

# ROLLING

**AUSTRALIA #196**

**May/June 2011**



**VOLVO CLUBS MEMBER MAGAZINE**



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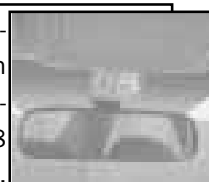
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# ROLLING AUSTRALIA

May/June 2011, Issue No. 196

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 June 2011**

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## CONTENTS:

- 2 VIC Calendar of Events
- 3 President's Prattle & 242GT/262C Register
- 4 The Editor's Desk: *Petrol-free motoring at last!*
- 5 Membership & Treasurer's Report
- 6 Birth Notices: *Congratulations - it's a Volvo!*
- 7 Volvo Club of Victoria Events Coverage
- 16 240/260 Register: *Club Display Day*
- 18 Brickbats & Bouquets: *No car is perfect Part 10*
- 20 Volvo 1800/120 Club Australia Pages
- 22 Vehicle Profile: *Neil & Jenny Summerson 123GT*
- 26 Volvo Club of NSW Pages
- 28 Targa Tasmania: *Legs 1 & 2*
- 36 August "Return of the Saint" event entry form
- 38 Volvo Club of South Australia Pages
- 40 Volvo Club of Queensland Pages
- 41 Volvo Australian Dealer Listing

Classified Ads: *Cars & Parts - will return in the next edition as I couldn't fit it in this time around!*

All recent ads have been uploaded to [www.volvovic.org.au](http://www.volvovic.org.au)

**NOTE: The July/August magazine will be a National Rally special edition with full-colour spread sponsored by the 1800/120 Club. Please get your national rally pics/stories to George Minassian or Greg Sievert ASAP for inclusion in the mag! ABSOLUTE DEADLINE 10th JUNE!!**

**ON THE FRONT COVER:** Photo submitted by Mark Hoffmann of his 240GLE. Special effects and lay-out by John Ware.

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# Volvo Club of Victoria Events Calendar

For the latest updates/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.

## **NOTE RE: 2011 NIGHT MEETING**

**VENUE** - Reminder that the tennis club is being renovated. The new Night Meeting Venue is the Saxby Road Pavilion, Dorothy Laver Reserve, Saxby Road, Glen Iris (Melways 59K10).

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

8:00PM Night Meeting - venue **Saxby Road Pavilion**. We'll have a photo presentation of the National Rally as well as the Display Day.

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

**National Motoring Heritage Day**. To celebrate NMHD, the AOMC has organised a Cavalcade of Transport - a drive to Yarra Glen Racecourse. Entry is by gold coin donation, with proceeds to be donated to fire-affected regions. See web site for departure points: <http://aomc.asn.au/nmhd11.htm>.

### **JUNE 1st (Wednesday)**

8:00PM Night Meeting - venue **Saxby Road Pavilion**. Guest Speaker Robert Barber (Dealer Principal - Altitude Volvo).

### **JULY 6th (Wednesday)**

8:00PM Night Meeting - venue **South Camberwell Tennis Club (pending completion of renovations)**. Guest Speaker Craig Williams from Lumley Special Vehicles insurance.

### **JULY 10th (Sunday)**

Gippsland Vehicle Collection Presents the 1970s Vehicles Open Display Day. 10:00am - 3:30pm 1a Sale Rd. (Cnr Railway Pl.) Maffra Discounted Museum admittance: \$5. Great opportunity for a longer drive for those with 1970s Volvos, but all years are welcome!

Due to space limitations in this edition, there is no membership form printed on the last page. A printable on-line application form is available at [www.volvovic.org.au](http://www.volvovic.org.au)

Or, contact the Membership Secretary, Greg Sievert  
PH: 03-9397-5976 (AH) or email [greg.sievert@gmail.com](mailto:greg.sievert@gmail.com)

### **JULY 15th-17th (Friday-Sunday)** **CVMCE Batemans Bay to Bermagui Run (NSW) [Event Coordinator is 1800 club member Roger Pearson]**

- Friday welcome drinks/nibbles and registration
- Saturday display, Run to Bermagui & lunch; Gala Presentation Dinner
- Sunday brunch & local touring

For more details visit the CVMCE web site at <http://www.cvmce.org.au/BtoB2011> or contact Roger Pearson on 02-4471-2778

### **AUGUST 3rd (Wednesday)**

8:00PM **Annual General Meeting, election of new committee, free pizza dinner at 7PM for all club members**. Come along and join the fun, and maybe even put your

hand up to help out as a committee member of office-bearer.

**AUGUST 21st - NSW club "Return of the Saint" event at Eastern Creek International Raceway**. Full details/registration form on page 36-37 of this edition.

### **SEPTEMBER 7th (Wednesday)**

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

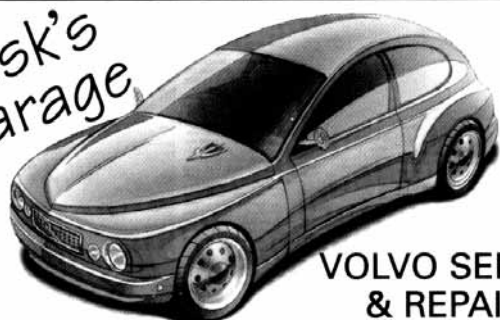
### **SEPTEMBER 17th (Saturday)**

9:00AM **Club Dyno Day at G&D Performance**. \$45 per run if we get over 20 cars. Contact Mark Icton 0434-897-144 [miceton@iprimus.com.au](mailto:miceton@iprimus.com.au) for info. Full details next mag.

**SEPTEMBER 25th - Bay to Birdwood Classic, Adelaide Hills** (see SA club section for more details). Open to cars 25+ years old.

Magazine printed by club member Rick Robey @ Fairkote:

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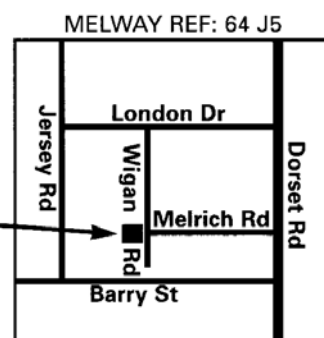
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# President's Prattle

LANCE PHILLIPS

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Well, after being shifted around during the flooding we were back to Saxby Rd for the April meeting where we should reside for a few months.

**Liquid Intelligence:** Our guest speaker for March from Liquid Intelligence enlightened us on high temperature synthetic "waterless" coolant mainly suited to older cars without pressurised systems. It would also be good for anyone rebuilding their engine and filling their system for the first time.

Another product was ZDDP [Zinc Dialkyl-Dithio-Phosphate] which is an oil additive that was used to help lubrication between lifters and camshaft. It has been removed from modern oils by order of EPA as minute quantities being burnt in the exhaust damaged catalytic converters. Therefore it is not a bad idea to re-introduce it to oils for the older models without catalytic converters. Another product was Dot 4 Green & Blue quality brake fluids. Check out the site: [www.liquidintelligence.com.au](http://www.liquidintelligence.com.au)

The Dyno Day was quite successful with cars from the Volvo and Peugeot Car Clubs making up the numbers. Thanks to Mark Icton for the organisation and for another one being planned later in the year (see events calendar). I was a bit disappointed in power figure for the S60 AWD; for whatever reason it seemed to be low so something may have been

causing confusion between the AWD and the dyno – never mind.

The Historic Race Meeting at Phillip Island was also a successful Club event over the 2 days. I would like to thank all those who participated. John Johnson's 1800S had a prime location in the shed with a marvellous selection of classic cars of all descriptions. The racing was excellent as well.

On the sick list is Rod Patton who had a stroke but is recovering well and he thanks everyone for their best wishes for a speedy recovery. Unfortunately he won't make the National Rally in Armidale.

The RACV Classic [formerly British & European Day] will have been held by the time you read this. In addition to being the club's annual display day, It will also be a celebration of the 50th Anniversary of the 1800 Series starting with the P1800 in 1961 and finishing with the 1800ES in 1973. Full details of the day are on the following pages.

As I write this I am awaiting the post or courier with the club's new car stickers – a tense moment to see if they turned out as hoped! *[They turned out great - see purchase details on page 5. Ed.]*

I would also like to thank Robert Barber of Altitude Volvo for the offer of a car for the RACV Classic this year. We appreciate the support of All the Volvo Dealers and in turn we try to promote the marque where possible. Silverstone Volvo kindly supplied a car for the last few Classics which we appreciated. Robert will also be our guest speaker in June to talk on his experiences in driving an XC90 to the Himalayas which should be very entertaining.



## 242GT and 262C Register

The Register has had some new additions in the last few months including Rhys Nolan from New Zealand with recently acquired 1980 model.

It is interesting to look at chassis numbers and engine numbers [some may think that is a bit sad] but that is part of looking after the Register. I was given an engine number and chassis number recently from Stephen who is selling his current GT. He had previously owned another GT which just happened to be 70 different on the Chassis & Engine numbers.

I believe David Caligari has had his Lexus V8 conversion engineered for registration so we look forward to seeing that car out and about –not your average 242GT!

Heino & I took our GTs and Mark Icton his 262C for a run down to Phillips Island to clean out the cobwebs. Another GT owner, Kevin Allen and his wife Christine from NSW were down for the races and the AGP the following weekend although he was driving his 850T5 this time but they were a part of our display which was good. Other 262 owners who were driving one their "other" cars were Len Ward, Kevin Holden and John Johnson.

That is about it for now.

Lance Phillips



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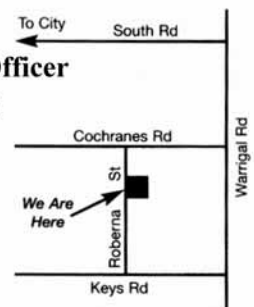


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# The Editor's Desk:

## *Petrol-free motoring at last!*

GREG SIEVERT

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As most of you know, Wayne and I have been in the process of converting a 1993 240GLE wagon to an EV. The project started in August 2008 when we ordered our motor controller, and we purchased the donor car a couple months later. In January 2009, I began removing bits that would no longer be needed (eg. petrol tank, exhaust, fuel lines, radiator...the list goes on) and also removed and sold the original B230FX engine. Over the next 11 months, we continued to order the necessary items for the conversion including the "WarP 9" DC electric motor. Early in 2010 we brought the car back home (on a trailer of course since it had no engine) and I began work on fitting the electric motor and 4-speed manual transmission. In mid-2010, we ordered the batteries, and when they arrived in October, I began work on the "big project" of designing and fabricating the battery box. (This is why I didn't attend any of the club events in January!) The battery box was completed in mid-January of this year, and the remaining ancillary systems and wiring took another several weeks. We took our first test drive on the 5th of February. Yes, we had the EV grin, but we were also stressed out because the acceleration seemed very sluggish and the controller got pretty hot. Turns out Wayne had to adjust some of the computer settings (you hook it up to a laptop to adjust the parameters), and we fitted the

controller water cooling system, and all fears were relieved.

There was still a lot to do, and the self-imposed deadline of completing the car and having it signed off by the VASS engineer before our 3rd April Display Day was coming up fast. Fortunately the engineer was able to come out and view the car about a week and a half before the display day, and he only requested a few minor changes to approve the car for road use. Once we had the engineer's certificate in hand, it was just a matter of driving the car down to VicRoads and having the description changed from "petrol" to "electric", the seating capacity reduced to 2, and the new engine number and tare recorded and printed on a new rego label...and we did this only 4 days prior to the Display Day - nothing like cutting it close.

So, what's it like driving an EV? The most obvious difference is the lack of engine noise. With the windows up, you can only hear a bit of motor whine when the revs get up around 3500 rpm, and there's the slight hum of the DC/DC converter fan (which is located in the glove box). I turned the radio on once, but turned it off again as it spoiled the ambiance! One of my work colleagues who rode in the car likened it to riding in a much more expensive car (think Rolls Royce!) due to the lack of noise. Because the electric motor has so much torque, driving around town (up to



60 kph) is done in 2nd gear. There's no clutch, so when you come to a stop, you just stop. The motor stops too - it doesn't "idle" like a petrol car. When you're ready to take off, you just push the pedal and go, just like an automatic. To shift, you just ease the lever from 2nd to 3rd once you hit about 60 kph) and you

can then go up to speeds of 100 kph. For continued driving on the freeway, you ease the gear lever into 4th gear. It's fine to take off in 3rd gear, but this does draw more current so it drains the battery a bit faster, and the acceleration is a bit slower than taking off in 2nd gear.

How far can you go on a full battery charge? We've found that in normal commuting (mainly 60 kph with traffic, and some stretches on the Westgate up to 80 kph) the range is 60-70 km, and that's with 30% "reserve" left in the batteries. It's not recommended to draw the batteries down too much as it can affect their lifespan. If you treat them nicely, the batteries should last up to 3000 charges (which would be about 11.5 years if we charge 5 times per week). I've been driving the car to work every day since we got the car on the road. My total daily commute is 23-27 km depending on the route taken. In the evening, I plug the car in to the 15-amp power point we had installed in the garage. In 3-4 hours, the battery is fully charged and ready for the next day's commute, using about 6 kWh of electricity (depending on the length of commute and how aggressively I drove that day!) We have solar panels on our house that generate an average of 5.9 kWh

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**Greg & Wayne with the EV**  
(Photo: Gerard Gowans)

daily, which would equate to about 23 km of driving, 365 days of the year (nearly 8400 km). Overall, this is a lot more than my annual usage (commuting 48 weeks at 25 km per day is only 6000 km), so our solar panels are providing 100% of the power required to commute, plus the excess goes towards our household electricity usage. A word of caution - if you have an EV and don't use "green" electricity, the CO2 created by the charging of the batteries will be almost as much as the CO2 produced by a similar petrol car due to Victoria's use of brown coal in the power stations. Another interesting (or boring?) fact is that a litre of petrol contains about 9.7 kWh of energy. Doing the sums, the eVolvo is getting the equivalent of about 2.5 L/100 km "petrol equivalent" fuel economy. Given the car's weight, performance and driving style are the same as before the conversion, it goes to show that the electric motor and batteries are much more efficient than a petrol engine (that used about 11 L/100 km on the same commute). In the future, if batteries improve and can store the same amount of energy as a 60 litre petrol tank, we'll be set.

Are we happy with the car? YES! The acceleration exceeded my expectations (and feels much better off-the-line than the original car), and the range is spot-on what Wayne had predicted. The weight came in at 1450 kg (about 50 kg heavier than the original car with a full tank of petrol) and fore/aft distribution is 47% front, 53% rear (slightly better than I had expected). It's been fun to explain the car's features to those who have seen it, and we appreciate all the positive comments and feedback we've received. I even took Richard Marshall - Director of Environment at GM Holden - out for a spin and he seemed impressed

(I think he expected the car to be a battered-up old Volvo wagon, so the car's clean condition helped!) Now, the question everyone asks (or is afraid to ask): how

much did it cost? At about \$30k all up (including original car and pretty much every nut, bolt and washer purchased - we kept good records), it was much cheaper than any of the currently-available EVs (the Castlemaine-built Blade Electron - which is a converted 2-yr old Hyundai Getz - \$49.5K, or the Mitsubishi iMiEV - \$60k+ and not yet available to the public in AUS) and most hybrids. Of course, we did all the labour, so if you were having somebody else convert a car for you, it probably would cost a lot more. Unless something drastic happens, we fully expect to be driving this car for the next 25 years!

So, what's next on the project list? Ask me in a few months once I've had some R&R and time to think about it. The EV project was monumental compared to anything else I've tackled on a car. At the moment, I'm just happy to drive silently into the sunset!

Regards,

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

## WELCOME NEW MEMBERS!

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

**Norm & Sue Scholz (164E)**  
**Ian & Rhonda Hurst (1800, 122)**  
**Stanley Klemme (P1800S)**  
**Stephen & Rachael Barrand (242GT)**  
**Simon Wood (440S)**

As of April 2011, the club has 190 members, with 12 having outstanding membership payments due. Note you should receive a

renewal form in your magazine when your membership is due to expire. There's also an expiry date on your mailing label on the back of the magazine. Payment can be made by cheque, cash (at the night meeting) or direct deposit (details on the renewal form - be sure to include your member number and name on the direct deposit memo). Your new membership card will be posted out with the next magazine following receipt of your renewal payment.

Remember, if you have a car on Victorian club (CH) plates, it's important to keep your membership current. 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.

## NEW CLUB STICKERS!

Thanks to our president Lance Phillips' efforts, we now have the new club stickers available for purchase.



They are highly-detailed "3-D effect" stickers with the clear polymer "bubble" on top, and look great on the back window of your car (or on your fridge, notebook computer lid, etc.) See colour photo on back of this edition of *Rolling*. Size is 65 mm in diameter approx. Prices are as follows: \$4 each, or 3 for \$10, or 4 for \$12. Stickers are available for pick-up at the night meetings, or can be posted for \$1 extra regardless of quantity. Lance is handling the sales, so please see him at the meeting or contact him on 03-9707-2724 or via email lancephil@bigpond.com

## TREASURER'S REPORT

ADRIAN BEAVIS  
0402-203-437 (AH)

Bank balance at 17 April 2011: \$2,635.08. Due to the incident with the financial software, all data will have to be manually entered into an Excel sheet to provide to our



accountant Jim Dix for the year-end financial report. Any questions, please contact me.

Adrian Beavis



## BIRTH NOTICES: CONGRATULATIONS! It's a Volvo...

### MARK ICETON'S 121 WAGON

Mark was looking for something to drive to the Bay to Birdwood Classic in Adelaide later this year, and when Greg brought the forlorn 121 wagon up to Mark's for storage, it was love at first sight. The car is structurally and mechanically sound, but needs



a lot of TLC. Mark is hoping to have it done up and ready for the B2B - good luck Mark!

### KEVIN & ANN HOLDEN'S 940GLE

Kevin and Ann heard that Peter was looking for a new car (see story



below) and pounced at the chance to get Peter's immaculate burgundy 940GLE. The car is ANN'S car, not

Kevin's, but Ann was gracious enough to let Kevin bring it to the Display Day where he took 1st place in the 7/9 class this year. Now all that remains is to change the number plates, right Kev? KH-940, er, I mean AH-940!

### PETER HOFFMANN'S S80 V8

As most of you will know, Volvo acquisitions and disposals within the Hoffmann stable are rare occurrences, given that we nurture our cars and keep them for a long time, so it was with much fanfare and excitement that Peter welcomed his new S80 V8 AWD to the fleet in late March to replace his faithful 940GLE of thirteen years.

A 2007 model, the first of the current series and the top of the range, the S80 is only Peter's third Volvo in 32 years, and assuming its high technology and vast complement of features and gadgetry stand the test of time as well as the earlier models

he's owned, it will probably be his last. From what I can tell it's certainly an inherently solid and beautifully-built and finished motor car in the fine Volvo tradition, so in that respect it's likely to provide Peter and Gudrun with many years of safe and pleasant

motoring enjoyment in their retirement.

After mum's gorgeous S40T joined the family in 2006 and essentially re-defined Volvos for us, Peter still vacillated about replacing the 940 as it was faultlessly reliable and he insisted that he would never wear the car out. More recently, however, he has spent in excess of a year searching for the right "modern-generation" Volvo to update to, and in the process looked at S60s, V70s and finally settled on the current-shape S80 as the most desirable update for himself, the first examples of which have now depreciated enough from their new car price to make them affordable - just. Whilst Peter's "head said V70", for the practical carrying capacity those cars offer when he might need it, his "heart said S80" as the ultimate luxury

sedan. And when mum sat in the demo S80 in the showroom at the Volvo dealership, she insisted that it had to be nothing else!

The search was a long and frustrating one, and on occasion Peter was heard to be stomping through the house crying "I want my S80 now!", as too few were appearing on the second-hand market, and most of those were dealer cars listed at inflated prices. There were even some dark days where a defection to Mercedes was considered! Although Peter has always loved the idea of a V8, that was said to be something for "another lifetime", and his preference was for the D5 diesel S80, or alternatively the T6 turbo petrol model. As such, he customized his online search in the classifieds to avoid the V8s, and it was in fact I who spotted the car he ended up buying during some idle searching on the Carsales.com.au website.

I recall that the car in the advert was local and seemed to tick all the boxes but there was just that pesky matter of the big motor, deemed too powerful and too thirsty, and when I told dad that I'd found the perfect car for him with one little catch, he even refused to look at the advert! Fast forward a week or so and curiosity mixed with frustration lead to a phone call, then an inspection, and the



rest, as they say, is history. To cut a long story short, the car was virtually faultless inside and out, laden with extras including sunroof, parking sensors and beefed-up brakes, a good colour combination inside and out, keenly priced, and ultimately too good to refuse. The fact that the owner, who had intended to keep the S80 for an extended period but had received a company car and thus had a genuine reason for the sale, turned out to have been a colleague of Peter's in the airline industry some years ago, only served to grease the wheels of the transaction.



Peter with the 940GLE (left) and the new S80 V8 (right)

I've driven the car and it certainly represents a pinnacle of Volvo engineering and refinement. A distinctly V8 exhaust note burbles from the twin tailpipes, but inside it's silent and silky-smooth and only unduly calling upon the car's ample reserves of power would hint at the potency under the hood, which is the way it should be for a luxury sedan. Stepping up to it from an older-generation Volvo is somewhat

of a culture shock as there is comparatively little travel in the accelerator pedal and the car will shoot off the mark and easily get away from the unwary! The interior is luxurious and stylish yet functional and unmistakably Swedish in its uncluttered minimalism and use of quality materials. It includes Volvo's now ubiquitous floating centre console, beautifully done on the S80 in a triumph of style and refinement, and a good step forward from the previous S80 series. The same applies to the body shape where those controversial taillights have been nicely reworked as have other style elements without departing fundamentally from the basics, and the frontal styling is clean and modern and shared with the current V70 range. In true Volvo fashion, it's an evolution rather than a revolution. I'd better leave my observations at that, lest this become a drawn-out motoring review article. Suffice to say it's a big, beautiful and capable car, and Peter loves it. As for that motor, it's efficient and refined and not huge in capacity compared with other V8s out there. Apparently it's also slightly more economical than the T6 engine, and



when driven conservatively and sensibly, as it always will be, not unduly high in consumption. It's just nice to know that the power is on hand should it be required, plus it gives dad a warm and fuzzy feeling to know that there's a thumping V8 there! So I'm told, anyway, as I can't see myself driving it too often.

Some essential genuine accessories such as a boot liner tray, rubber floor mats and headlight protectors have since been procured from Volvo, and Peter, armed with a vast suit of car care products, has been methodically working his way around and through the car to clean, polish, and condition it back to a better-than-new standard of appearance. It looks better each time I see it.

Things are indeed all about the S80 at the Hoffmann's at the moment, and I tell dad that I hope he never forgets who found this car in the classifieds for him. He says he will think of me every time he tanks up with petrol!

Mark Hoffmann, April 2011.

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# VIC Events Coverage

## Dyno Day - G&D Performance 19th February 2011

A big thank you to the team at G&D Performance in Dandenong, and to Mark Iceton for organising. We had over 20 cars (including the Volvos, Peugeots and a few others)

so were able to get a good price for each dyno run. See



attached results for the Volvos, which were unfortunately put to shame by a Peugeot 505 with the PRV V-6 engine (albeit with twin turbos) that put out a whopping 254.3 kW.

The best Volvo of the day was Mark Iceton's 850 T5-R manual at 158.3 kW. Mark is looking at organising another day later in the year, and the Saab club are also proposing one (watch the web site for info as it may be sooner rather than later!) The shop at G&D was



Volvo Dyno Results		Expected	Actual
Name	Model	kW	kW
Greg Dack	240GL auto	55.0	52.0
Alex Dack	360 manual	45.0	54.3
Greg Sievert	240GLE auto	50.0	55.2
Lance Phillips	S60T AWD auto	?	75.0
Dion Nowatzky	V70T auto	120.0	112.8
Robert Susanj	740 Turbo manual	100.0	118.0
Alex Isaac	740 Turbo auto	130.0	130.0
James	740 Turbo auto	117.0	130.0
Mark Richardson	850 T5-R manual	150.0	141.9
Mark Iceton	S70 T5 auto	130.0	153.0
Brendan Griffin	V70R AWD manual	120.0	154.7
Heino Nowatzky	V70 T6 AWD auto	160.0	155.5
Elliot Libling	850 T5-R manual	158.0	157.0
Mark Iceton	850 T5-R manual	140.0	158.3



Club president Lance Phillips giving the S60 a final pre-dyno check-up

very impressive, and they had some incredible engines and cars that they had built up. There were a couple VE Commodores with twin-turbo V8s, and an immaculate Nissan GT-R engine on a stand. Thanks Alex Isaac for providing additional photos. For more information about G&D Performance, check out their web site [www.gdperformance.com.au](http://www.gdperformance.com.au)  
Greg Sievert





## PHILLIP ISLAND FESTIVAL OF MOTOR SPORT

The weekend of the 18th – 20th March saw an influx of motoring enthusiasts descend on Phillip Island Race Circuit to watch racing cars from the 1900's to the 1980's



entertain the crowd.

As part of the weekend an invitation was sent out to Car Clubs to participate in "The Shannon's Walk" which is a display of Club Cars along the front straight. This was a prime location to watch the racing.

The Volvo Club of Victoria accepted the invitation to participate on the Saturday and Sunday. We were allocated passes and windscreen stickers allowing car and driver free admission plus half price tickets for passengers. This was a great deal especially for members like Kevin



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Holden who went for the 3 days.  
Others opted for either day.

When we arrived on the Saturday morning to peg out the site for the weekend Walter & Gerard Gowans had picked a perfect position at the beginning of the front straight which also allowed viewing across the track so we pegged out the club bunting.

John Johnson had been invited to display his 1800S in the Shannon's "shed" under cover for the weekend along with other Classics like Astons, Mustangs, and Race cars, Torana Xu1s, Ferraris and Falcon GTs.



The weather was great for both days as sun and wind burn was the proof. On the Saturday, a club member from NSW, Kevin Allen and wife Christine in their 850T5 were directed to our site much to their surprise but they appreciated the view as well. Participants on the Saturday were:

Walter & Gerard Gowans – 1800E



Heino Nowatzky & Chris – 242GT  
Mark Icton & Dion Nowatzky – 262C

Lance Phillips – 242GT

Kevin Holden – 240GL

Peter Collard – 240GL

Simon & John Barnett – 122S

Kevin & Christine Allen – 850T5

On Sunday were:

Kevin Holden – 240GL

Len Ward – PV544

Phillip Perkins – 122S

Chris Perkins – 122S

Thorben Hughes – 240GLE

Kevin Allen – 850T5

All in all it was a great weekend with fantastic Historic Racing, great display of Club cars and vendors selling all things motoring.

We look forward to being invited next year.

*Lance Phillips*

*Photos: Gerard Gowans, Heino Nowatzky and Lance Phillips*

### **RACV Classic Showcase - Volvo Club of Victoria Display Day 3rd April 2011**

With this year's display day being quite a bit later than last, the weather was cooler and overcast, which probably made for better photos as well as a more comfortable environment. As usual, there were hundreds of classic British and European vehicles of all types, makes and models. The Volvo Club members did us proud with a nice display of 39 cars, including the brand new S60 T6 provided by Altitude Volvo Cars (driven by club president Lance Phillips). It was good to meet several new members who joined up on the day, and also several who had joined the club earlier in the year. John Johnson put on an impressive display to celebrate

50 years of the P1800, and we had nine 1800s on display (a great effort and more 1800s than we've seen in recent years at the club's display day). John's ST1 took out 1st place in the 1800 class (with Gerard Gowans in Walter's 1800E coming 2nd). John also took out the Master Class as voted by the guest judge Iain Ross, AOMC President.

New student member Simon Wood displayed his 440, providing a bit

of competition for Gudrun and her S40. Wouter Spijker brought his 1800ES that has been fitted with electric power steering (which makes for much easier parking as the car is his daily driver). Good to finally see Andrew Jackamos' green 164, which pipped Fiona's beauty Ruby, the 164E. The Hoffmann family were winners as usual, but unfortunately Mark's gold 740 wagon was beaten out for first place in the 7/9 class by Kevin Holden driving his wife Ann's new 940 (the ex-Peter Hoffman car!) In the modified class, Greg & Wayne's newly completed battery-powered electric 240GLE wagon



drew a lot of interest, with Greg giving silent thrill rides around the park at the end of the day. On the other end of the modified spectrum, we had David Caligari's Lexus V8-powered 242GT (dubbed the 282GT 4.0) which would be a different kind of thrill to drive all together. The rare 121 wagon (which Mark Icton has on "lay-by" from Greg) made its club event debut, and will hopefully be spruced up and driven by





**VOLVO CAR CLUB OF VICTORIA INC  
RESULTS OF PEOPLE'S CHOICE VOTING  
ANNUAL SHOW AND SHINE  
SUNDAY 3<sup>rd</sup> April 2011**

**P1800 Class:**

- 1<sup>st</sup>: ST1 – John Johnson – P1800S White  
2<sup>nd</sup>: 06474H – Gerard Gowans – P1800E Blue

**120 Amazon & PV Class:**

- 1<sup>st</sup>: CH1844 – Philip Perkins – 122S Grey  
2<sup>nd</sup>: 05586H – Chris Perkins – 122S White

**144/164 Class:**

- 1<sup>st</sup>: WBY129 – Andrew Jackamos – 164 Green  
2<sup>nd</sup>: 04948H – Fiona Hitchcock – 164E Ruby Red

**242GT/262C & 242 Series Class:**

- 1<sup>st</sup>: AUS262 – Doug Miller – 262C Gold  
2<sup>nd</sup>: 02823H – Dion Nowatzky – 242GT Silver

**240/260 Series:**

- 1<sup>st</sup>: 03961H – Thorben Hughes – 240GLE Red  
2<sup>nd</sup>: KMS222 – Kerry Severino – 240GL Green

**740/760 & 900 Series Class:**

- 1<sup>st</sup>: PH940 – Kevin Holden – 940GLE Burgundy  
2<sup>nd</sup>: FNL883 – Mark Hoffmann – 740 Wagon Gold

**Small Volvos 300/400 & S/V 40:**

- 1<sup>st</sup>: GUDRUN – Gudrun Hoffmann – S40T Grey  
2<sup>nd</sup>: NGD440 – Simon Wood – 440GL Red

**850 & Later Class:**

- 1<sup>st</sup>: VAG617 – Peter Hoffmann – S80 V8 Oyster  
2<sup>nd</sup>: AT5R – Mark Richardson – T5-R Yellow

**Modified Class:**

- 1<sup>st</sup>: VEV240 – Greg & Wayne – 240GLE EV Wagon Blue  
2<sup>nd</sup>: DC277 – David Caligari – 282GT 4.0 V8 Silver

**Encouragement Award: Selected by Club President**  
Chris Perkins – 122S White

**Most Typical Volvo: Selected by Club Committee**  
Simon Barnett – 144S – Green

**Master Class: Guest Judge Iain Ross, AOMC President**  
John Johnson – P1800S White

Mark to the Bay to  
Birdwood event in

Adelaide later in the year. Thorben's  
lipstick-red 240GLE with matching



**John Johnson**



**Gerard Gowans**



**Philip Perkins**



**Chris Perkins**



**Andrew Jackamos**



**Fiona Hitchcock**



**Doug Miller**



**Dion Nowatzky**



**Thorben Hughes**



**Kerry Severino**



**Kevin Holden**



**Mark Hoffmann**



**Gudrun Hoffmann**



**Peter Hoffmann**



**Mark Richardson**



**Simon Barnett**





Wayne Bowers



David Caligari



Ben & Tina Winkler

with Philip in 1st place and son Chris in 2nd. Chris was given the President's Encouragement Award for all the work he's put in on his cars, and he also received the "Robert Shannon

wheels took out 1st place this year, but Kerry Severino's immaculate 240GL was nipping at Thorben's heels coming in a close 2nd.

Father & son team Philip and

Chris Perkins had an excellent showing in the PV/120 class,

Award" for a young restorer on the day as a young person furthering the hobby. Simon Barnett received the award for "most typical Volvo" on the day with his well-loved green 144S. The number and variety of



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newer models this year made it difficult to pick a winner as they are lumped together in the "850 & Later" class, with the number of votes separating the pack most likely determined by people's personal colour and/or model preferences. Brian and June Beecham's C30 T5 was looking as fine as ever! Not forgetting the 242GT/262C class, Doug Miller's 262C took out 1st place again this year, with Dion Nowatzky's unique 242GT with colour-coded bumpers and a number of Volvo-installed upgrades taking 2nd.

Once the voting forms were in, we fired up the BBQ and served lunch as usual. Thank you Dion, Heino and others who helped with the cooking, and thanks to Greg for getting the food and Heino the drinks. It was a great day, and for those who didn't make it this year, be watching the calendar and bring your car along next year - we look forward to seeing you! Thank you Gerard Gowans, Mark Hoffmann and Mark Richardson for providing additional photos.

*Greg Sievert*

DISPLAY DAY CAR LIST & PHOTO NUMBER				
#	Rego	Model	Colour	Owner
1	SAINT7	P1800	Red	Anna Daniel
2	02863H	P1800	Red	John Huggard
3	LPI800	P1800	Red	Lembert Marder
4	ST1	P1800S	White	John Johnson
5	XRQ512	P1800S	White	Stanley Klemme
6	06474H	1800E	Blue	Gerard Gowans
7	XEN711	1800E	White	Neville Thomas
8	WHR313	1800ES	Blue	Wouter Spijker
9	CH9370	1800ES	Yellow	Greg Sievert
10	WSV619	PV544	Green	Len Ward
11	CH8707	121 Wagon	Blue	Mark Icton
12	05586H	122S	White	Chris Perkins
13	CH1844	122S	Grey	Philip Perkins
14	WBY129	164	Green	Andrew Jackamos
15	04948H	164E	Red	Fiona Hitchcock
16	05802H	144S	Green	Simon Barnett
17	04908H	240GLE	Green	Adrian Beavis
18	03961H	240GLE	Red	Thorben Hughes
19	KMS222	240GL	Green	Kerryn Severino
20	02823H	242GT	Silver	Dion Nowatzky
21	AUS262	262C	Gold	Doug Miller
22	05482H	262C	Gold	Don Barnacott
23	FNL883	740 Wagon	Gold	Mark Hoffmann
24	PH940	940GLE	Burgundy	Kevin Holden
25	RCJ488	960	Green	David Raynor
26	RJN734	S90	White	Neil McDonald
27	NGD440	440	Red	Simon Wood
28	GUDRUN	S40T	Titanium	Gudrun Hoffmann
29	OCK871	850T5	Silver	David Spratt
30	AT5R	850T5R	Yellow	Mark Richardson
31	WIJ877	S70	Silver	Peter Digby
32	WJV060	V70T	Charcoal	Heino Nowatzky
33	RZB856	XC70	Silver	Ben Winkler
34	WYA896	C30T5	Grey	Brian Beecham
35	XYE595	S60 T6	Black	Altitude Volvo (Lance P)
36	VAG617	S80 V8	Oyster	Peter Hoffmann
37	DC277	282GT 4.0 V8 (Modified)	Silver	David Caligari
38	VEV240	240GLE Electric (Mod)	Blue	G Sievert & W Bowers
39	BLKT5R	850T5R (Modified)	Black	Wendy Icton



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#36 Peter Hoffmann S80 - see page 7 for photos and accompanying story.



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#38 Greg Sievert & Wayne Bowers  
240GLE EV - see page 10 for photo  
& accompanying story on page 4  
(Editor's column)



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# 240/260 Register:

## Club Display Day

MARK HOFFMANN

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Welcome Volvo Club members, to this issue's 240/260 Series Register Page.

At time of writing, the Victorian Club's annual display day at the British and European show at Flemington has come and gone for another year, and in spite of the later-than-usual April hosting date and overcast skies on the day, the drizzle held off to provide us with cool and pleasant conditions to showcase our cars and engage in the inevitable all-day "chat fest" with fellow members. In fact, dad reported being so caught up in one conversation after another this time, not least revolving around his new S80 V8 which made its display debut, that he never even managed to undertake the otherwise essential walk-around to peruse the other marques on display. That is with the exception of the handful of immaculate Ford Zephyrs and Zodiacs which were conveniently parked near our club's display. Peter had owned two Zephyrs between obtaining his licence in 1964 and buying his first Volvo in 1979, so seeing those cars is always an essential element of any Flemington day for him. I have the vaguest memories as a four year old of his black 1964 MkIII Zephyr with red vinyl interior which made way for the white 1976 244DL which of course I still own.

I counted a turnout of 39 Volvos at Flemington this year which is on a par with most years, although I think we normally crack 40 cars and a couple of regulars who were notably absent this year included Walter and Sandra Gowans who were away on another event, and Eric Ullner who didn't make the annual trek from Adelaide in his lovely red 164. In spite of that, and with the growth in membership within the Victorian club in recent years, I'd have hoped that we could exceed 45 display vehicles, so maybe that's a goal to aim for in future. Personally, I'd like the committee to look at further ways to promote the event within the club in

the immediate lead up to it, to supplement reliance on the bimonthly magazine and

to help reach members who may not regularly refer to the website or attend club meetings. Group emails or mailed flyers might be the way to go I think, and all ideas are welcome. In this way, I think it would be possible to top 50 cars in future and I notice that we certainly have the display area available at Flemington for us to grow. I'm glad, though, that we don't seem to be heading the way of the Saab club which only appeared to manage a small handful of vehicles this year. We certainly have the more prolific of the Swedish brands.

It's often been remarked that at each display day, for no particular reason, there seems to be a "theme" of a predominant model, and this year the P1800s turned out well and were headed up, of course, by John Johnson's flawless representation of the car Roger Moore drove in the 1960s TV series, *The Saint*. I don't recall John's car ever having been surrounded by quite as much paraphernalia in the form of original sales brochures, models and photos of *The Saint's* P1800 as this year, which made for an amazing display under the Volvo Club marquee that captured the attention of more than just us Volvo enthusiasts. The fact that John took home the club "Master Class" award on the day didn't come as any surprise.

Conversely, and of more relevance to this segment of the magazine, only three 240s showed; Thorben Hughes' recently-refurbished bright red 1984 GLE, Adrian Beavis' 1984 GLE in that smooth metallic colour I like to call "champagne green", and new member Kerry Severino, also with a green 1986 240GL in exceptional original condition and well presented on the day; a car that first came to my attention on the club's recent

Ballarat run and certainly a worthy vehicle to have in the club. There should be more or it's kind within our ranks. I tend to think that the low number of 240s at the display reflects the fact that many members have upgraded to the ever-depreciating modern generation of Volvo models, beginning with the 850 series of front wheel drive, five cylinder offerings. It's hard to believe that the first of the 850s are now approaching twenty years of age, particularly as I can recall viewing the first models in that series as exhibited to the Volvo Club at a time when I had just earned my learner's permit. I think it was remarked last issue that these days an S70 can be had for around the same amount of money that one might be prepared to pay for a clean example of a late model 240. That's a sign of the times.

In the broader 200 series, there were also a pair of gold 262Cs and an a unique V8 242GT in attendance, although those cars occupy their own display categories of course, the latter falling into the recently-created "Modified Car Class" for Volvos substantially altered from their original specifications. In that



class, I think we can all agree that Greg and Wayne's self-engineered 240 wagon "electric vehicle" stole the show for its pure uniqueness. As the next big undertaking for the pair following the supercharged 240 project detailed in earlier issues of *Rolling*, most of us would agree that Greg and Wayne's work is hard to match in thoroughness, expertise, and execution. I could definitely use their skills from time to time! I'd love a ride in the EV 240 by the way, should the editor be reading this, as it must be surreal not to be able to hear the engine in a 240. I can definitely hear the engine in my 1985 240GLE.

The lack of 240s generally at the display wasn't helped by the fact that I was unable to bring either of mine, the 1976 244 being temporarily





laid-up with an ignition fault that's since been resolved, whilst the 1985 GLE was missing a couple of pieces of interior trim following some recent repairs and under-dash work which would have made it slightly incomplete, had anyone peeked inside. Maybe with the tinted windows and dark blue interior, though, I'd have gotten away with it? It was touch and go as to what to do, but I opted to take the 1991 740 wagon instead. It was tough though to know that my 240s were otherwise clean and ready sitting at home whilst the said attendees flew the flag for the series.



Last week however, the otherwise mechanically-faultless 740 came home on the back of an RACV tow truck care of a suspected fuel pump failure so on reflection, I'm lucky to have had a vehicle there at all. Perhaps I can be grateful of having at least been saved the indignity of having to be towed home from the display. Thinking about it, I've never hung back long enough at the end of a display day to see the bulk of the classics of all marques head for home. One would expect the RACV to need to help a few old-timers get on their way, and I'll bet some of those early British and European models can baffle the roadside mechanics!

Changing the subject a little, I sometimes reflect that my duties as Register Captain for the 200 Series are occupied with finding material with which to fill this space (by far the hardest part), plus fielding the occasional phone call or email from folks who have located my contact details in the magazine or on the website and need advice or information regarding their cars. When I do get a phone call, it's often for mechanical advice for which I can sometimes offer some basic guidance based on experience, but for most of the more technical matters I point people in the direction of their local Volvo specialist.

Unfortunately, many enquiries tend to revolve around very old and decidedly average 240s that are "for sale" and for which the owner wants me to confirm their belief that their car is worth lots of money, and that the Volvo Club is brimming with enthusiasts who would scramble to part with their hard-earned thousands for it. The reality doesn't always go down well, as in question is typically a 25+ year old 244 that's been passed on between family members, has more miles on the clock than the space shuttle, and has spent most of its life basking in interior and exterior-destroying UV sunlight. You can often add accident damage or substandard repairs to that list, or servicing and repairs (or lack thereof) by non Volvo-specialists with no idea about Volvos who have done more harm than good resulting in chronic running problems.

That's when I have to deliver my well-rehearsed and tactfully-delivered spiel that unless the car in question is in exceptional original condition, it's not likely to generate too much interest and even the wreckers will balk at it unless offered free and delivered to their door. As for non Volvo-specialist second-hand car yards, they generally lost interest in selling 240s long ago, and examples that are traded in on newer vehicles invariably get passed on through the trade to the scrappers these days. I guess the trouble is that in years to come, when these cars become more desirable and candidates for restoration, they will be much thinner on the ground. I'll still have mine though!



The fact is that these days, a very modest handful of cash and a bit of searching can yield a clean and original late model 240 with plenty of life left in it, if that's what you're after for yourself or for a young driver. As such, most people, enthusiasts included, tend to bypass the earlier ones unless the vehicle is a standout or if they have a reason for wanting a particular model, given that 240s on the whole are much

of a muchness to most. I wouldn't trade my 1985 model, especially as it's a GLE with all the bells and whistles that eluded most of the subsequent GLs on the local market from the mid 1980s, but clearly the later models are a little more fuel-efficient and technically refined. I've seen some very tidy early model 244s, those that I call the "flat back" models from 1975-78 like my white 1976 model, grace the pages of the online classifieds that have failed to attract any interest at all, or go begging on eBay if any more than a pittance is asked as a starting price, which is a pity. The saving grace is that the 240 series on the whole was such a popular model so for the time being at least, many remain in spite of the large numbers scrapped, which is good news for us enthusiasts wanting to acquire them. That's increasingly hard to say about the 140 series for example.

So it was with this understanding that yet another call reached me last week, seeking the assistance of the Volvo Club to dispose of a 1981 244GL in the Canterbury area which had belonged to an elderly lady who was retiring from driving. The car was described to me in great detail, and didn't sound too promising, but just as I was preparing to convey the information outlined above, they let me know that the car was going free assuming someone from the club could collect it ASAP. That was a first! Ultimately, though, the old 244 was a disappointment and although registered, barely driveable and clearly unsalable. The owner said she had owned the car about 8 years but had lost track of time, and it had actually been at least 20. From there, the car had been loaned to a granddaughter who had in turn loaned it to her boyfriend and well, you get the picture. Mark Iceton assisted in ferrying the car from Canterbury to Voldat in Moorabbin where it was scrapped within a couple of days, yielding a modest number of salvageable parts. Its last journey was reported to be a struggle though, with the motor stalling at intersections and the brakes decidedly suspect. So after a full thirty years of life, this 240 had clearly reached the end of the road, and I guess it knew it too.

The day when someone phones me to donate grandpa's factory-fresh early 244 with less than 50,000 kms on the clock, the kind of car that looks like it came out of a time capsule, or alternatively a garage full of new-old-stock spare parts hoarded by an enthusiast who has passed away or lost interest, has yet to come. I'm waiting, and my contact details appear on this page.

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

*Mark Hoffmann, April 2011*

# Brickbats & Bouquets:

## NO CAR IS PERFECT (Part 10)

So I come to the end of my somewhat long and tortuous quest for the ideal car. Despite having owned a number of cars and driven many others, loved some, and hated some, I have come to the sad conclusion that there is no such thing as "the perfect car" – some it is true come close.

For me a car must be 100% reliable [well maybe 99.9%], comfortable and easy to drive, economical to run and with good service facilities. As for appearance, well it is nice to have a good-looking car but if a car was ugly at least it would be easy to find in a big parking lot and no one would want to steal it!

I have driven cars with the motor in front driving the rear wheels; cars with the motor in the back driving the rear wheels, and many front-wheel drive cars; cars with three, four and five speed manual gearboxes, and many with automatic transmissions.

Front-wheel drive cars have poor turning circles. Driving the original BMC Mini it was amazing that although it was a very small car it required a lot of manoeuvring to get it into a small parking space.

Talking of parking have you noticed that parking spaces have become very narrow and trying to get out of a two-door car requires physical gymnastics to get out of a space only 30 centimetres wide? Apparently manufactures of popular cars prefer the front-wheel drive format as it frees up more space in the interior and is quicker to assemble in the factory with the drive unit being bolted on to the front of the car. I have gotten past the days when I used to do most of my own maintenance, and when I lift the bonnet of my car I wonder how a mechanic finds his way around the closely-packed mass of machinery.

The other extreme is rear-engined cars. Great manoeuvrability, easy parking, light steering, but highly treacherous when coming at high speed due to their habit of oversteering and then rolling over.

There is only one mass-produced rear-engined car on the market today and that is the

Porsche, and that has a very low centre of gravity and a very complex rear suspension design. *[Some new mass-produced cars for emerging-market countries are rear-engined, eg. the Tata Nano, and don't forget the MCC Smart, produced in Europe. Ed.]*

I was disappointed when Volvo changed from engine in front driving the rear wheels. The current crop of cars lack the feel and character of the old cars. I admit the old "flying brick" body design of the long running 240 series became uglier as the years progressed rather than the P1800 and 120 designs which like good wine become better as they age!

Current models compare favourably with other makes, but all makes tend to look the same and the only thing that distinguishes Volvo is the diagonal stripe across the front. You may notice on TV that the British police use Volvos as their regular cars – what ever happened to patriotism?

Body design at Volvo has had an odd history. From the big heavy, old fashioned, "Jacob" through the varied designs of the 1930s that owed more to the Detroit fashions than the more racy-looking cars of the Continental manufacturers.

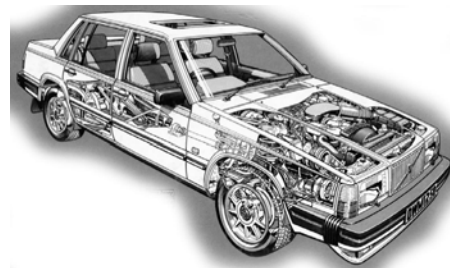
After World War II came the first "small" Volvo "people's cars," the 444 and the 544 with an odd body design. It had a blunt, heavy front end married to a graceful curved behind. The 122 followed the 1950s curved shape copied from the fighter aircraft of the war. Then came the 144 which introduced the "slab-sided" look favoured by other cars. It still looks



good when compared with the first of the 244s which not only look big and ponderous but had those great rubber-faced aluminium bumpers

sticking out front and rear. During its 19 year run it changed from a 2.1 litre carburettor engine to a 2.3 litre fuel injected engine and added power steering. Air conditioning was an optional extra but was of a design that was next to useless in Australian summers in the early cars.

The 740/760 series was an attempt to modernise the body, but like the 444 had two halves that did not match. The front half was



graceful but then about halfway along the body changed to the squared off rear. *[I thought the front and rear matched beautifully well - both appear to have been drawn by an engineer with a straight-edge! Ed.]* The 940 design was probably the best body design with an overall body shape that blended together. The 740 automatic that I drove in Sydney and around NSW was enjoyable with good air conditioning but felt seriously underpowered with the 2.3 litre engine. Friends tell me that the 740 Turbo was a much livelier car.

Finally Volvo brought out the 2.5 litre 5-cylinder motor which is a much livelier and smoother engine.

But why 5 cylinders? It seems to me that half the engineers wanted 6 cylinders and the other half 4 cylinders – so they compromised with 5! You might argue that it is difficult to fit an in-line 6 transversely in the engine bay but other manufactures have done it. Think of the unloved 6 cylinder front-drive cars from BMC in the early 1970's. *[...or the S80 when it first hit the roads, and many other current Volvos, and probably the only other being the Daewoo Tosca/Holden Epica - RIP! Ed.]*

To sum up my two Amazons were as near as I have ever come







to a perfect car. Comfortable to drive fast on long distances with great roadholding and good fuel economy. Fantastic heating and demisting, and the little triangular vent windows make summer heat bearable without air-conditioning. Before VicRoads had all those concealed speed cameras I regularly drove on my own from my home in Melbourne to my brother-in-law's house in North Sydney in 9 hours actual driving

time. I had to keep my eye on the speedo as the car would sneak up to 120kph – its easy cruising speed.

The perfect car depends on your needs – if I were a young bloke I'd drive a bright red open sports car [great for attracting beautiful chicks]. If I were a little older a SAAB or a BMW coupe. Married with four kids and dog I'd opt for a seven-seater people-mover. As a "Grey Nomad" my choice would be a full off-road four-wheel-drive so I could indulge my passion for exploring the top end of Australia.

*Grumpy*



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## President's Report

Unfortunately, due to the timing of our magazine, this column will be published after our National Rally, so I hope that everyone has enjoyed themselves at the Rally.

I am sure that if you are reading this you are a car person. You either like cars or you don't. But have you noticed that car guys can be sub-categorised? Do you like original cars? Do you like cars that have been restored and modified? Do you like new cars or old? Do you like muscled cars or the more refined European style of vehicle?

It would come as no surprise that yours truly is a car tragic. But I like original cars with history. Anyone can throw a heap of money at a car and restore it. Even the biggest rust bucket can be returned to its former glory by the skilled vehicle restorer.

But how about the "time capsule" car?

This is the sort of vehicle that has been lovingly cared for since it was new. It has lived in a garage all its life. It has had regular servicing. Its owner used it very little and spent whatever was necessary on it to keep it in top shape. Its current owner has searched long and hard to find it. Only the most pedantic of enthusiasts recognise that it is its ORIGINALITY that makes the car special. It may be that this sort of car only comes up once in a lifetime. Perhaps it was purchased from a deceased estate, the car outliving its loving owner.

If you have ever acquired a vehicle such as this, you are truly lucky in my view. To acquire a Volvo that is still in showroom condition, with all of its original patina, is the way to go as far as this enthusiast is concerned. These are the sort of cars that are truly desirable.

Unfortunately, though, the market seems to say that a "restored" vehicle is worth more than a car that may not be quite as "shiny", because it still has its original paint. Its panels don't quite fit as well because that was how it was made. It might have an old style air conditioner that hardly blows cold, but that is how it was made. Some enthusiasts go so far as to insist that original style 'cross plies' be fitted. How far do you go?

Upon acquiring such a vehicle the dilemma then becomes "to restore or not". This is a difficult decision indeed. In my opinion, if you own the car, and paid the loot which you have worked hard for, then the decision is entirely yours to make. No doubt there are members out there who are living in the former group of the "original" owners. I have seen that just from the vehicle profiles I have done.

So keep your eyes open. You just don't know what might turn up one day when you are least aware.....

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# New Book Available Soon

## Volvo P1800

from idea to prototype  
and production

Authors:

Kenneth Collander

and Mats Eriksson,

for the Swedish Volvo P1800 Club

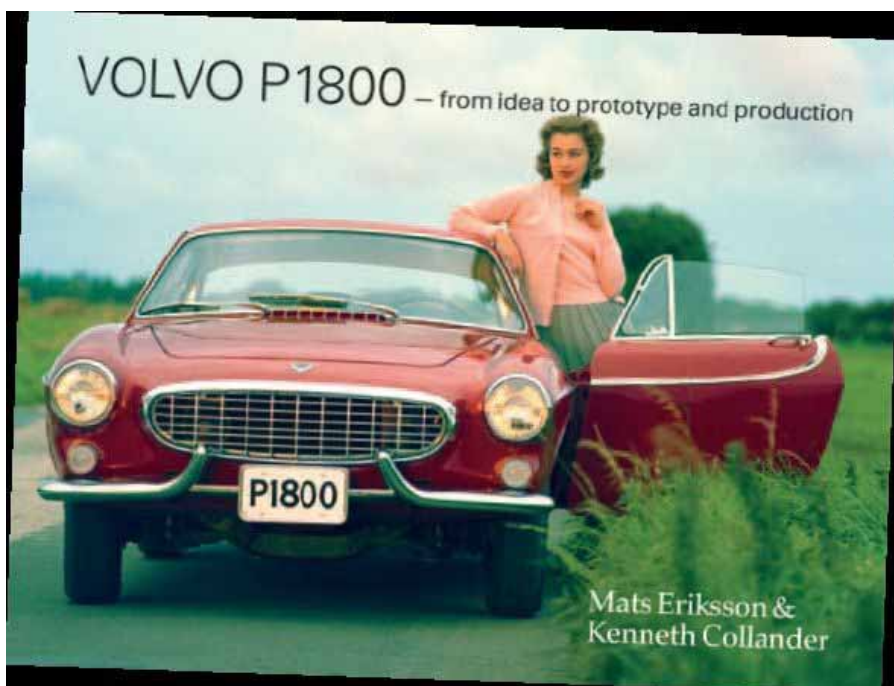
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**Secure your copy by contacting George or Vicki Minassian.** (contact info opposite page)



This book tells the story of the Volvo P1800, about the time when the first idea was born and the process that led up to its design, engineering and the first years of series production. A story which had no given answers, a story full of dramatic and exciting events, a story filled with challenges and problems.

The story brings the reader back to 1956 and covers the events up to 1963, letting the people who were part of the project and process behind it tell us what really happened, richly illustrated with photographs that have never been published before.

This book is the Svenska Volvo P1800 club tribute to the Volvo P1800, to the people who made the car, put it into production, created the myth, and the enthusiasts of the world that care for the Volvo P1800, its heritage, its history and its future.



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# VEHICLE PROFILE

by Robert Bakker

VEHICLE : 123GT (1967)  
OWNER : Neil & Jenny SUMMERSON  
CARETAKER: Linton Smith  
TYPE: 133352  
CHASSIS NO: 248571  
COLOUR : 79 (White)  
UPHOLSTERY: 425 (Tan Leather)

'Twas a rare pleasure to have the opportunity to view this month's vehicle.

This is a '67 123 GT, and it is the subject of an unusual "caretaker" arrangement between its owner, Neil Summer-son, and its caretaker, Linton Smith. Neil has owned his GT for about 20 years now. He acquired the vehicle from a doctor who lived in the Blue Moun-tains. Apparently, it is the first GT to have arrived in Australia.

Upon acquisition, it was the subject of a full restoration by Neil, and I can re-mem-ber in years gone by seeing it in its freshly restored glory.

Linton, as long term members would re-alise, is no stranger to the Volvo 120 series, having owned a few. Indeed, one of his vehicles now resides with Phil Rasmussen in Bundaberg, and was the subject of an earlier profile. Linton had a Morris for a few years, and when he sold it, Neil snaffled Linton's spare ga-rage to house his baby.

The vehicle has been restored to origi-nal specification, save that it has a slightly lumpy cam, and the carbs have been modified to suit. She has a nice burbly raspy idle when started.



*Recently, Neil has had a set of the "Superlites" fitted, which give the car a sporty look. Also the head has been done, and the suspension re-bushed. The radiator has been re-cored.*





Examination of the car impresses. The paintwork is glossy and rich. The re-chromed bumpers glisten. The interior is neat and immaculate. If you like Volvo Amazons, then a GT always makes you hanker for one, because they are so nice and have that bit extra which gives them "it".  
*If only I had some spare garage space.....*



## Volvo 1800-120 Club Membership Form

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Rego No .....  
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The Armidale Rally report will be in the next issue of Rolling complete with colour pictures for you to enjoy, compliments of the Volvo 1800-120 Club.

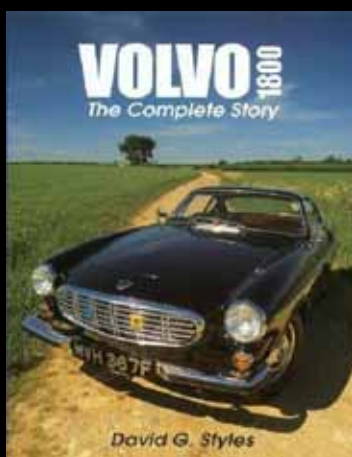
Below are some of items that were available for sale at the Rally. We still have limited quantities of these. **Price \$30.00 each** plus p&p depending on how many items you would like. Please contact me if you want to purchase any of these and I will email you back the total price inc p&p. Payments to the Volvo 1800-120 CLUB. These items are being offered virtually at our cost price. We will be making more Polo shirts as per demand BUT the metal badges WILL NOT be remade. You can combine your purchase with the other items we have available for sale in this magazine, including the new book, and save on p&p.

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Volvo 1800 - The complete Story  
By David Styles

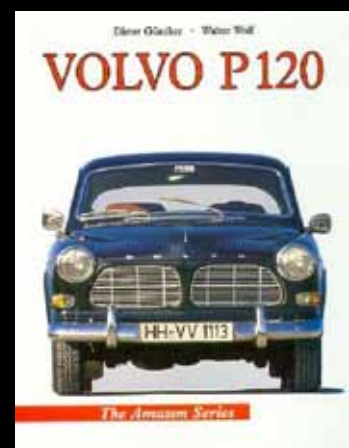
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Volvo P120 - The Amazon Series  
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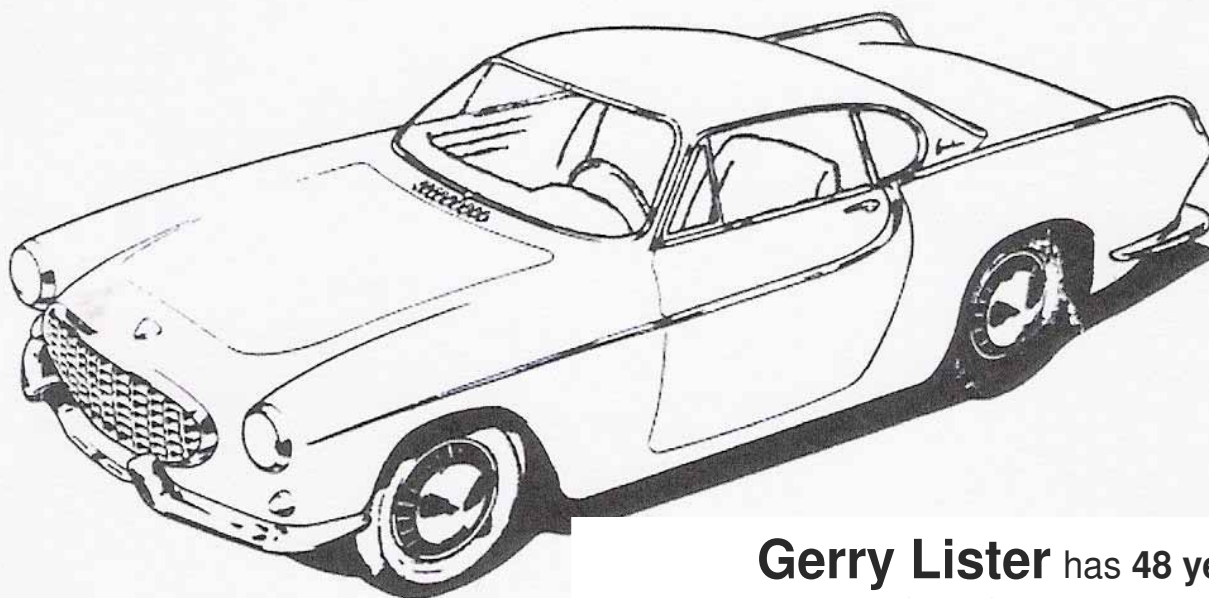
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# Volvo Car Club of NSW Inc.

## President's Message

Well, daylight saving has come and gone and we are in a new season of getting home in the dark. Our club is in the process of organising the event for Shannons Classic Display day at Eastern creek in August, for which Terry Thompson has been the main organiser of this very successful event for many, many years.



Gerry Lister and Julie Williams are working closely with Terry doing their bit for our club. We would love to see as many Interstate members as possible so please don't hesitate to contact any of the committee for more details.

Other interstate members in the past have found this day mind blowing with a total of over 1800 classic cars on display in the one area as well as each car club doing some parade laps around Eastern Creek.

This year is the 50<sup>th</sup> anniversary of the P1800 in Australia so it will be an exciting weekend with our club and cars receiving plenty of attention.

By the time you read this article the National P1800/120 Easter Rally would have been held at Armidale I am sure this gathering will have very successful after hearing of some of the planning in place.

Quite a few of our members would be attending making me very jealous as I cannot make it due to work commitments.

I have been noticing quite a few of the new Volvo S60's on the road and I cannot believe how stunning the vehicle looks. I am sure Volvo will be very proud. Take Care & safe driving.

**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 6th April 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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Please, if you are emailing photos send them as hi-resolution jpeg files.

## Important Notices

**If you haven't paid your dues, this is the last magazine you'll receive and you'll miss out on a great publication.**

**So, get that cheque book out and send it off TODAY !!!**

**Please check the website for up-to-date information regarding events.  
[www.volvocarclubnsw.com](http://www.volvocarclubnsw.com)**



## SOCIAL EVENTS

### 2011 Calendar

- \* July - Christmas in July - **As soon as a venue has been chosen you will receive a notice either via email or snail mail, so keep your eye peeled.**
- \* 20 & 21 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 - **Location to be confirmed**
- \*

**Suggestions for a social events are more than welcome.  
Please contact any member of the committee with your ideas.**



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## Targa Tasmania 2011

### Leg One - Launceston - Sheffield - Launceston

The first full day of competition comprised eight stages in a loop to the north and west from Launceston. Three stages, Lilydale, Kayena and Holwell are set up to “warm up” cars and teams and get them assimilated to the above ordinary speeds on public roads. As such, the Base Times (beyond which crews accrue time penalties) are set quite high so that they are easily “cleaned” (zero penalty time). The next five stages are significantly tougher and require full attention and commitment to achieve a good result.



The competition therefore really intensified on Stage 4 (Moriarty) which involves some fast roads, fast corners and a few intersections in farming country near Latrobe. Out of the box, we took the fight to the favourites, placing second fastest on handicap dropping six seconds to the Freestone's FX 48-215 Holden but running a second quicker than the 1961 Volvo PV544 of son-and-father combination, Paul and Mike Batten and the V8-powered 1965 Ford Mustang of Tasmanians Scott and Wayne Kent. Scott is a Targa stalwart – having entered the event 12 times.

Merseylea (Stage 5) runs in open country along a river valley before crossing a bridge and climbing a rough, steep road to a ridge. This was perhaps our favourite run of the day, almost catching the Gambino/Hibberd Ferrari 308 GTB by the end of the stage. We held third place, dropping six seconds to the Holden and a second to the Battens, but clearing the Kent Mustang by five seconds, and repeated the formation on Stage 6, Nook.

On Sheffield, a demanding 15km stage which starts on fast roads through farms then forests and finishes with a twisty and slippery dive down a mountain, the Kent brothers took their Mustang to a convincing win over the Freestones, placing us in fourth.

The final day's stage Western Creek, is held near Deloraine on the way back to Launceston. It is a short stage with fast straights joining right angle corners which favours the big horsepower cars with the Kents setting equal time to the Holden ahead of the Battens and ourselves.



Gambino Ferrari 308 GTB



Kent/Kent Mustang





At the end of the today's eight stages, the Early Classic Handicap competition saw the Freestone Holden equal first with the Kent Mustang. In third place, just four seconds behind, was the Batten Volvo, who won the category last year. Fourth place belonged to us fellow Volvo drivers, 10 seconds behind the Battens in our 1961 Volvo 122S.

Our real interest is how we compare to the overall combined Classic entrants (the Category 2 to 6 vehicles manufactured up to 1991) on both Handicap and Outright Competitions, in particular our traditional nemesis, the 7.3ltr 580hp CV-8 Jensen of Peter and Sari Ulrich, the hard-charging and highly talented Battens in the 'other' Volvo as well as a number of other serious runners such as the Dermott XU-1, the McClintock BMW 2002 and past winner Ian Morris/Alex Moloczynic in the Alfa GTV6. On the combined Handicap we're running 9th, and on outright times we're running 44<sup>th</sup> out of 96 teams.

In the Classic outright competition, Tasmanian David Cooper drove his ground shaking 1977 Holden Torana A9X magnificently over the all eight stages, using his local knowledge to good effect, while some of the favourites were left behind. Andrew Miedecke is second in his Ford Capri Perana, ahead of the simply brilliant 69 Mustang of Len and Gayle Cattlin. The Porsche 911s of Peter Eames and Nick Ellis, and two-time World Rally Champion, Walter Rohrl, are equal fourth. Rohrl is still one of the favourites to win the category, but his factory backed Porsche team were quick to advise that the German used the first day to settle into the event, suggesting he has plenty of speed in reserve.

The winner of the past four Classic titles, Victorian Rex Broadbent, is already over a minute from the lead in seventh place. With such a hot pace being set, Broadbent will need to put in a herculean effort to win another title. Our favoured favourite, the Ulrich's mighty Jensen, is unsettling many by finishing out the Top 10 outright runners; the Ulrichs are running in the Late (rather than Early) Classic Category this year with a poorer handicap but quite impressively are currently placed 2nd on handicap to the Cooper A9-X.

Tomorrow is over to the east coast, circling back to Launceston via Longford, where the final stage is a blast through the township itself – always entertaining and typically good for photo opportunities.

Overall at end of Leg 0					
Pos	No	Crew	Vehicle	Total	Gap to Prev/First
1	606	Cooper Dann	Holden Torana	1:28	
2	383	Ullrich Ullrich	Jensen CV8	1:33	0:05 0:05
3	607	Faux Mihajlovic	Mazda RX7	1:34	0:01 0:06
4	672	Rodgers Rodgers	Porsche 911	1:39	0:05 0:11
5	215	Freestone Freestone	Holden 215	1:46	0:05 0:18
6	351	Kent Kent	Ford Mustang	1:46	0:00 0:18
7	629	Ellis Lacey	Porsche 911	1:47	0:01 0:19
8	244	Batten Batten	Volvo PV544	1:50	0:03 0:22
9	222	White Yelds	Volvo 122S	2:00	0:10 0:32
10	444	Cattlin Cattlin	Ford Boss 302	2:07	0:07 0:39



Cooper A9X Torana

## Targa Tasmania 2011 Leg Two – Launceston – St Helens - Launceston

Day 2, a loop down the East Coast of Tasmania in fine weather comprised eight competitive stages, finishing with a spectacular run around the streets of the historic town of Longford. This leg of Targa takes in classic stages across mountain ranges and mountain passes requiring both handling and horsepower.

We started the day with the Sideling stage about 45 km East of Launceston. As we have doubtless retold

to many of you, this was the stage three years ago that we famously(!) caught and 'monstered' a Lotus Exige sports car (search 'Targa' and 'Volvo' on You-Tube) across this same piece of road so much so the they left the road, rolled through a fence and careened upside-down across a paddock into a farmers shed. This year no such dramas and somewhat uneventful which is always a good thing for the first stage of the day with cold tyres and brakes. We took a 3<sup>rd</sup> ahead of the Waldron/Gregory Fiat Abarth and the Freestone Holden, 2 seconds ahead of the Batten/ Batten Volvo on handicap. Sans handicap, we placed equal 32<sup>nd</sup> outright to the McClintock BMW 2002 which has always been a good benchmark for us.



The second stage, Legerwood, a blast across open farmland with some very fast corners on crests, saw us drop to 5<sup>th</sup> with the reappearance of the Kent/Kent Mustang on the heels of the Freestone's Holden. Our little car almost peaked in overdrive top which equates to a speed of 205kph – rather exciting in a 50 year old Volvo!

The next two stages Moorina and Weldborough Pass occupy significant sections of the main highway to the East Coast and are all twisty and demanding. On these stages our Volvo 122 respectively achieved 2<sup>nd</sup> and 4<sup>th</sup> on handicap, and just outside the Top 20 on raw time; a solid place to be through Day 2.

However, our clean run was to come apart on the Pyengana stage – about 2kms into the stage we smelt burning rubber. Not being one of the more highly powered cars that peel rubber of their back tyres as a matter of course, this was not good. Shortly thereafter our alternator light came on and our water temperature



McClintock BMW 2002



began rising rapidly. We shut off the engine and coasted through the stage as best we could, soon overtaken by a Skyline GTR and then the McClintock BMW.

Managing to limp to the end of the stage with short bursts of engine power, we dropped almost one and a half minutes over our time from last year. The problem was a failed drive belt pulley - hence the no-charge and the soaring water temp. We removed the offending part and crawled on another 5 or so kms until we could meet up with our service crew who were carrying appropriate spares.

Into the lunch break in St Mary's our almost 90 second delay put us back to 5<sup>th</sup> overall, almost 30 secs away from 4<sup>th</sup> place and two minutes down from the leading Freestone Holden.

After lunch we tackled Elephants Pass, a 13km largely uphill climb from the coast onto the Central Plateau. Because of our delays with the pulley, we'd moved back in the running order and as such cut a very lonely figure at the start line with none of the more modern and fancied teams wanting to start behind us fearing the old Volvo would slow their progress. As expected, the Nissan Skyline GTR that started behind us caught us about 8kms into the stage, but we made up almost 10 seconds on the fourth place deficit we carried before lunch.

The next competitive stage of the day was Rossarden in a bleak mountainous area of the state that features big drops off the side and many rough and fast corners. We clawed back another 20 seconds over the fourth placed Fiat, and drew down our deficit over the leading Freestone Holden to just 1 min 44 sec – not much more than the margin we lost on the Pyengana stage. Given that we're only on Day Two, small hiccups like what we experienced today can easily befall the others so it's very much anyone's game.

The final stage was the blast through the township of Longford - once again a kinda getaway-car type scenario. With a mostly loose surface from fresh roadworks over the entire course, it was difficult not to tackle most of the stage with a tail-out attitude which is generally good for the photographers and enjoyable for the kiddies (both the spectating ones and those inside the car).

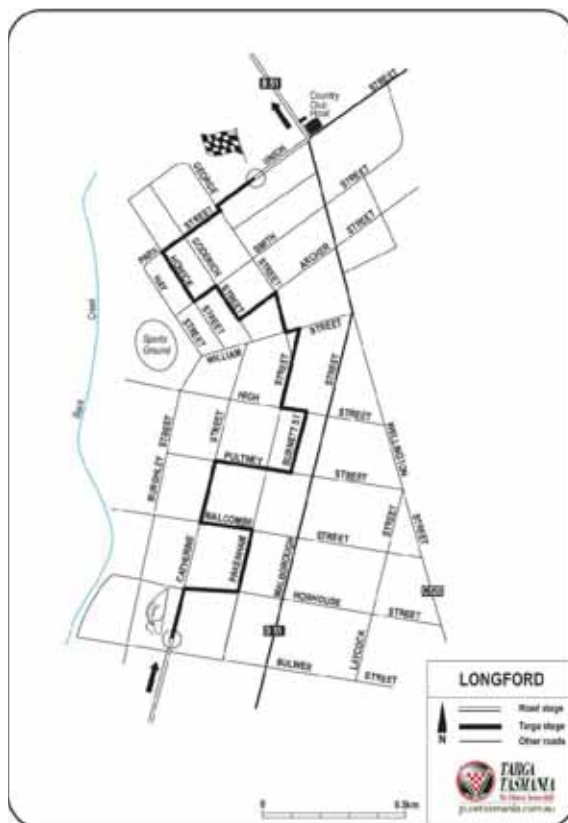
For the town stages such as this, Ashley takes the wheel and Andy holds the route instructions. We should probably both keep to our day jobs, but nonetheless,



Andy's calls were spot on and facilitated a clean, safe and entertaining run through the town streets.



Deceptively quick Fiat Abarth



Day's end saw us 5th in the Early Classic Handicap and equal 15th in the combined handicap. A bit of a step back, but given we were better placed than we expected at the end of Leg One, still a pleasing result.

Early and Late Classic Handicap at end of Leg 2					
Pos	No	Crew	Vehicle	Total	Gap to Prev/First
1	672	Rodgers Rodgers	Porsche 911	6:22	
2	607	Faux Mihajlovic	Mazda RX7	6:31	0:09 0:09
3	383	Ullrich Ullrich	Jensen CV8	6:42	0:11 0:20
4	629	Ellis Lacey	Porsche 911	6:48	0:06 0:26
5	465	Siddins Ferguson	Datsun 240Z	7:05	0:17 0:43
6	215	Freestone Freestone	Holden 215	7:12	0:05 0:50
7	244	Batten Batten	Volvo PV544	7:23	0:11 1:01
8	606	Cooper Dann	Holden Torana A9X	7:30	0:07 1:08
9	620	Sutton Kelly	Mazda RX7	7:40	0:10 1:18
10	643	Ireland Ribot	Porsche 911	7:54	0:14 1:32
11	351	Kent Kent	Ford Mustang	8:03	0:07 1:41
12	426	Duggan Duggan	Datsun 2000	8:20	0:17 1:58
13	210	Waldron Gregory	FIAT Abarth 750	8:46	0:43 2:24
14	434	Miedecke Willson	Ford Perana	8:47	0:01 2:25
<b>=15</b>	<b>222</b>	<b>White Yelds</b>	<b>Volvo 122S</b>	<b>8:56</b>	<b>0:10 2:35</b>
=15	405	Kent Krawczyk	Ford Falcon GT	8:56	0:09 2:34



### Shannons Early Classic Handicap

1. Paul Freestone (VIC) / Christine Freestone (VIC), 1948 Holden
2. Paul Batten (VIC) / Mike Batten (NSW), 1961 Volvo PV544 , +11secs
3. Scott Kent (TAS) / Wayne Kent (TAS), 1965 Ford Mustang, +51s
4. Jack Waldron (VIC) / Vin Gregory (VIC), 1955 FIAT Abarth 750, +1:34
5. Andrew White (NT) / Ashley Yelds (USA), 1961 Volvo 122S, +1m44

We're off on a northern loop tomorrow, and are hoping for an incident free day – last year we got taken out of the rally after we slipped off on a slow corner and then had a Mitsubishi EVO park itself in our boot (trunk).  
Ashley Yelds & Andy White

Legs 3 & 4 will appear in the next issue of Rolling Magazine (space permitting).

## 2011 Invitation Motor Sport Events



### Fiat car Club Motorkhanas - 2011



Sunday, 12 June 2011

Fiat Club Motorkhana R3

Sunday, 24 July 2011

Fiat Club Motorkhana R4

Sunday, 18 September 2011

Fiat Club Motorkhana R5

Sunday, 30 October 2011

Fiat Club Motorkhana R6

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

**Motorkhanas are held at  
Ansell Park,  
Cnr Richmond Rd and Percival  
Street,  
Richmond  
(across from Richmond RAAF Base)  
Access is from Percival Street  
8:30am arrival to register.**

### Thornleigh Car Club events for 2011 include:

- \* Sunday 12<sup>th</sup> June 2011– WRX Supersprint at Wakefield Park
- \* Sat/Sun 9<sup>th</sup>/10<sup>th</sup> July 2010 – Jaguar Mountain Rally
- \* Sunday 14<sup>th</sup> August 2010 - Thornleigh Car Club Supersprint at Wakefield Park
- \* Sunday 24<sup>th</sup> September 2011 – SSCC Multi-Club Supersprint at Eastern Creek

The sign ups and entry form can be obtained from TCC website -



**Ted's Tips – well here is my bit of advice for 2011** – Life is like a Box of Chocolates –( I seem to have heard someone else say this before!) You never know what you are going to get (unless you are one of those boring individuals who has to have the details of every colour wrapper and the contents therein.) Better to just grab one and enjoy what you get.

A wise bloke told me that often is the case with our lives that we only learn to get the most out of it when most of it is gone. So here goes

### **A Tale of Two Wagons – by Ted Warner**

Most of you who have read my ranting over the past many years – and thankfully on occasions made some remark – complimentary or otherwise – will know that I often refer to the fact that there are only two types of cars in the world – the 122s and the rest.

I have often said that mostly cars are for transport, most of the time - and a necessary evil.

We – that is the love of my life and myself tend to hang onto our cars.

But it is with a certain sadness and regret that we inform all of you who care, and those of you who couldn't give a proverbial 'rats', that we have sold our loyal, hard working 1985 240GL Estate after only 21 years of ownership.

Now I have been known to occasionally wax knowledgeably on the known ailments of later Volvo vehicles – particularly a troublesome 940 and reports from a number of sources concerning potential high cost repair problems with Volvos in the 2002 to 2006 range – sadly the very vehicle we considered as a replacement for the 240 was copping a fair bit of criticism. So we hung on.

Poor 240 GL Estate also started to suffer from attack by the tin worm, and having polished her up so many times the paint was getting so thin on the bonnet that the slightest bird dropping would reveal a grey undercoat as the remnant of topcoat disappeared.

What do birds eat – caustic soda? sulphuric acid? – whatever it is, it is mighty powerful paint remover. I wonder if it can be exploited commercially?

Back in 2008 the new version of the XC70 was released and what a nice chunky Volvo- reminded me of the 122S – chunky. But the price of the LE – because I have to have a sunroof, was a bit out of our reach. Then the GFC and I was expecting to lose my job, so Jan and I pulled our heads in and severely curtailed our spending. However my brother who was in the market for just such a vehicle got a fantastic deal on a D5 LE from a Sydney dealer because of the GFC.

I had the chance to see the car close up and my brother was really happy with it.

Now I did not lose my job and we did fix up the 240 with the view that it would have to last a few more years. So we did all the belts, also the cam belt was due at 480,000ks, and yes we did the tensioner and front seals - plus we did all the engine mounts and had the aircon serviced. The car also had both side pockets intact, the interior only had slight marking from wear and tear and had the (rare) soft coverings for the front headrests. It had GLE wheels from new and good tyres plus 8 months rego. (just in case you wanted to know). We had previously replaced the noisy heater fan and I was an expert at repairing the rear wiring harness that keeps the wiper and washer working and the number plate lights.

Oh and also a few repairs to the troublesome engine wiring harness – you know what I am talking about.

So with everything in quite good condition and having made a decision to keep the car for a few more years – Yes you guessed it. Searching on carsales.com.au we came across a XC70 in just the colour combination we wanted – but with quite a few Ks on it for its age. It was also an LE – and in our price range. So we were eager to see it.

On the viewing day, as we approached the car, Jan and I started getting excited- not that way you degenerates - the car looked great and had the sandstone colour interior – we like light colour interiors. Had a close look at the car only to find that there were blemishes in the paint finish, scratches, cuts in the black plastic bumper and the interior was a mess- the front seat stained, drink spills over the rear armrests. But I could see around these issues- but when we drove the car – a petrol version with the 3.2 litre 6 cylinder it wasn't that exciting.

The vendor was a really decent guy, but we were a bit concerned about the high Ks and the lack of detail attention made me feel that it could be reflective of the lack of care given to the car.

## Uncle Ted's Tips (cont'd)

Not long after, we were looking at carsales.com.au again and there was a D5 LE for sale with relatively low ks – all services done and because we were going to be in the area we thought we might take a look.

Well the car was immaculate. For a vehicle that was 3 years old it was a credit to the previous owner. And the vendor gave it a good detail going over. But it had a grey interior. Not our favourite colour.

To cut a longish story short, we now own this car, and it is sensational. The diesel, albeit a bit noisy, just gets going so strongly. The aircon is great and proved itself in Sydney's recent spate of hot weather.

So what to do with 240 GL Estate – well we put it on carsales.com.au on the weekend after we bought the XC70 – told prospective buyers that the car had a few rust issues and high kms and other faults that I pointed out – but it did not discourage the first people to see it from buying it on the day. We had to tell the dozen or so other enquiries that the car was sold on the first day it appeared.

As an epilogue to the story, the couple that bought the car took it to near Canberra and then across to the coast with all their camping gear in it and sent us an e-mail with a picture of them with the car saying it was performing perfectly – well what do they expect ?

So everything went happily ever after.

PS – This is not a marketing campaign for carsales.com.au – but it is a great site.

See photos below. The XC70 is Oyster grey – very nice.

Good and Faithful servant



Had better be a good and faithful servant.



Would you believe we now have a 1968 Volvo 122s, a 1988 Mercedes Benz – 300CE –and a 2008 Volvo XC70, 20 years between each!

Yeah I know – what is the MB doing there – that is another story.

Hope you all have a fantastic 2011.

**Cheers from Ted**



## My Bit & Laugh Lines

Hi Guys,

You know what? I don't have the energy to "kick butt".....if you aren't financial.....much as it pains me, there'll be no more magazine after this issue and you'll miss out on Legs 3 & 4 of Ashley's Targa Report, and that would be a shame.

Anyhow, on to other things. We are still looking for the best venue for Christmas in July. There will be a scouting mission in the near future and we will be posting all the details on the website and sending out either an email or notification by snail mail, so keep your eyes peeled.

Mr Grist, our sociable Social person is also checking out an event in the Hunter Valley for later this year. We should have some info for your in the next issue, or we will do the email, snail mail thing again.

Talk to you next time.....**Jules**

**Our planet is populated with plenty of bizarre and astonishing creatures. Some are rare; some are on the verge of extinction. Here are a few of the most peculiar creatures known to mankind.....**



Hairy-chested  
smuggler budgie



### **Why females should avoid a girls' night out after they are married....**

If this does not make you laugh out loud, you have lost your sense of humour.

The other night I was invited out for a night with the 'girls.' I told my husband that I would be home by midnight, 'I promise!'

Well, the hours passed and the margaritas went down way too easily. Around 3 a.m., a bit loaded, I headed for home. Just as I got in the door, the cuckoo clock in the hallway started up and cuckooed 3 times.

Quickly, realising my husband would probably wake up, I cuckooed another 9 times. I was really proud of myself for coming up with such a quick-witted solution, in order to escape a possible conflict with him. (Even when totally smashed... 3 cuckoos plus 9 cuckoos totals = 12 cuckoos MIDNIGHT!)

The next morning my husband asked me what time I got in, I told him 'MIDNIGHT'... He didn't seem p.....d off in the least.

Whew, I got away with that one! Then he said 'We need a new cuckoo clock.' When I asked him why, he said, 'Well, last night our clock cuckooed three times, then said 'oh shit.' Cuckooed 4 more times, cleared its throat, cuckooed another three times, giggled, cuckooed twice more, and then tripped over the coffee table and farted.



# VOLVO P1800 50<sup>th</sup> Anniversary

**VOLVO CAR CLUB of NEW SOUTH WALES INC  
& Volvo Sporting Car Club**

Present

"The Return of the Saint" celebrating the  
50<sup>th</sup> Anniversary of the Volvo P1800



## REGISTRATION FORM

**You are invited to join the fun at a special display of  
classic Volvos - featuring the P1800  
and meet our International visitor – Irv Gordon**  
(more information on the website)

***Plus bus rides, clowns, a jazz band & lots more!***

The Eastern Creek Classic is fast becoming the largest  
display of vintage, veteran and classic cars, motorcycles, buses,  
and ex military vehicles in NSW; you name it; upwards of  
1900 vehicles will be on display

**WHEN:** **Sunday 21 August 2011** – Gates open 9.00am

**WHERE:** Eastern Creek International Raceway  
Brabham Drive, Eastern Creek, NSW

Title: ..... Name: .....

Address: .....

Home Phone: ..... Mobile: .....

Volvo Model: ..... Year: .....

Email: ..... .....

**ENTRY FEE** – *includes Celebratory Lunch and a couple of laps of the circuit*

\$50.00 per car (2 people)    Extra person \$15.00 each    Total Amount Due: \$

☐ Cheque enclosed for \$ ..... OR,

☐ Paid by EFT to: Volvo Car Club    St George BSB: **112-879**.    Acc: **473 827 411**  
Ref/ID: "your name & m'ship no. (if applic)." (this is important to identify your  
payment)

***Please MAIL this form with your cheque or EFT payment to:***

Julie Williams, Secretary  
Volvo Car Club of NSW  
Box 419 Bexley NSW 2207

[www.volvodownunder.com.au/P1800\\_50thAnniversary](http://www.volvodownunder.com.au/P1800_50thAnniversary)

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







**VOLVO CAR CLUB  
OF NEW SOUTH WALES INC  
& VOLVO SPORTING CAR CLUB**



**Presents  
“The Return of the Saint”,  
celebrating the 50th Anniversary of the Volvo P1800  
The Saint Mobile.**

**You are invited to join in the fun at a special display of classic Volvos, featuring  
the P1800,  
at the Council of Motor Club's premier event,  
the Eastern Creek Classic,  
to be held on  
Sunday 21 August 2011 at the Eastern Creek International Raceway.**

**The Eastern Creek Classic is fast becoming the largest display of vintage,  
veteran and classic cars, motorcycles, buses, and ex military vehicles in NSW;  
you name it; upwards of 1900 vehicles will be on display.**

**There's plenty to do for the whole family with bus rides, clowns, a jazz band and  
lots more.**

**It won't break the bank either.**

**The cost is \$50 per car (2 people)  
\$15 each additional person (including children)**

**In the last issue this flyer displayed a note (kids under 12 free).  
THIS WAS A MISPRINT.  
When booking please ensure the correct amount is enclosed.**

**If you'd like to register for the event please use the form provided**

**Julie Williams  
Secretary  
Volvo Car Club of NSW Inc  
& Volvo Sporting Car Club**



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

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Torrensville Plaza, SA 5031

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**VICE PRESIDENT**

CRAIG RASMUSSEN  
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**TREASURER**

COLIN IRELAND  
08-8248-5081

**SECRETARY**

HELEN JUDD  
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**MINUTE SECRETARY**

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**CLUB CAPTAIN**

KEN BAYLY  
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LANCE DEBRENNELL-CADD

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Alexander Davis 0414-423-505  
David 08-8556-5157  
Chris (work) 08-8265-5388

**CORRESPONDENCE**

ALL CORRESPONDENCE TO:  
Volvo Car Club of South Australia Inc  
P.O. Box 218  
Torrensville Plaza, SA 5031

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

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

**DON'T FORGET: SA CLUB HISTORIC REGISTRATION VEHICLE INSPECTIONS 26th JULY!!**

# Volvo Club of SA Pages

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

## Historic Registration Vehicle Inspections Sunday June 26th, Povey Motors, St Agnes

This year would everyone please make an effort to bring your vehicle along to the inspection day set down by the club, so that we may complete the **required** annual inspections of Club vehicles under the conditional (historic) registration scheme. This is especially important if we haven't seen your vehicle at another club event in the past 12 months. It will be of great assistance to the club registrars to keep our club records up to date and saves the hassle of organising a special trip to have the car inspected at a convenient time for one the registrars.

Note the change in Venue this year – Chris Allen has kindly offered to open the Povey Motors workshop and no doubt there will be an opportunity to put your classic on a hoist for short time.

Povey Motors is located at 140a Tolley Rd, St Agnes. Plan to arrive from 10:00am onwards, expect lunch around 12:30. Please bring own drinks and chairs, picnic tables, etc.

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

RVSP to Ken, Craig or David (contact details under Committee) for catering by Friday 17th June.

## Bay to Birdwood Classic 25th September 2011

Just a reminder that application forms for the Bay to Birdwood Classic should be mailed out soon. Once again the total number of vehicles will be capped at 1700, so try to get your application in early. As with past events, the SA club will host a dinner on the Saturday evening before the event to welcome any interstate club

members who wish to participate with us this year.

For those new to the **Bay to Birdwood Classic**: The Bay to Birdwood Run Committee was formed in 1980 and is the organiser of the traditional Bay to Birdwood Run for pre-1950 vehicles. It is the largest most continually staged motoring event for veteran, vintage and early classic vehicles anywhere in the world. The inaugural **Bay to Birdwood Classic** was held in 1997 for vehicles built from 1st January 1945 (and at least thirty years old). The event initially commenced at Glenelg ("the Bay") with the Run finishing, as it still does, at the National Motor Museum, Birdwood. This is a 70 kilometre route which travels along metropolitan main roads, past over 100 000 spectators, until it reaches the foothills where the remaining 20 kilometres are a one way route through the scenic Adelaide Hills. The Start is now located at Barratt Reserve, Adelaide Shores, to facilitate the increasing entrant numbers and to provide for spectator access amongst the vehicles. Visit "[www.baytobirdwood.com.au/the\\_classic.html](http://www.baytobirdwood.com.au/the_classic.html)" for more info.

Contact any of the SA committee for more info and for an application form to be sent to you

## A Day at the Show

Club members and guests gathered in the car park of the White Horse Inn on the northern outskirts of Adelaide on Saturday 12th March in anticipation of a day at the Tanunda Show. The convoy headed to the Barossa Valley via the recently completed Northern Expressway







to Gawler then onto Lyndoch for a smoko stop. And no you're not seeing double – convoy that day did include two white XC60s and two silver S70s.



Onwards to Tanunda and spread around the oval were the usual attractions typical of a county show, including various mechanised rides, a side show alley, art and craft stalls, and wood chopping competition, whilst on the oval were dressage and horse drawn carriage events. A large pavilion contained dozens of trestles full of items which had been judged that morning – baked goods, farm produce including eggs, home brews and wines, handicrafts, paintings and photography and even a Lego competition.





# **VOLVO CLUB OF QUEENSLAND**

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

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# **Volvo Club of QLD Pages**

*Dedicated to the Volvo Club of Queensland*

## **VCQ 2011 Events Calendar**

29 May	Lunch at Rosevale Hotel – Meet 10am at the Boonah Information Centre – morning tea in Boonah before proceeding to Rosevale for lunch in their historic hotel								
17 July	RACQ Motorfest @ Eagle Farm								
	<table border="1"> <tr> <td><b>1 March 2011</b></td><td>Early bird registration opens</td></tr> <tr> <td><b>9 May 2011</b></td><td>Early bird registration closes</td></tr> <tr> <td><b>10 May 2011</b></td><td>Full registration opens</td></tr> <tr> <td><b>17 June 2011</b></td><td>MotorFest registration closes</td></tr> </table>	<b>1 March 2011</b>	Early bird registration opens	<b>9 May 2011</b>	Early bird registration closes	<b>10 May 2011</b>	Full registration opens	<b>17 June 2011</b>	MotorFest registration closes
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<b>10 May 2011</b>	Full registration opens								
<b>17 June 2011</b>	MotorFest registration closes								
	<b>Reminder:</b> get your entries in before 17 June - entries can only be done via the web site: <a href="http://www.racq.com.au/about_us/community/events/motorfest">www.racq.com.au/about_us/community/events/motorfest</a> <b>Contact Details - Phone: 3872 8696 or</b> <b>Email: <a href="mailto:events@racq.com.au">events@racq.com.au</a></b>								
18 September	David Fleay's Wildlife Park – Burleigh Heads from 10am onwards								
Early October	GLT Open Day (To be confirmed)								
23 October	Bribie Island – meeting point BP Caboolture Northbound								
27 November	Xmas Party								

# **Swedish Vintage** and Classic Automobiles

8 Somersby Road, Welshpool. W.A. 6106

Phone / Fax (08) 9350-9220

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

Alternate Ph: (08) 9451-6117



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



# VOLVO CAR AUSTRALIA DEALER LISTING

Dealer Name	Sales Address	Town	State	Post Code	Phone No
<b>New South Wales/ACT</b>					
Trivett Volvo	75-85 O'Riordan St	Alexandria	NSW	2015	02 8338 2147
Alto Volvo	387 Pacific Highway	Artarmon	NSW	2064	02 9412 7555
Trivett Volvo Parramatta	70-72 Church St	Parramatta	NSW	2150	02 9841 4127
Peter Warren Volvo Cars	13 Hume Highway	Warwick Farm	NSW	2170	02 9828 8123
Purnell Volvo	990 King Georges Rd	Blakehurst	NSW	2221	02 8558 7000
Hunter Viking Car Centre	16 Christo Road	Georgetown	NSW	2298	02 4960 1200
Woodleys Motors	200 - 208 Marius St	Tamworth	NSW	2340	02 6763 1500
Bellbowrie Motors	Cnr Pacific Highway & Halls Rd	Coffs Harbour	NSW	2450	02 6656 8700
Tynan Volvo Cars	37-39 Burelli St	Wollongong	NSW	2500	02 4229 3033
Allan Mackay Autos	239 Argyle St	Moss Vale	NSW	2577	02 4869 1100
Rolfe Motors	29 Botany St	Philip	ACT	2606	02 6282 4888
Jason Wagga	42 - 50 Dobney Avenue	Wagga Wagga	NSW	2650	02 6925 3211
Annllyn Motors	93 - 99 York Rd	Penrith	NSW	2750	02 4722 9900
Scuderia Veloce Volvo Cars	586 Pacific Highway	Chatswood	NSW	2067	02 9411 6677
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
Jacob Motor Group (service)	171-175 Melbourne Road	Wodonga	VIC	3690	02 6055 9829
<b>Queensland</b>					
Austral Volvo	773 Ann St	Fortitude Valley	QLD	4006	07 3250 3080
Southside Volvo (service)	Cnr Buranda Street & Logan Rd	Buranda	QLD	4102	07 3895 3535
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 of his 242GT (taken at October 2010 Picnic with the Classics event). Re-touched and snow effect by John Ware, and very appropriate for the early wintry Melbourne weather.

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