who are still active members.

The year 2011 is also the 50th Anniversary of the Volvo 1800 coming to Australia in 1961 and this milestone, together with our 25th Anniversary, is to be celebrated at the Volvo National Rally at Armidale next Easter so make sure you attend this commemorative event.

To also celebrate these milestones I'm going to produce a DVD which will showcase some of the history of the Volvo 1800 and highlights of the 25 years of the 1800/120 Club. Hopefully this will be shown at the Armidale rally and copies will be available for sale with profits going to the club.  
*Kevin Greenaway*

## **CARSON & MURPHY AUTOMOTIVE**

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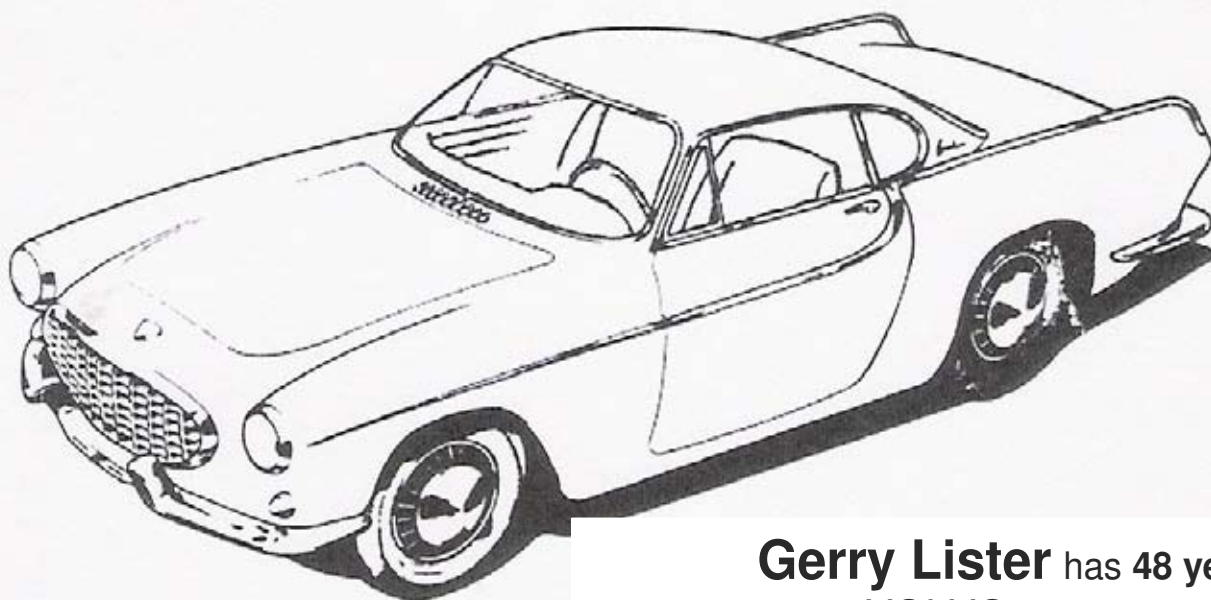
# volvo downunderspares

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To celebrate we now offer  
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in Australia, a **10% DISCOUNT**  
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**Volvo Downunder Spares**

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



**Also available are new  
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**Gerry Lister** has **48 years**  
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Web: <http://www.volvo1800-120club.com> - email: [secretary@volvo1800-120club.com](mailto:secretary@volvo1800-120club.com)

### President

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

### Vice President

Graham Jones 07 3397 0808

### Treasurer/Secretary & 1800-120 Magazine

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

### NSW Representative

Guy Smith 02 4739 8127

### Membership

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

### 115 Financial Members

Life Members: Kevin & Margaret  
Greenaway

### PRESIDENT'S REPORT

Hello and welcome 1800/120 aficionados to this edition's column.

Our club held its AGM on Sunday 21 November 2010. Richard Brabazon (Saint 1800) very kindly invited the club to attend at his lovely home in Redland Bay. We were spoiled with excellent food, a swimming pool and great chitter chatter.

The committee remains unchanged for '11. Thanks again to all those who continue to support our club.

Unless you have been living under a rock, you would be aware that our club is holding the next Volvo National Rally at Armidale over the Easter long weekend, 2011. Have you sent in your Rally form to our secretary? Have you organised your accommodation? Places are filling fast, so you had better hurry.

Now might be an appropriate time to pass on my survival tips for a Volvo 1800 or 122 getting to and from a National Rally. Let's not forget that the youngest of our cars is almost 40 years old, with the most mature, 50.

Firstly, make sure you have fresh oil in your engine. We wouldn't want some bit of sludge to block an oilway and starve the engine of oil.

Next, do you know the history of your timing gear? The timing gear in a B18/20 is a fibrous one. It relies on lubrication from a small nipple that looks like a square headed bolt that screws directly into an oilway. The nipple blocks up with time (and yucky oil) so if your gear is getting starved of oil, it will break most unceremoniously. (I still have visions of Lance Phillips' 144 on Bay to Birdwood '09).

The earlier cars have a problem with accumulation of debris in the fuel line which will eventually mean no fuel, which of course means no go. Check/change your filter, especially again if the car's history is uncertain. A simple and cheap fix.

Our old cars also rely on points in the dizzy to make spark. If they are old and frail they could break, again meaning no go. Again a simple and quick fix.

How about the output of your alternator/dynamo? Check this as if you have no charge happening, then by the end of your day's drive your battery will be dead. Again, no go. Check/replace your fanbelt for the same reason (will also prevent cooked motor).

Finally, make sure you have no loose wires, or frayed wires which could touch and ignite. The former might stop an "E", the latter would kill any type!

Hope to see you soon in Armidale!!!! Until then ... Volvo for life

**Robert Bakker**

### Club Badges

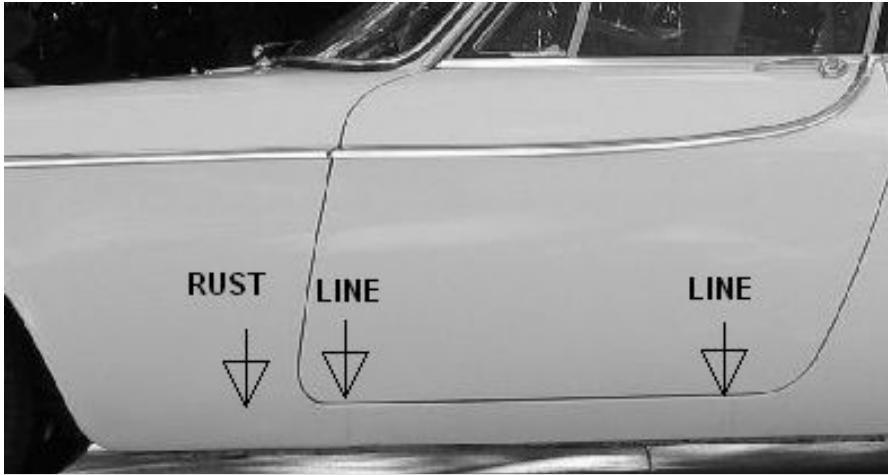


Club Grille Badge \$30.00 inc. p&p  
Key Ring \$15.00 inc. p&p  
Buy Both @ \$40.00 inc. p&p



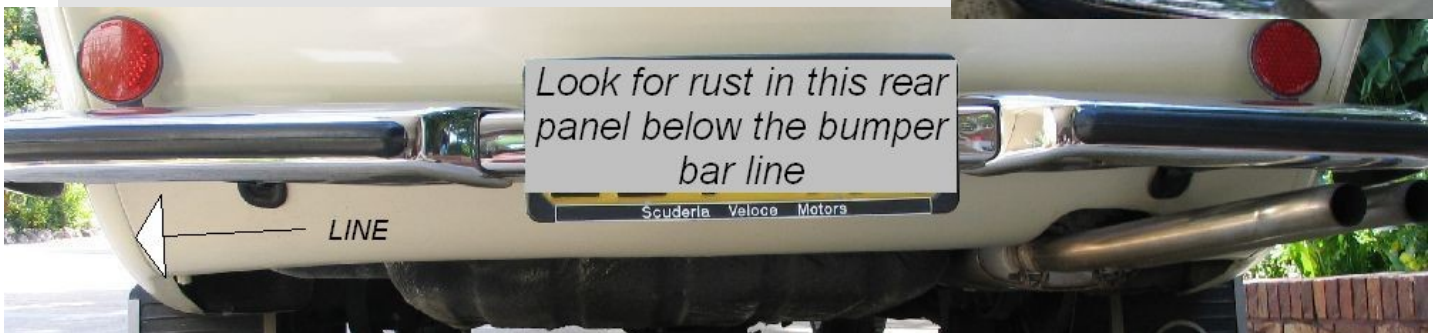
Volvo Car Clubs of Australia  
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## Common Rust Spots & Seam lines on the 1800

G. Minassian



Seam lines where body panels join up are almost always covered up when body work is carried out on an 1800. Especially the ones at either side of the nose piece and the front sill ones. It's even worse when only one side is done that way. If you are having some body work done on your 1800, make sure you point those things out to the panel/paint shop so that they get it right and leave the seams visible.



## Volvo 1800-120 Parts

New Parts for your Classic Volvo  
<http://www.volvo1800-120parts.com>

I carry a large range of New parts for 1800 120 140 & 160 series Volvos  
George Minassian Ph:07 5524 7158 mob:0418 225121

### Fuel Tanks



### All Rubber parts in stock



### Interior, door & seat trim as per original



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



## VOLVO 123 GT



*"The Volvo 123GT is not the cheapest high-performance car in Australia; and it's not the fastest. It may be one of the most economical, it's almost certainly the most durable and it's likely the best all-rounder....." ( Sports Car World magazine Road Test February 1968)*





# The Volvo 123GT by George Minassian

For more information, links, photos and world wide 123GT register please visit website.  
<http://www.volvo1800-120club\123gt.htm>

**History:** The 1967 (type M) Volvo 120 series model line up saw the first all new two door 123GT model released by Volvo. This was the first 120 series model with the B18B 115hp engine from the P1800 series. Although 1968 saw the engine used in all 122S models, the 1967 123GT to some, was the unique stand out model. The 123GT model was continued in 1968 (type P) and a 123GT with a B20B engine was available in 1969 (type S) albeit with very limited numbers and to certain European countries only. But only the B18B version of the 123GT was homologated for racing with FIA (recognition No. 5152). Although the B20B 122S was homologated (recognition No. 5313) the B20B 123GT was not.

**Production:** It is very hard to know how many of each year model was ever produced, let alone the total number. Most GTs were assembled in Sweden but a very small number were assembled in Halifax Canada. It seems Volvo did not keep a record of numbers produced. Although the popular opinion has been that roughly the same number of GTs were produced in 1967 and 1968, it is obvious from the worldwide register that the 1967 production was by far the largest. With well over 500 cars on the register, over 400 of them are 1967 'M' models. A letter to Volvo sent by Bob Taylor, a Volvo enthusiast from Australia, in 1986 got back a vague answer of about 1,500 units production. I have a feeling that the number might even be less than that, making the 123GT model perhaps the second rarest production model after the P1900.

**GTs in Australia:** Less than fifty 1967 and 1968 Volvo 123GT cars were imported and sold in Australia. Of those some 35 survive today. At about A\$4,000.00, they were an expensive car at the time, compared to the local product. I have never seen a 1969 or 1970 GT here in Australia.

**GTs in Europe:** A Swiss Advert of the time refers to two spot lights and only one mirror. While a German advert shows the GT with Talbot fender mirrors and driving lights.

**GTs in USA:** According to the Volvo Publication "Service Hints" printed in 1968 by Volvo, Inc. New Jersey, the 123GT was not imported to the USA but that some cars were imported by private individuals. Also, there are quite a few Canadian GTs that, over the years, have crossed the border to the USA. This makes the 123GT a very rare car in the USA.

**GTs in Canada:** Model designation 133951M with S-code S5324 All fitted with Limited Slip Diff.

*(Continued on page 6)*

## 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**

*(Continued from page 5)*

## Model and Type numbers:

Type (right hand drive) 133352 and (left hand drive) 133351

**M for 1967 model** selected at random from 2 door chassis numbers 216950-279899

**P for 1968 model** selected at random from 2 door chassis numbers 279900-312499

**S for 1969 model** selected at random from 2 door chassis numbers 312500-339999

123GTs assembled overseas (eg: Halifax, Canada) Type 133951M 1967 only S5324

## Engines

123GT Engine Types B18B, 496860, 496861, 496866, 496881 and 496882

123GT Engine Types B20B, 496910, 496911

## Gearbox/Overdrive

M41 four speed full synchromesh gearbox with Laycock de Normanville overdrive unit.

## Colour codes ( exterior/interior)

46, Red / 417-515, Black

79, Pearl White / 424-551, Red (rare)

79-1, Pearl White / 425-552, Tan (Dulux paint code 526 10915)

94, Dark Green / 425-552, Tan (Dulux paint code 526 10917)

A list of Rare Colours - limited production

53-102, Blue Metallic / 417-515, Black

53-91, Turquoise Metallic (or Light Green Metallic)

19, Black

96, Dark Blue / 425-552, Blue

95-1, Light Blue / 417-515 (Canadian)

## Sales Brochures

1967 model RK2324.8.66 print 10,000

1968 model RK2889.12.67 print 20,000

1969 B20 model Swiss Brochure

1967 Canadian Model

(download copies of these from Website)



## Three 123GTs at the 1992 Armidale Rally

How many GTs will be at this Easter Rally?

See full list of registrations to date on next page



## 123GT FEATURES & Specs

- Engine and gearbox mount as per P1800 with overdrive.
- Exhaust extension pipe, chromed. (p/n 277178)
- Hella 7" Fog (p/n 281052) and spot (p/n 281053) lights with white 'Volvo' covers (p/n 281056) and chromed brackets with strengthening 'L' type brackets (p/ns 672618 & 660408) from under the front bumper and longer screws to suit (*while some European markets got two of the same light*)
- Engine bay and luggage compartment illumination lights with automatic mercury switching. (p/n 279894)
- Revolution Counter on top of dash pad. (p/n 281046)
- Alternator. (different regulators depending on year).
- Panel with extra relays and a fuse box (with sheet inside written in both Swedish and English).
- Wiring loom different to that of the 122. Extra wiring.
- Windscreen wiper arms and blades (for 'high speed' driving!). (p/n 672562 & 672563)
- Shock absorbers as per P1800 with springs code 'Blue'. (p/n 276552 & 276553)
- Steering Wheel Special GT. (p/n 672596) - GT Horn Button (*not mentioned in 120 spare parts book*)
- Dash pad (with shelf). (p/n 672577 LHD & 672578 RHD)
- 123GT badges (2 front sides and 1 on boot lid). (p/n 672490 & 672493)
- Front guard mirrors (Some were delivered with car but not fitted) (p/n 281091)
- Horn different to that of the 122S. (p/n 240990 & 240991)
- Reclining front seats with chrome type adjusters. (*not mentioned in 120 spare parts book*). (p/n 277386 & 277387)
- Anodised chrome wheel trim rings. (p/n 277584) Wheels (p/n 670429)
- Tyres Pirelli cinturatos.
- Owners manual GT supplement or extra GT information included in the 120 manual.

### SPECIFICATIONS

#### Engine

Type B 18. Four-cylinder with overhead valves and five-bearing crankshaft.

Capacity 1.78 litres

Bore 84.14 mm (3.313")

Stroke 80.0 mm (3.15")

Maximum output 115 b.h.p. SAE at 6000 r.p.m.

Maximum torque 15.5 kgm (112 lb.ft.) at 4000 r.p.m.

Compression ratio 10.0:1

Twin horizontal carburettors.

#### Cooling system

Sealed. Water cooling with pump and thermostat. Capacity approx. 8.5 litres (15 imp pints = 17 US pints). Frost-proof.

#### Electrical system

Voltage 12 V

#### Power transmission

**Clutch.** Single dry plate clutch of diaphragm spring type. Hydraulically actuated.

**Gearbox.** Four-speed with overdrive. Fully synchronized with floor-mounted gear lever. The overdrive is actuated by means of a lever on the right-hand side of the steering column.

**Rear axle.** Hypoid type.

#### Front suspension

Independent suspension with rubber-mounted control arms. Ball-joint steering. Coil springs. Stabilizer.

#### Rear suspension

Rigid rear axle carried in longitudinal, rubber-mounted support arms and torque

rods. The axle is located laterally by means of a rubber-mounted track rod. Coil springs.

#### Shock absorbers

Double-acting telescopic shock absorbers all round.

#### Brake system

Front: self adjusting disc brakes.

Rear: self-centring drum brakes (diameter 9")

A relief valve in the brake system prevents the rear wheels from locking before the front wheels. Power assisted.

#### Body

Integral all-welded steel body, fully rust-proofed and treated with underbody sealing compound. Particularly exposed sections are hot dip galvanized. Reinforcing, closed box profiles round all body openings.

#### Fuel tank

Located at rear. Capacity approx. 45 litres (10 imp gals = 12 US gals.).

#### Instrumentation

Speedometer, mileometer, tripmeter, revolution counter, fuel gauge and water temperature gauge. Warning lamps for charging, oil pressure, full headlights and overdrive. Continuously adjustable rheostat-controlled instrument lighting. Audible and visible signal for direction indicator flashers. Headlight flasher. Map-reading lamp.

#### Lighting equipment

Asymmetrical headlights. One cornering/fog light, one extra long-distance light. Engine compartment and luggage compartment lighting. Reversing lights.

#### Miscellaneous equipment

Three-point factory-installed safety belts on front seats. Anchorages for three-point belts on rear seat. Laminated glass windscreen. Electric windscreen wipers of two-speed type suitable for fast driving. Electric windscreen washer. Thermostat-controlled heater system with large capacity, two-speed fan and heater duct to rear seat. Dazzle-free rearview mirror. Two external rearview mirrors. Fold-down fittings on front seats. Special shelf above dashboard. Special GT steering wheel. Loud tone horn. Cigarette lighter. Chromed wheel trim rings. Exhaust tail pipe extension. Courtesy straps and grab handle. Folding armrest in centre of rear seat. Mud flaps. Spare wheel. Jack. Tool kit.

#### Main dimensions and weight

Overall length	445 cm (175")
Overall width	163 cm (64")
Overall height, unladen	148 cm (58")
Track, front	131 cm (52")
Track, rear	131 cm (52")
Wheelbase	260 cm (102 1/2")
Kerb weight approx.	1150 kg (2535 lb.)

Braced tread tyres, type 165SR15.

The Volvo GT requires no periodical greasing. It has a six-month factory guarantee.

The factory retains the right to modify design and equipment without previous notice.

**AB VOLVO**

Göteborg - Sweden

# 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

### National Rally Update

Our early, very encouraging response to the forthcoming rally has been maintained. Here it is Xmas, and already we have 40 cars coming to Armidale.

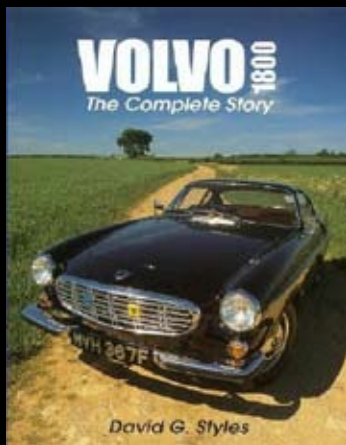
Early in the New Year Rosemary and I will be revisiting Armidale to ensure that all our arrangements are in place and correct. The only thing that we cannot organise is the weather and hopefully by then, mid Autumn we should be back into a drier period. I am also thrilled that we have participants coming from South Australia, Victoria, New South Wales and Queensland. The mix of cars is also going to provide a lot of interest.

It was wonderful to fill one motel entirely with Rally participants. I've had an email from one of the more recent registrants who struggled a little to get accommodation so if you're coming get cracking! We can assure you there is a lot of accommodation in Armidale, the recommended motels were close to the action. In January, when Rosemary and I are there, we will investigate other accommodation and advise accordingly.

In Queensland we have various cars being prepared so that they will be at their best for the Show and Shine on Easter Sunday. I have no doubt in the other States similar action is being taken. We have been advised of some specific dietary requirements, if there are more concerns in this regard, please advise asap. If you are participating please get your registration form to:

**The Secretary**  
**Volvo 1800-120 Club**  
**PO Box 6522**  
**Tweed Heads South NSW 2486**  
Or email to [secretary@volvo1800-120club.com](mailto:secretary@volvo1800-120club.com)

Hope to see you in Armidale.  
**Jeff Turner**  
**Rally coordinator Ph: 07 3890**  
**1993 - 0427 787311**  
[randjt@dodo.com.au](mailto:randjt@dodo.com.au)



Volvo 1800 - The complete Story  
By David Styles

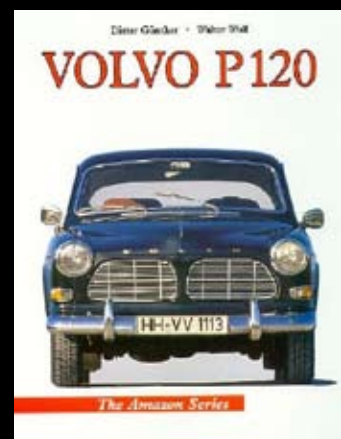
### Volvo 1800-120 Club Aust Inc. Books for Sale

**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



# Rally Registrations to Date 27/12/2010

Name	State	Club	Car(s)
Allen, Chris	SA	Volvo Club SA	122S
Allen, Kevin & Christine	NSW	1800-120 Club	242GT
Arnold, Russell	NSW	Volvo Club of NSW	1800S
Bakker, Robert & Tina	QLD	1800-120 Club	1800E
Bayly, Kenneth	SA	Volvo Club SA	V70
Bayly, Robert	SA	Volvo Club SA	940
Beiers, Ian & Pat	QLD	1800-120 Club	122S
Berg, Carol & Oystein	Vic	1800-120 Club	122S
Brabazon, Richard & Sue	QLD	1800-120 Club	1800E
Davis, Alexander	SA	Volvo Club SA	145DL, 244GL
Dickinson, Gregor	NSW	1800-120 Club	1800S
Dinsdale, Dave & Allison	NSW		1800E
Elliott, Brad	NSW	Volvo Club of NSW	122S convertible
Elliott, Kevin & Hetty	NSW	1800-120 Club	123GT
Ellis, Peter	NSW	1800-120 Club	1800S
Forno, Rick & Joyce	QLD	1800-120 Club	122S
Forno, Tony & Kirsty (2 Child)	QLD		262
Greenaway, Kevin & Margaret	QLD	1800-120 Club	164TE
Hoffmann, Peter & Gudrun	Vic	Volvo Club of Victoria	S40T
Howard, Robert	NSW	1800-120 Club	740, 240
Hunt, Grahame & Helen	QLD	Volvo Club of QLD	740GL
Irons, Christopher	ACT	1800-120 Club	V40
Jones, Graham & Thomson, Janet	QLD	1800-120 Club	122S
Lecuna, Fernando & Doris	NSW	1800-120 Club	P1800
Mariotto, Loris	NSW	Volvo Club of NSW	122S
Minassian, George & Vicki	NSW	1800-120 Club	1800S, 123GT
Neale, Syd & Dani	NSW	Volvo Club of NSW	122S
Patton, Rod & Kareen	Vic	Volvo Club of Victoria	360GLT
Pearson, Roger & Marian	NSW	1800-120 Club	1800ES
Phillips, Lance & Pam	Vic	Volvo Club of Victoria	242GT
Rasmussen, Phillip & Brenda	QLD	1800-120 Club	122S
Sievert, Greg & Bowers Wayne	Vic	Volvo Club of Victoria	1800ES
Smith, Linton & Claire	QLD	1800-120 Club	123GT
Sneyd, Rex & Edith	NSW	1800-120 Club	1800E
Summerson, Neil & Jenny	QLD	1800-120 Club	
Tidd, Rowland	Vic	Volvo Club of Victoria	122Rally or 242GT
Toft, Jan	NSW	1800-120 Club	1800E
Toft, Per	NSW	1800-120 Club	1800S
Toft, Torben	NSW	1800-120 Club	1800S
Turner, Jeff & Rosemary	QLD	1800-120 Club	1800E



## **VOLVO CLUB OF QUEENSLAND**

P.O. Box 216  
Labrador, QLD 4215

Ph. 07 55 292 512

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

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

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

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0414 273 663

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

### **ROLLING SUBMISSIONS OFFICER**

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

## **22 August – Drive to Maleny**

Our intrepid band of Volvo members – Helen & Grahame 740GL, James Lister 244GL, Vic and Eunice 740T and Gaye and Terry 242GT arrived at the BP Service Centre Northbound at Caboolture. After coffee we decided to head towards Montville. Unfortunately just up the road one of the vehicles suffered an alternator problem, but with many helpers we were back on the road again.

We took the Tourist Drive 24 – Steve Irwin Way past Australia Zoo towards Landsborough then onto TD23 to the Blackall Range – spectacular views as we climbed up the range with the Sunshine Coast and sea views on the right and Glasshouse Mountains on the left. We didn't go into Maleny but turns off

# **Volvo Club of QLD Pages**

*Dedicated to the Volvo Club of Queensland*

towards Montville. We stopped at the Balmoral Lookout for morning tea – again spectacular views then continued our lovely drive across the escapement.

Montville is a beautiful quaint village not unsimilar to Mt Tamborine with lots of art and craft shops. Unfortunately it is a popular tourist place of a weekend and parking was near impossible especially for 4 vehicles together but we managed to find a spot and had to walk a short way to get to the shops. After a wander around we decided to have lunch at Kondalilla Falls which was nearby but there was no parking again for 4 vehicles so we headed back to the top of the Blackall range to Mary Cairn Cross Park – a beautiful picnic spot and yes we did find somewhere to park all vehicles near each other but also found an empty picnic table big enough for us all.

After a lovely natter and lunch we all headed our own way home. Another great outing with our Volvo family.

## **21 November – Visit to Amberley RAAF Airbase**

After much organisation between the base commander, James Lister and Helen we obtained permission to visit the airbase to get up close and personal with an F111 which was due to be decommissioned on Friday 3 December – a sad day in aviation history.

Anyhow Brad and brother-in-law Dan 940GL, Grahame and Helen 740GL, Estelle and John 244, Vic and son David 740T, Terry 122S, Belinda V50R and James 244GL assembled outside the airbase with James and Belinda who are based at Amberley escorted us to

a car park where we met up with Warrant Officer Wade Godbee from 6 Squadron who took us around the building to inspect the F111. The plane was sporting a unique design on the tail which was designed to celebrate the F111s from 1973-2010.

(Note: Watch out for the Mar/Apr Rolling which will feature colour photos of the visit on both front and back pages.

## **28 November – VCQ Christmas Party**

The venue for our Christmas lunch was the Kam Koon Chinese Restaurant, Watland Plaza, Watland Street, Springwood. Attending were Grahame and Helen (740GL), Estelle and John (244) Ross (244) Mike (740T), Terry & Gaye (242GT), Vic and Eunice (940) and James (V50R). After settling down we ordered our meals and spent a great couple of hours chatting and enjoying the great food. I would highly recommend the restaurant if you live in the Brisbane area.

## **COMING EVENTS**

**16 January:** AGM at The Hunts, 4 Hocking Street, Arundel – 55292512. For election of officers and planning of 2011 calendar of events. From 11 am onwards with a BBQ lunch so bring your food and drinks.

**Easter 2011** 1800/120 National Rally in Armidale. If you intend to go book your accommodation now!!!! Also complete your registration form. Download information from <http://www.volvo1800-120club.com/events.htm> or see 1800 club section in the mag for more details.

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





# Volvo Car Club of NSW Inc.

## President's Message

I hope that you all had a wonderful Xmas with family and friends and a fantastic New Years Eve.

I am honoured to once again be your President for the next 12 months, and I will endeavour to do a good job for all our members.



The committee remains the same as your last year's hard working bunch with the addition of Danny & Sid as part of the social committee together with John Grist. I am sure that they will all work hard to organise some quality events, starting with the Show & Shine in February which is always a popular event for our members.

What we need is for you the member's to come up with suggestions of possible events for the club which the committee can evaluate and plan.

Congratulations to Ted Warner who was presented with the President's Award for 2010 and Evan Tait-Styles for the Bob McSweeney Award. Evan has helped us out immensely with our Website.

Let's all work towards making 2011 a memorable year.

**Take Care**  
**Dolly**

## Monthly General Meetings

### Ashfield Bowling Club

Cnr Orpington Street & Parramatta Road, Ashfield

8pm on the first Wednesday of each month

Next General Meeting is 2nd February 2011

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.

## Committee 2011



### Affiliate of the Council of Motor Clubs

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#### Asst. Social & Raffle

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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

### 2011 Calendar

- \* 26th January Australia Day - Motorfest - Sydney City
- \* 13th February - Show 'N' Shine - Prince Edward Park, Woronora
- \* 20th March - Luncheon Run to Rafferty's Resort at Lake Macquarie
- \* April - TBA
- \* 7 & 8 May - Weekend away at Sandy Hollow and attendance at Denman Wine & Food Fair.
- \* 15 May - National Motoring Heritage Day - Various locations.
- \* June - TBA
- \* July - Christmas in July - **Location to be confirmed**
- \* 21 & 22 August - Shannons Eastern Creek Classic
- \* September - Club Anniversary - TBA
- \* Sunday 30th October - Clayton's Show 'N' Shine - **Location to be confirmed**
- \* November - TBA
- \* 10th December - Christmas Party - TBA

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



**Rafferty's Resort – Wild Duck Drive via  
Rafferty's 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  
SANDY HOLLOW IN THE 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 sun decks 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)

## EVENT REPORT - CLAYTON'S SHOW 'N' SHINE

Ted's Tips for December 2010 and how to win a prize at the Claytons Show 'N' Shine.

Well here is one very good tip – you have to turn up for the event – then you stand an even greater chance of being a prize winner – sounds logical ?

The Sutherland Council outdid themselves this time – a perfect day – the grass was mown, all the branches and stuff had been cleared away and best of all –

the stinky pot holes full of dirty water had been filled in and the parking area had been cleaned up.

Now I am not claiming any kudos here but I did ask them to do it – and it seems that they did!

Now for those of us who do not know what a Claytons show and shine is – well it originated in the slightly diminished brains of the club's committee over a pleasant bottle of red and a nice meal at one of the committee meetings.

Just as an aside – you too can be part of this magical, creative quorum by being on the committee – it does not hurt and does not contribute to premature ageing – in fact just the opposite.

Now where was I ?

So hundreds of Volvo-philes set off from their homes all around Sydney and the North and South coasts. However there were 20 or so dedicated Claytons Show and Shiners who managed to find the Jewel in the crown of the SHIRE –

*"Wonderful, wonderful, Woronora". (sung to the similar song that refers to Copenhagen)*

Now, your hard working and creative committee, always mindful of the effort that members put into the preparation of their cars, realised that where there is only one winner in each of the 'Traditional' categories, so we decided to create some non- traditional categories for our "maiden" Claytons S&S.

There are so many to choose from and the competition was very close in every category – nicest original alloy wheels went to Nick Kympton, nicest steering wheel to Ken Duffy, "snazziest" interior to Syd and Dani Neale, shiniest rocker cover to Russ & Judith Arnold, largest exhaust pipe – well we had to get it in somewhere! To

Boyd and Karen Symington, crook car sticker Kevin and Hettie Elliot, sensational gear knob for a 240 - and owner of most Volvos ( this is a commiseration award), to Brendan ( AKA Robert)



Machillicuddy and we should have had one for the person with the coolest 122 wagon who arrived when the event finished – then Anthony would have won for sure – Oh and Kev and Chris Allen had the only FWD car there – so they received the FWD award.

Then there was the Claytons convertible award – for those that have a convertible Volvo that is really not a convertible Volvo – well Brad Elliott was the clear winner in this category.

AND – nearly forgot – who has the coolest set of non – genuine alloy wheels – well you guessed it – Vic Kalgovas. And most genuine original everything went to Chris Smith and Courteny – who have just announced their engagement- how good is that – must have been the champagne. You will note that the author of this report and owner of a remarkable car that could have won every category – well maybe a few – well possibly just one and "Yes" - including the Claytons convertible as a non convertible would fit into this category – did not rate a mention.

The real winners were of course all of us, for once again we enjoyed an afternoon of pleasantness, in lovely surroundings and with like minded people, doing something that we love doing – playing cars- and having a picnic and a few drinks. Does it get any better than that!

Oh and PS – speaking of Volvos in movies – I was watching Good Morning Vietnam – for the dozenth time and there it was – saw it a couple of times

Yes a BLACK 122S – yes Gerry a black 122S how good is that!.

PPS – We later found that Anthony of the 122 Wagon fame really has the most Volvos – except he is not sure of how many – but arriving when the event was over meant he was ineligible.

Hope we all have a Happy and Safe Christmas – see you at the Christmas party or at the Show and Shine in Feb 2011.





# Viking Classic Auto Show - 2010

June 11-12-13, 2010 Paris & the Beauregard Castle, France



Beauregard Castle

The association, created through the initiative of a group of enthusiasts and uniting all the French Volvo Classic car clubs, presented in June 11-12-13, 2010 Paris and the Beauregard Castle, France A unique event towards all Volvo cars and Sweden enthusiasts worldwide. All Volvo car owners, whether club members or not, were invited to exhibit their cars. VCA2010 is an open-to-all event, bringing together all Volvo car clubs and Volvo enthusiasts willing to discover and share common values at a premium event dedicated to a common passion. The Viking Classic Auto Show 2010 was an unforgettable event for all, with many recreational activities for both children and adults, men and women, and old and new classic car fans alike. This was a great opportunity for clubs to organize a wonderful drive through the magnificent Val de Loire countryside with its castles and forests, and for all attendees to enjoy a lovely moment visiting this famous "Chateaux de la Loire" region.

- \*Volvo P1800 50th anniversary jubilee
- \*Launch of the next generation Volvo S60 sedan
- \*Classic and all vintages Volvo cars exhibition, some very unique vehicles
- \*Enhancement of the Swedish heritage
- \*Swedish technological innovations promotion
- \*Highlights on the Swedish leadership in environmental protection

"Volvo Automobiles France is greatly pleased by the organization of this event and invites all the partners, sponsors, exhibitors, clubs and individuals contacted by the Organization Committee to join this great event to contribute to its success."

## Irv Gordon

Irv Gordon is listed, with his car, a 1966 Volvo 1800S, in the Guinness Book of World Records as having the most miles of any car in the world at 2,721,000 miles and counting! Hereafter Irv's enthusiasm when we informed him about VCA2010: "Certainly I would be most interested in your offer and will do my best to tell my story to your members".



## Gerry Lister

Gerry is the first to have had a racing Volvo in Australia! He is now the biggest Amazon and P1800 parts dealer on the continent. "Just a short note to let you know that I will be attending the Anniversary celebrations in Paris in June. This is particularly exciting for me as it was 48 years ago when I joined my brothers company 'British & Continental Car Imports', to set up the Service & Parts organisation on the east coast of Australia for the new range of Volvo Cars. It was part of my job to supervise the unloading of the new cars from the ship as they arrived in Sydney, and as it happened, the first arrival was a shipment of P1800 models, which had never been seen in this country. This was a most significant event because no one had ever seen a Volvo car in Australia, let alone such a beautiful sports car as the P1800. I look forward to seeing you again and being a part of your wonderful event."



**(Gerry is a well-known member of the New South Wales Club).**



## Attendees

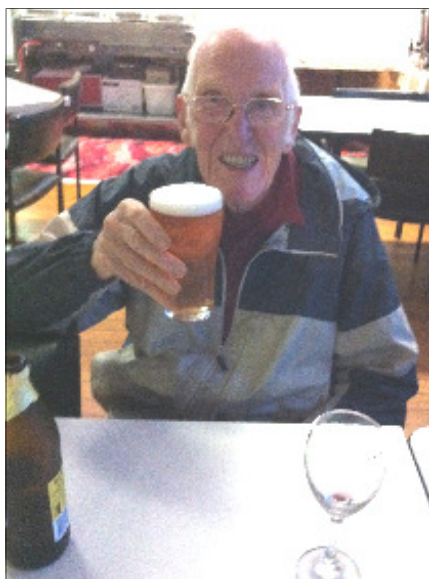
### Pelle Petterson

Worldwide famous designer, figurehead in the sailing world, well-known for his nautical creations and for the emblematic Volvo P1800 coupe design, he is always pleased to share his passion for classic and contemporary design, especially around the Volvo P1800. "On top of sharing about the design around the first P1800 handmade prototype, I own the original sketches I draw at the time, this will be an incredible occasion to let them be discovered by everyone".



## Member Profile

I thought it was about time I introduced our oldest member, (that's OLDEST, as in age, not length of membership), to our interstate friends.



Our Ritchie (Blunt) is **89 years old** and still going strong. He comes from Wentworth Falls in the Blue Mountains, which is 90 kms from our meeting venue in Ashfield. Until very recently, probably 3 months ago, he drove himself to the meetings in his much loved Volvo. These days he comes by public transport !! That's what you call supporting your club, big time.

Ritchie is also a WWII veteran and is currently studying for his Masters Degree in science. I can tell you, I want some of what he's got going for him.

We just wanted to say "well done Ritchie", and pass on the warm regards of your fellow club members, who I'm sure will join me in wishing you many more years of faithful membership of our great club.

*Ritchie enjoying a cold one at the November club meeting .....*

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## My Bit & Laugh Lines

Well, yet another year behind us. April saw the NSW club becoming part of what is now a national magazine. It's great to be able to "talk" to our interstate club members, even if only via print.

We had our AGM on 1st December, and it's 'status quo' for the Committee. Dolly is still President, (what would we do without her), the illustrious Terry Thompson OAM remains Vice President, Ted Warner also remains as Treasurer (he keeps saying he'd be glad to hand over to someone else, but we think, (hope), he's only kidding). Yours truly is Secretary.....still. John Grist is the Social Person Extraordinaire again and we welcome the irrepressible Dani Neale to help him out and be our Raffle Girl as well. Don't forget to check out the social page and see what's coming up in 2011. There are a few dates to be finalised yet, but it's looking good, people.

Talk to you soon.....**Jules**

### **Only in Australia ???**

Only in Australia do chemists make the sick walk all the way to the back of the store to get their prescriptions while healthy people can buy cigarettes at the front.

Only in Australia do people order double cheeseburgers, large fries, and a diet coke.

Only in Australia do banks leave vault doors open and then chain the pens to the counters.

Only in Australia do we leave cars worth thousands of dollars in the driveway and put our useless junk in the garage.

Only in Australia do we buy hot dogs in packages of ten and buns in packages of six.

Only in Australia do they have drive-in ATM machines with Braille lettering.

### **Ever wonder.....**

Why don't you ever see the headline 'Psychic Wins Lottery'?

Why is it that doctors call what they do 'practice'?

Why is lemon juice made with artificial flavour, and dishwashing liquid made with real lemons?

Why is it that the man who invests all your money called a broker?

Why is the time of day with the slowest traffic called rush hour?

Why isn't there mouse-flavoured cat food?

Why didn't Noah swat those two mosquitoes?

Why do they sterilize the needle for lethal injections?

You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?!

Why are they called apartments when they are all stuck together?

If con is the opposite of pro, is Congress the opposite of progress?

If flying is so safe, why do they call the airport the terminal?

### **TOUGH TIMES AHEAD.....**

This morning, from a cave somewhere in Pakistan, Taliban Minister of Emigration, Mohammed Omar **warned Australia** that if military action against Iraq & Afghanistan continues, Taliban authorities will cut off Australia's supply of **Convenience Store Managers**, and if this action does not yield sufficient results, **Cab Drivers** will be next, followed by **Telstra Customer Service Reps**, **Dole Office Workers**, **Telemarketers** and finally, **Queensland Doctors**.

**THIS IS GETTING UGLY, FOLKS!!!!!!**

**They said there would be a smooth transition. And this is how it happened.....Transition !!**



**Same  
circus,  
different  
clown!**

**Who comes up  
with these ????**



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

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Torrensville Plaza, SA 5031

**NOTE: All SA Club-related Magazine Submissions**

to Craig Rasmussen  
craig.s.rasmussen@team.telstra.com

**WELCOME to our NEW CLUB MEMBERS:**

**Chris Iwanicki  
Michael Bombardieri  
Peter Goers**

# Volvo Club of SA Pages

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

**Club Captain's Report – Spring Wrap 2010**

Last year's car club events have been very successful and have been attended by above average numbers. This is appreciated by the Events Committee that put a lot of time and effort into each event. For example the mystery drive across the Fleurieu Peninsula finishing at Victor Harbor for lunch. Alexander and Craig spent a full day planning and test driving the route and preparing the Instructions and questions for all to enjoy. (By the way, who won?) We also had a full day trip to Pinnaroo and a weekend at Marion Bay both organised principally by David and

Glenys, as well as other events such as the midyear dinner, Bay to Birdwood outing and Christmas Lunch organised by Joan and Tricia. A big thank you to the Events Committee for an enjoyable program of events for 2010.

The 78th running of the Credit Union Christmas Pageant on November 13th drew an estimated crowd 320,000 lining the 3.3km pageant route through the Adelaide City centre marking the start of the festive season. 2010 also marked the 15th parade that Volvo club members have participated as drivers, characters and support staff. Driving the floats through in

## Volvo Car Club of SA 2011 Events

**February**

- 6 Port River Dolphin Explorer Cruise**  
**11.00am** meet Queens Wharf, Commercial Road & McLaren Parade, Port Adelaide  
Enjoy a 2 hour cruise along the Port River including lunch.  
Cost: \$15.00 per person (cruise & lunch)  
Please telephone Helen on 8341 8908 **before** 1 February to confirm numbers for the cruise.

**March**

- 11 Club Meeting**  
**7.30pm** - Glandore Community Centre
- 12 Tanunda Country Show**  
Enjoy a day at the Tanunda Country Show  
**9.00am** – Meet Whitehorse Inn, Port Wakefield Road  
BYO lunch or purchase at the show.

**April**

- 17 BBQ Lunch**  
Maria and Theo have invited the club to enjoy lunch at their property at Mt Crawford  
**10.30am** – Meet McDonalds Car Park, Tea Tree Plaza  
Club will supply meat.  
BYO Drinks, Dessert or Salad to share and chairs.

**May**

- 13 Club Meeting**  
**7.30pm** – Glandore Community Centre
- 15 Cornish Festival**  
Details closer to the event.





**A different perspective of the Father Christmas float**



**Members cars participating in Mystery drive**

the parade requires a high degree of concentration to maintain speed and separation with some of the floats being 8m long and 4m wide. As well as the parade there is also the ferry route to and from the storage facility at Woodville particularly with the midday traffic on the



**Philipp and Krystal Bayly as characters in 2010 Christmas Pageant**

return trip. Another important and demanding voluntary task undertaken by our members is the securing and safety of young children participating in the pageant both before and after the parade itself. To you all – Thank you for your time and effort from the Pageant team 2010.

*Ken Bayly*

# Swedish Vintage and Classic Automobiles

8 Somersby Road, Welshpool. W.A. 6106

Phone / Fax (08) 9350-9220

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

Alternate Ph: (08) 9451-6117

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## Marion Bay Weekend

On the weekend of October 22nd to the 24th, 24 members in 8 cars travelled to Marion Bay for a weekend of sightseeing and socialising.

Situated at the base of Yorke Peninsula and alongside Innes National Park, Marion Bay is a seaside holiday village where you "can get away from it all". At a distance from Adelaide of 300km it has remained largely undeveloped until recently. Popular with summer holiday families, Marion Bay offers sightseeing, surfing, fishing, swimming and or just lazing around.

Having booked cabins in the local caravan park we arrived mid afternoon on Friday and settled in. Friday evening we packed out the camp kitchen for a BBQ tea.

Saturday morning we departed the caravan park for a day's sightseeing in nearby Innes National



**Saturday morning self registration line up at National Park**

for plaster making until 1916, and then processed on site before being shipped after this date. The mining and processing operation was carried out at Inneson and the plaster was packed in 75kg bags. The bagged plaster was transferred by a small rail system 6 km to Stenhouse Bay for loading on ships. Many of Melbourne's older homes would have been plastered with material from Inneson.

We spent some time at Stenhouse walking on the jetty, inspecting the old infrastructure ruins and taking the cliff top walk. Even with haze Kangaroo Island is plainly visible 40 km away.

From Stenhouse we drove the short distance to Inneson and walked around its streets. Several of the old cottages have been made habitable and are offered for hire to tourists.

From Inneson we travelled to Pondalowie Bay, West Cape lighthouse, and Ethel Beach where we stopped for our picnic lunch. Twenty metres north of the carpark and overlooking Pondalowie Bay is a picnic shelter with tables and benches. Now we pride ourselves on being friendly welcoming group of people

but we draw the line at being gatecrashed by a 4 foot snake. Two of our female members jumped up on the table while the rest of us kept a reasonable distance. Unfortunately the impromptu table dancing has been lost to posterity as no one thought to video the action.

Ethel Beach got its name from the iron coastal freighter that was thrown onto the beach in a storm



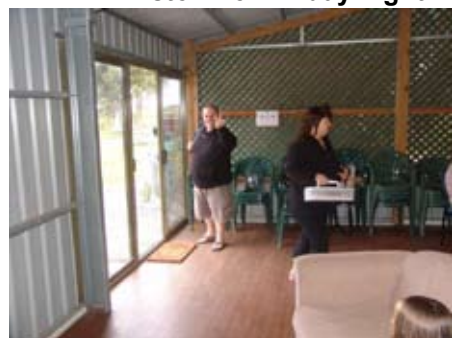
**Graham, Bazza, and Ken cooking up a storm on Friday night**



**Volvo drivers understand the honour system**



**Rebuilt jetty at Stenhouse**



**Treasurer Colin wants 2 of whatever is going**



**Rugged coast on cliff top walk** Park. With many walking tracks and spectacular coastline there is much to see. Contained within the Park is the remnant of "Inneson", a small town that existed to house and serve the need of the nearby Cape Spencer Gypsum mine. Up until the 1930's gypsum was mined and sent to Melbourne



**We are hungry, so when you guys are ready!**



**Lunchtime: pre-snake**





**Lunchtime visitor**

in 1904. Up until the 70's the vessel was largely intact but now all that remains are a few remnants of the hull frames.

After a leisurely return drive to the caravan park, and a well earned nap, we wined and dined at the Marion Bay Tavern.



**Poor old "Ethel"**



**It's locked Bazza**



Sunday morning we departed for home via the Judd's house at Pine Point for a BBQ lunch. The weekend was enjoyed by all and has whetted our appetite – perhaps Kangaroo Island later on.



**Tandem lighthouses, Cape Spencer**



**Walking around Inneston**



**Ken trying the XC70 for size. Sign says "free to a good home"**



**Coastline is spectacular, and dangerous**



**Two young ladies are German exchange students: they thought the scenery was amazing**



# 240/260 Register:

## Adrian Beavis's Fleet

MARK HOFFMANN

p: 03-9335-3946

e: vol244@hotmail.com

Welcome, club members, to this issue's Volvo 200 Series Register Page, the first for a brand new year! As such it's timely to wish all members nationwide a very Happy New Year, and all the best in health, happiness and prosperity for the coming year, not to mention motoring pleasure. I hope you all navigated the holiday season safely and pleasantly. A footnote to those sentiments are to offer special condolences to long-time Victorian club member Len Ward, whom we were saddened to hear lost his wife unexpectedly in early December. Our thoughts are with you, Len, at this difficult time.

For this issue's content, I put the hard word on my good friend and Victorian club treasurer Adrian Beavis for a written contribution, in light of the fact that his fleet of no less than five 200 Series Volvos (three more than mine) probably position him as a more worthy Register Captain for the series than myself, if sheer numbers are the determiner. Adrian has yet to explore the realm of Volvos outside of the 200s, but is more than happy with the comfort and performance of his fleet, one of which he purchased from me in fact some five years ago, and has been a worthy custodian of. In no particular order I believe, Adrian describes the contents of his driveway as follows...

*There are five cars at home, or elsewhere, which make up the Beavis Volvo fleet; all of them Series 2.*

*There is the 1979 powder blue automatic 244GL, purchased on a whim about five years ago. The interior was in excellent condition, but somehow the man who had previously owned it managed to get scratches all over the exterior, including the side windows. Still, it polished up pretty nicely, indeed so well that it managed to scrape in as the winner of its class at the club's "show and shine" annual display day a few years back. (That was the year when Mark H did not bring his white 1976 244.) The blue 244 has another claim to fame as well;*

*the third series of the television series Underbelly saw the Volvo making its show-business debut. I have yet to see the series, so do not know what role it plays*

*beyond knowing that it was used to 'establish a character', and in another scene to obstruct a police car. I suspect it is all about an accountant who has gone bad. After its show business debut, its next role was in an art house film called "Adam's Tallit". I have been invited to the opening night for this film so, in preparation, I have been rehearsing my red carpet smile most nights.*

*Secondly, there is the green 1984 240GL, with manual transmission, purchased on a whim a few years ago because it was on eBay and I could not bear the thought of such a lovely looking car ending up with P-plates, dents and a one way ticket to tatty oblivion. The car came without air conditioning, which makes it my late autumn to early spring car in Melbourne. It has done the long drive to Cowra in NSW many times, and flawlessly. How did I know the car was so nice? I bought it off Mark H; indeed the first time we met was when I bought it from him.*

*This car is still known as 'Mark's car', despite the years of reliable motoring it has given me. [Register Captain's note: I bought this 240 in pristine condition in 2003, a stopgap for me whilst I refurbished my blue 240GLE, from the original elderly owner who was no longer able to handle the car, a man so spendthrift, to use a polite term, that he specified manual transmission and no air-conditioning simply to save money on the bottom line! -MH]*

*There is the 1984 240GLE, pale green automatic, purchased also on a whim, but from a fairly dodgy dealer. This car was to be the car I did up to the standard of Mark's cars*



**Adrian with the 1984 240GL in green**

*(and now Thorben's 240 as well). It has not happened yet, but the plan is that it will, one day. Various bits and pieces of trim have been replaced with new bits and pieces, and it sits very handsomely on the road. I knew it was a nice drive when, on its last drive to Cowra, I shared the driving part way with my daughter Claire, who is an honest young woman. She said it drove very nicely. Sadly this same car, serviced and primed, set off on yet another journey for Cowra about two years ago now, and courtesy of a jammed thermostat, stopped ignominiously and had to be towed some 120 kms back to Melbourne. Aboard was a friend from Ireland, travelling with me to see some of Australia. We restarted and completed the journey in Mark's green GL. The GLE's engine has now been fixed, and thankfully it drives as if new again.*



**Gudrun & Mark checking out the 1984 240GLE**

*There is the 1991 240GLE burgundy automatic wagon, purchased on less of a whim and for more practical reasons of carrying capacity, when Mark Iceton told me he had found it at a car yard around the corner from Voldat Automotive in Moorabbin. It was keenly priced but a little tired with a few dings and scratches, and has become the family work-horse for which it is indispensable. It looks a little shabby, and needs a thorough tidy up. I give it the occasional wash and*

wipe, but there is a long way to go. It is another work in progress.

And finally, there is the 1980 262C coupe in obligatory metallic gold, purchased on a whim via the internet from Queensland. It was with this car that I learned that what you see on the internet or in digital photos is not necessarily what you get when you see the car in person. Still, its interior was in pretty good nick, and what 262 does not have rust in all the usual places such as the base of the front windscreen for which they are notorious? I bought it, not knowing I had paid too much, and drove it back from Queensland, down the coast road, cutting inland to stop off at my parents' place in Cowra, then down to Melbourne via the Olympic Way and the Hume Hwy. The 262 at this time had no power steering fluid in it, but once up to speed it cruised very well. The car's noises were a bit of mystery, so the trip down from Queensland was at times edgy, wondering whether this or that rattle or tweak was OK or not, but as an entree to driving a 262C, it ended up being a grand journey. The rust has now been removed and the car resprayed, but very disappointingly the job has some pretty rough edges to it, so it is a car to enjoy driving any time and a car to look at only in the very dullest of light. It remains a plush and creamy smooth driver, with a fine interior. You can see the car and its specs at: <http://www.volvoadventures.com/262Cspec.html>

So why these cars? The 262C because it (i) is so sneered upon by car critics, (ii) is an "Italian" Volvo, (iii) has heated leather seats and (iv) is an automotive classic. The 244 and 240 sedans because they epitomize the old design rule that beauty is to be found when form follows function [Register Captain's note: Couldn't have said it better myself!] The 240 wagon because, not only does form follow function, but you can simply fit so much into it. And the favourite? The movie-star blue 1979 GL because it has clean lines, is unpretentious and drives with real determination. By the way, I nearly had another whim when I saw a blue 1979

244GLE with blue velour interior up at Ballarat the other week, but five is enough for now!

Thanks Adrian, for sharing those words. When Adrian names his blue 1979 244GL as his personal favourite, I'm reminded of the fact that it's sometimes the undefinable qualities that make a particular car one's favourite, even when on paper it might not have the luxury, performance or style of some others we own or have owned. I guess that's what makes motoring in these older cars such a personal pleasure! Other models might be faster or sexier but for me, the 240 Series offers a unique driving and ownership experience that can't be duplicated by any other Volvo before or since - it is the quintessential Volvo!

There is, in fact, one further car in Adrian's family fleet but alas, it's not a 240, nor even a Volvo. Wife Imelda drives a compact little 2008 model Fiat 500 1.2 litre manual, a car in which she feels very much at home, and which replaced her equally-compact red Citroen C3 a couple of years ago. Adrian and Imelda have dubbed this car "Audrey" after Audrey Hepburn in the movie Roman Holiday, and describe the colour of the car as "cappuccino", although "punk grey" is the official tag from Fiat - not kidding! Manufacturers have certainly spiced things up these days with their exterior colours, and have invented colourful names to suit. It's a stark contrast to days gone, and I'm reminded of Volvo throughout the 1980s when even their attractive champagne colour was sold as "metallic beige", but I digress! Getting back to Adrian and the Fiat, I'm tempted to suggest that when the time comes for the next update, he might explore the possibility of a Volvo like an S40 or funky new C30 for Imelda, but I'm sure he's thought of that!

Speaking of the late model compact Volvos, my brother-in-law and sister are presently a one-car-



Adrian with the burgundy wagon

couple with a late model Honda Accord Euro, having found that until recently they had little need for a second car. Of course, we Hoffmanns dutifully heralded the virtues of a Volvo as a secondary car for them but, to cut a long story short, he is keen enough but she would still need an awful lot of convincing! And this from a girl who grew up in a Volvo, or perhaps that's the problem? It seems that where Volvos are concerned, old attitudes and stereotypes still die hard. That said, Volvo's hip new direction doesn't always appeal to everyone either, especially the traditionalists. Somehow, I just couldn't see myself in a C30 - it's that tailgate! Even the edgier new third-generation V70 & XC70 wagons are taking a whole lot of getting used to for me, and I think the pinnacle was the previous model, at least as far as styling is concerned. Meanwhile, mum is still happiest of all in her 2002 S40T, the newest, best performing and arguably best looking Volvo in our fleet and for my money, the best looking of the compact Volvos before or since. Dad just needs to find the right new model S80 now to reclaim the limelight. Now that will be really something!

Until next time, I wish all members pleasant and safe motoring.

Mark Hoffmann

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# VIC Events Coverage

## Motor Classica 23-24 October

Motor Classica was a significant international motoring event held at Melbourne's Royal Exhibition Building in Carlton. The building

housed hundreds of high-dollar classic and unique motor vehicles and exhibitors. Many of the cars had never before been seen in Australia (in fact some were



We all had breakfast in a local cafe, then Greg and the Gowans' headed over to the Motor Classica display. By the time we finished up viewing the fantastic cars, the rain had stopped and we had



**Motor Classica - Royal Exhibition Building**



**Walter and Greg discussing the finer points of owning an 1800ES**



**Heino & Christine's 164E**



**John's 1800S**

The first day (Saturday) was pretty much a wash-out (although we had 3 Volvos - Walter & Gerard Gowans in the 1800ES, Mark, Wendy & Laura Icton in the 262C, and Greg Sievert in the 1800ES).

even held up in customs, but arrived just in time to the event!) In addition to the Motor Classica proper, local motoring clubs were invited to participate in the "Picnic with the Classics" club displays at the nearby Argyle Square gardens.



**Comrades Thorben and Lembit**

From the photos (I wasn't there), Sunday's weather looked great!

Thank you Gerard Gowans and Lance Phillips for the photos.



**Lance's GT (above) and Thorben's (below)**



**Mark's 262C**



## Classic Volvo Service/Amazon Spares Open Day 14th November

Due to enormous pressure of plenty of work and restorations, last minute planning just pulled off another good day. Weather held with no rain and, as usual, a lot of different and varied "goodies" were seen. New 1800 owner Grant Neale said it was pouring rain when he left Mt. Eliza, but as he approached Blackburn the sky looked clear! In fact not one drop fell, so luck was with us yet again. A lot of good books available, as noted one chap gleefully walking off with a copy of "Tuning for Speed" by the legendary





Chatting about a 142 and crowds gathered around Grant Neale's 1800 (background)



Irene Pearey & John Grant



Thorben's V70T



Len Ward's 144

Phil Irving. Could be a 200 kmh 122S coming up? John Fleming

### Christmas Lunch and Awards Presentation 28th November



As usual, we had a good turn-out of members for our Christmas lunch and annual display day awards presentation at the Waverley RSL. The meal was excellent, and the menu choices seem to get better every year. After lunch, the group moved into the private members' lounge for the awards presentations and distribution of door prizes. Thank you to those who contributed door prizes (including Lance Phillips, Thorben Hughes, the Nowatzkys, and Voldat Automotive). Also a big thank you to Mark Hoffmann (for organising the trophies) and Heino (the certificates) for



Christmas Lunch & Trophies (above)  
Lance with award winners (below)



Chris Perkins



Thorben Hughes



Len Ward



Greg Sievert



Walter Gowans



Mark Hoffmann



Mark Iceton



John Johnson



those who won People's Choice honours at the display day. If you didn't attend the lunch this year, it's highly recommended and we hope to see even more people next year - especially some of the new members!

### Year-end BBQ 1st December

In keeping with our tradition, the December night meeting was held at Voldat Automotive in Moorabbin. We had a good turn-out of members including several new members - good to meet you!

Thank you John Johnson for

hosting and organising the food. Many of us lingered into the evening until the mozzies got the better of us!

### Voldat Safety Check Day 18th December

The final event of the year, also held at Voldat, was the safety check. Much to the dismay of the 2 Marks and John, the event was publicised with an 8AM start (sorry guys - maybe 9AM next year?) Some early-risers were there to get at the front of the queue to put their cars up on the hoist, with Mark

Richardson and John giving the cars a good look-over to spot any issues (including loose suspension, leaks, rust, etc.) Mark Iceton also helped out big time with moving cars, clean-up

<-- The club BBQ trailer sizzling away as members waited for a feed

<-- John's workshop nice and clean for the BBQ (Mark Iceton's handiwork?)

Mark & John inspecting Mark Hoffmann's 240 -->

Gerard Gowans & John with Gerard's 760 (bottom right)

Wall-to-wall Volvos in front of Voldat for the Safety Check day (pics below)

and topping up the oil (if you didn't mind having it poured all over your engine!) As always, John was able to help out those of us who needed a few new or pre-loved parts for our cars at reasonable prices. Thanks - a great way to see out the year 2010!



Mark Iceton was moving so fast he was hard to catch on camera!





# VEHICLE PROFILE

by Robert Bakker

VEHICLE : **122S (1969)**

OWNER: **Terry Carey**

TYPE: **133342 S**

COLOUR: **46 (red)**  
**Upholstery 430 595 beige**



Terry Carey is the recent buyer of this edition's profiled vehicle.

Terry acquired this car early in 2008, not long before the Toowoomba Rally, where he showed her.

The car had belonged to Ron Howarth, who had restored the car in the 90's to a very high standard. He had sold it to a young lady, who owned it a short time before its alluring red duco attracted him to it. It had not suited the lass as a daily driver, but now is in more loving hands.



She now sports the "superlight" mags, and has undergone some minor body touch-ups whilst in Terry's care. He has also rebuilt the front suspension and had the components powder coated, which helps give the engine bay in this car a real "showroom" look to it.

Terry is not sure of the exact spec of the engine. It may have a slight "cam" as she idles with some aggression. It sounds good though. She has the usual M40 gearbox with spindly gear lever.



In the future, Terry would like to redo the rear suspension to a similar standard. Please note Terry, it is a bit harder to look at the rear than the front though! He would like to have this completed before our Armidale Rally, so no doubt there will be another car to a very high standard on display at the Show n Shine.

Terry is a true Volvo enthusiast. He still owns his 242GT, and actively participates in club outings. It is inspiring to see this sort of enthusiasm in our members.



# 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!

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



**PRICE REDUCED to \$800!** Reluctant sale due to fleet rationalisation. VIC. Contact Mark Icton 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)

**1970 P1800E** (gunmetal grey 102). Excellent condition, with just a crack on the dash and drivers seat leather and Pirelli seat webbing needs repair. Otherwise great paint, new brakes, stainless exhaust and no rust. The car is located in Bowral but will be in Manly, Sydney at end of October 2010. Car has 12 months Queensland rego. Buyer would be responsible for blue/pink slip and rego transfer. Phil Clarke. M: 0407705606. E: [cpclarke@gmail.com](mailto:cpclarke@gmail.com)

**1980 242GT Group A replica race car.** 940 Turbo Engine, Group A spec Garrett T3 turbo, Wolf 3D ecu, Porsche turbo injectors and 242gt camshaft, (works quite well with this set up). 40lt alloy fuel cell, alloy surge tank, Holley blue lift pump and VL turbo main pump. 4 Speed Gearbox / Lightened flywheel with Exedy h/d clutch. 3.9 locked diff (welded). 2 Pack industrial white paint / Nordica



replica stickers. Plus heaps more...(too much to list in magazine - see web site). Price: \$12000 or call to discuss. The car is in Shepparton, Victoria. Contact Phil 0400 337 001

**2005 S60R** auto, 95,250 km. Silver with Nordic blue interior. Full service history



and all books. Vic rego to 8/2011. Built 3/2004 Aussie plated 3/2005 first reg 7/2005. Just did 90,000km service + front brake pads. Overall condition looks very good, no signs of being damaged / repaired. Customer is I believe the second owner. Looking at asking price of \$24,990. (Price below other R's out there as customer is looking for XC90 because extension of family! Contact Mark Richardson 0403 814 545

**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, prefect 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

**1974 164E** (NSW rego MS 377) Automatic, white with light blue interior, 100,300 km, one mature lady owner since new. Starts and runs well. No modifications of which I am aware. No major damage – front guards and bonnet have been resprayed due to super market scrapes. A/C has been

upgraded to R-134a refrigerant, but I am told it needs to be re-gassed because she never used it. 5 good radial tyres.



Original steel wheels with hubcaps and wheel trim rings (some damage). Good quality blue seat covers on the seats. Virtually always garaged & serviced religiously by Volvo mechanics. To be sold with NSW registration until May 2011. \$3800. Inspection and/or pickup is in Berowra Heights, on the northern edge of Sydney. Contact Colin via this email address [cchunter@netspace.net.au](mailto:cchunter@netspace.net.au), or 02 9456 1121 or 0408 965 378

**1971 142S** (ACT rego MY 142). It is not original, but I have the original parts. Manual, registered, seats have been covered since new. 14-inch mag wheels with Michelins & locking nuts,



2x 45 mm twin choke Webers, 100-watt headlights, Moto-Lita leather steering wheel, air horns, electric radiator fan, rebuild ignition barrel. Still needs some minor work, but unfortunately, we are moving & I have to let it go - to a good home. I have spent quite a bit of money on it (including 2-pack re-spray at \$5k) but realise I will not get it all back. Chris Brown 0407 484 424

**1988 240GL** (yes, I finally got around to removing the supercharger and putting everything back to original). Silver with black cloth interior. Car is in excellent overall condition - runs and drives well with the 5-speed manual transmission and gets around 10 L/100 in town/traffic and 8 L/100 on the freeway. Car has never let us down! Approx 290,000 km. Extras include late 240GLE cross-lace



alloy wheels, tinted windows, front power windows, larger sway bars from late 240 wagon, front Kings lowering springs and ipd braided stainless steel brake flex hoses & HD plug wire leads. Extensive receipts and service records (we've owned the car since January 2000 and have over the years replaced



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all suspension bushes, shocks, brake rotors and pads, all belts and hoses, water pump, timing belt, crank seals, air mass meter, steering rack, etc. Realistic price of \$1800. If not sold by the end of Jan I most likely will be pulling the 5-speed manual out to use in my wagon and swapping it with an automatic, so if you're put off by a manual transmission, let me know and we can work out a deal. Phone Greg 03-9397-5976 (AH)

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

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

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

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

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

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

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

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

DVS Volvo 850 & P1 x70 aluminium checkerplate sumpguards. Suit 850/C70/S70/V70 cars from 1993 to 2000. Bolt up to the subframe rails using machine screws supplied. Pre-drilled holes for the machine screws and an opening for the sump plug. \$215.00

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

### VP Tuning Updates:

TME/Simons exhaust/downpipes - we still have some of the 850/X70 turbo kits. All of the 850 kits are now TÜV certified, meaning they are approved to be sold worldwide. For up-to-date price or to reserve your kit please give us a call. From our recent o/s trip to Europe we have collected some very nice Volvo model cars. Couldn't buy everything of course but if there is one you are after give us a call. Mark Richardson, VP Tuning 0403-814-545

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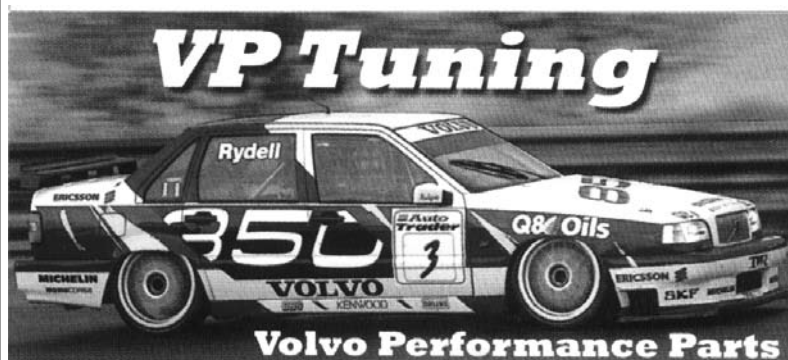
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<b>New South Wales/ACT</b>					
Trivett Volvo	75-85 O'Riordan St	Alexandria	NSW	2015	02 8338 2147
Alto Volvo	387 Pacific Highway	Artarmon	NSW	2064	02 9412 7555
Trivett Volvo Parramatta	70-72 Church St	Parramatta	NSW	2150	02 9841 4127
Peter Warren Volvo 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 submitted by Lance Phillips, with re-touching done by John Ware. Philip Perkins' 122S at Motorclassica in Melbourne.



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