

# ROLLING

**AUSTRALIA #197**

**July/August 2011**



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# ROLLING AUSTRALIA

July/August 2011, Issue No. 197

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

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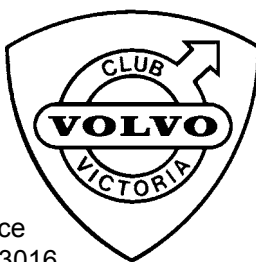
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for standard ad rates & other ideas

## DEADLINE FOR SUBMISSIONS

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

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## SUPER-SIZED BONUS RALLY SPECIAL EDITION!

### FULL-COLOUR CENTRE SPREAD

(courtesy of the Volvo 1800-120 Club Australia)

**ENJOY!!!!**

**ON THE FRONT COVER:** Photo taken (by George Minassian) at the University of New England, Armidale at our Easter Rally. Picture enhancement, cover layout and design by John Ware (122S). In the foreground Jeff & Rosemary Turner 1800E. From left to right, George Minassian 142S Rally, Jeff & Pam Moon 123GT, Volvo Australia S60, Vicki Minassian 1800S, Ian & Pat Beiers B16 122S.

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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. (see note below re: venue)

## **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) until further notice.

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

8:00PM Night Meeting - venue Saxby Road Pavilion. 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! NOTE: We'll meet as a group at 8:30AM in Berwick at the main car park on High Street. Advise Lance Phillips if you plan to attend.

### **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)**

7:00PM Annual General Meeting

## **- venue Saxby Road Pavilion.**

**Election of new committee, free pizza dinner at 7PM for all club members.** Contact a committee member if you wish to put your hand up for a committee position. Also - bring your spare parts and/or Volvo memorabilia along to swap or sell with other 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 (Sydney).** Full details/registration form on the web site: [www.volvocarclubnsw.com](http://www.volvocarclubnsw.com) or see the May/June edition of Rolling Australia.

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

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

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

9:00AM Club Dyno Day at G&D

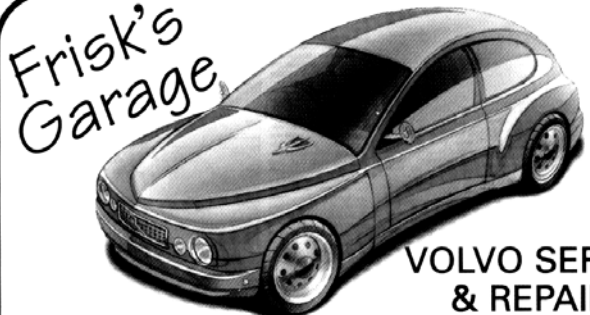
**Performance.** 10 Plunkett Rd (workshop entry is via Quinn Street), Dandenong. The cost per car is \$60 if we get 15 cars, \$45 if we get 20 cars. Contact Mark Icteton 0434 897 144 or email [miceton@iprimus.com.au](mailto:miceton@iprimus.com.au) ASAP to book your spot. We're expecting a good turn-out of cars and the SAAB club has been invited to join us.

**SEPTEMBER 25th - Bay to Birdwood Classic, Adelaide Hills** (see SA club section for more details). Open to cars 25+ years old. Note registrations are strictly limited, so you must get your forms in ASAP if you wish to attend.

**OCTOBER 5th (Wednesday)** 8:00PM Night Meeting (venue to be confirmed). Guest Speaker: [www.volvovic.org.au](http://www.volvovic.org.au)

**OCTOBER 21-23 - Motorclassica - Royal Exhibition Building.** "Picnic with the Classics" - more info in the next magazine.

Magazine printed by club member Rick Robey @ Fairkote:



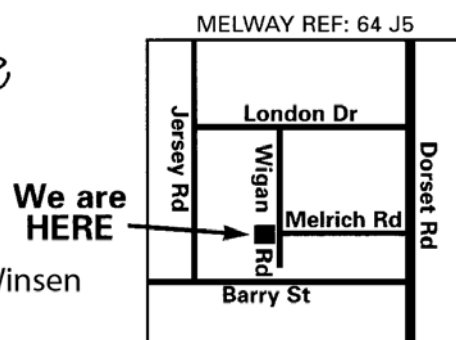
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Michael Van Winsen  
Owner



# President's Prattle

LANCE PHILLIPS

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e: lancephil@bigpond.com

Well, we are heading toward the end of the financial year which means the AGM is coming up on the 3rd of August. It is time to think about what you can do for the Club by way of the Committee. Every little bit helps so please give it some thought and put your hand up at the AGM or speak to one of the executive to see what is involved. If I can do it, anyone can.

We will also be looking for volunteers to help organise the next National Rally in 2013.

I am not sure how progress is going on the Camberwell Tennis Club Rooms so we will be at Saxby Rd for a while yet.

I am very disappointed with our new Club stickers as after only 5 days they were deteriorating around the edges as the clear top layer was lifting. This was noticed by Greg & me on our way to the National Rally. The good news is that the manufacturer has accepted full responsibility and we will receive a new batch shortly once the reason why it happened is sorted. Apparently this was the first issue after making thousands using the same technique. Anyway, I will let you know when we get the new ones. Any already purchased please do not use and they will be replaced.

The National Rally in Armidale

was a great success and enjoyed by all. The Victorian Club was well represented by Peter & Gudrun Hoffmann [Class winner in FWD with S40], Thorben Hughes & Allan Marriage [Class winner 242GT/262], Bernard Northey [142GL & Class winner 140/160 series], Greg Sievert & Dion Nowatzky [1800ES], Peter Collard [240GL], David & Max Raynor [242GT], Rowland and Kaye Tidd [242GT], Len Ward [144DL], and Pam & I in the S60.

A big thank you to all Victorian Club members who attended and congratulations to the trophy winners. I won a prize for having attended the most National Rallies.

Rod Patton is still on the mend and thanks everyone for their kind thoughts and is looking forward to getting back to a meeting.

By the time you read this the National Motoring Heritage Day will have been run and the June Night Meeting with Robert Barber of Altitude Volvo (which I am looking forward to) will have been held.

I look forward to catching up at a meeting.

## 242GT and 262C Register

The three 242 GTs at the National Rally were all from Victoria. There should have been a fourth one but Pam & I opted for the S60 this trip. Congratulations to Thorben for his class win.



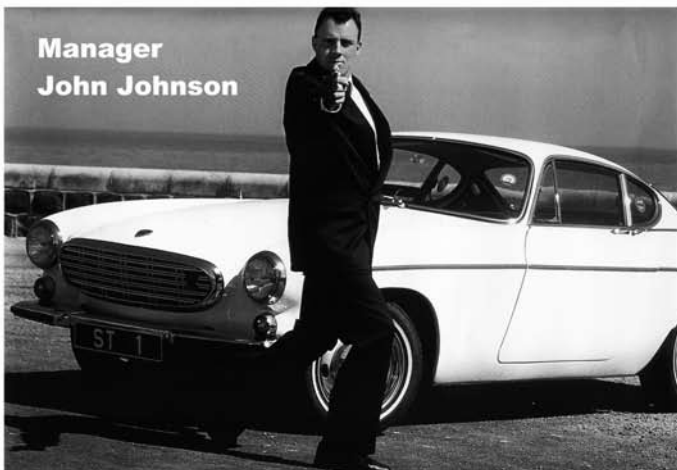
Rowland had a fuel issue on his GT with the small rubber hose in the fuel tank which had turned to a sticky mess, possibly from a dose of ethanol, so arrived on the back of a truck. He had a spare pump so with a bit of help from club members (which is what these events are all about) it was changed and ran like a bird on the way home. I had the same problem after the Inverell Rally with my GT and had to replace the pumps as well.

The Register has increased lately with a new addition from New Zealand as well as a few more from Australia. I am also waiting for some info from Rob Howard and Tony Forno on some 242GTs and a 262C up north.

*Continued on Page 9...*



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# The Editor's Desk:

## National Rally Special Edition

GREG SIEVERT

p: 03-9397-5976

e: greg.sievert@gmail.com

Welcome to the Armidale National Rally special edition of Rolling Australia, featuring a full-colour National Rally centre spread funded by the 1800/120 Club of Australia. Thank you to John Ware who put in long hours doing the cover and colour spread layout...I'm sure it was a tough decision on what photos to include seeing as I sent him a DVD with about 1500 photos on it! Well done John. Without calling out individual photo credits, I'd like to thank as many people I can remember who submitted photos (sorry if I missed anyone), including Doris & Fernando Lecuna, Julie Thomson, Neil & Jenny Summerson, Dion Nowatzky, George Minassian, Craig Rasmussen, Peter Hoffmann, Lance & Pam Phillips, Alan Marriage and Thorben Hughes. Instead of featuring just the cars, the centrefold features the people who make our clubs the great social outlet that they are. Of course the Volvos are what bring us together - our common interest - but the diversity of people from across the globe, with differing political views, family status, age, ethnic and socio-economic backgrounds (to name just a few) are what makes it interesting to meet and talk with our fellow Volvo enthusiasts. While my natural tendency is to sit next to somebody I already know, at the national rally I made a point to try and mix it up a bit, not always dining with the Victorian club members for example. It was great to meet new people and hear their interesting life stories, and attending a national rally is an experience not to be missed. My sincere appreciation goes out to Jeff Turner and his rally committee for pulling together a great event. The accommodation, food, activities and display day were top notch, and even the weather cooperated. As always it will be hard to top with the next one! I'd also like to thank my "co-pilot" Dion Nowatzky for keeping me awake during the long drive and being my "eyes" during those occasions where we had to overtake slower-moving vehicles. As you can imagine, driving a LHD car in Australia presents a few minor challenges.

Due to the copious amount of material for this edition, I'll make my Editor's report brief. I'm "between projects" at the moment having more-or-less completed the EV. So what will I take on next? No firm plans as yet, but most likely it will be some minor work on the 1968 145S to make it easier to get started (blasted

carburettors!) and take the corners and bumps better (Bilstein HD shocks and ipd sway bars that have been sitting in the garage for over a year!) I'm also thinking about a straight LP gas conversion for the 1991 240 wagon, but I won't do it unless I can get the latest-tech liquid injection system (for higher performance) and tank(s) under the rear floor where the original muffler and petrol tank sat. I've seen some 240 wagons with a large tank sitting right behind the seat in the cargo area - which sort of defeats the purpose of having a wagon if you ask me. Apparently Ford are working with Australian company Orbital to develop the liquid injection system for the new EcoLPi Falcon (due out later this year, I hope, for Ford's sake, as their Falcon volume is haemorrhaging with the lack of an LPG variant at the moment).

Speaking of sales volumes, the Japanese automakers have been hit hard by the recent devastating earthquake,



### My ES in fine company at the National Rally

tsunami and nuclear disasters in Japan. This has left GM Holden with a rare but hollow victory over Toyota in the May sales race (according to VFacts). I haven't seen the latest Volvo sales figures for Australia. It would be great to have a short blurb from the Volvo Cars Australia PR department for each magazine with highlights of Volvo's efforts in Australia. Are you reading Jaedene? [Jaedene Hudson is VCA's new Corporate Affairs manager, and it was great she could attend the national rally and provide a sparkling red new S60 for the display!] In reading my Volvo Club of America magazine, I noticed that Volvo in America is offering the "A-plan" (employee pricing) on all new Volvos for members of the Volvo club. I wonder what the discount is? Would club members in Australia jump at the opportunity to get a new Volvo at employee prices? My personal opinion is new imported cars are overpriced in Australia, but I know there are a number



of factors involved, including the small market in Australia that means higher structural costs for things like advertising. I guess we can always let the first buyers take that price hit (often written down as a business expense anyway), then when the cars are several years old, grab a bargain on a used Volvo. Several members have gotten very good deals on new Volvos,

so it can be done! I wonder what a 15-year-old C30 will be like to drive? I'm waiting until 2025 to find out!

Just a quick update on the EV. We've now driven it over 1000 km with no trouble. The ironic thing is the battery is going flat in the petrol 240 from sitting for long periods without being driven! In the 1340 km of EV driving, the batteries required 333 kW-hours of electricity to re-charge. That brings the theoretical cost to about 5.4 cents per km (using "green" power at 22 cents per kW-h; note our charging cost is zero since we have solar panels on our house roof). Comparing to petrol at \$1.35 per litre, you'd have to get 4 litres/100 km to match that on cost. In terms of pure energy usage (energy stored and expended by the

batteries vs. energy stored in a litre of petrol), we're averaging the equivalent of 2.6 litres/100 km. Of course the batteries aren't cheap, the range between charges is only 60-70 km, "green" power isn't always available so you pollute at the power station when you charge with brown coal electricity, etc., etc., but it does show that as the technology improves in the

coming years, it may catch on for the general public. The Mitsubishi iMiEV and Nissan Leaf will soon join the Tesla roadster and Castlemaine-converted Blade EV on Australian roads...all without the government subsidies provided in most forward-thinking countries. It will be interesting to see if they sell in any substantial volumes.

Don't forget, the Volvo Club of Victoria AGM is held in August. I encourage you to consider putting your hand up for a committee position to help guide the club for 2011/12. Please contact Lance Phillips ASAP to advise your interest.

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:

**Jacco & Ruth Philippo (66)**

**Lachlan & Laura Evans (122S)**

**Ross & Lynne Juniper (P1800)**

**Tavis Craig (1800E)**

**David & Christine Weston (240 wagon x2, 242GT, 122S)**

As of June 2011, the club has 189 members, with 8 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 is mandatory to keep your membership current. **The club is required to advise VicRoads if any member with club plates allows their membership to lapse. Refer to [www.aomc.asn.au/cpsnewfaq.htm](http://www.aomc.asn.au/cpsnewfaq.htm) for Frequently Asked Questions.** We'll try to print these in the next edition. 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](mailto:greg.sievert@gmail.com).

## TREASURER'S REPORT

ADRIAN BEAVIS 0402-203-437 (AH)  
Bank balance at 10 June 2011:  
\$2,193.53. Full details of the club's

finances will be available in the year-end financial report. Any questions, please contact me.

## NEW CLUB STICKERS!

The new club stickers are now 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.) 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](mailto:lancephil@bigpond.com)



## P1800 50th ANNIVERSARY DVD THANK YOU

Hi Greg,

We are off to England, Scotland, Sweden, Norway and Denmark leaving next Tuesday 17th May. In Sweden we have arranged a tour of the Volvo Factory and the Volvo Museum – Should be great. Although I was very disappointed that I wasn't able to make it to the Armidale Rally, Linton and Claire kindly sold 28 of my Volvo Anniversary DVDs and, as stated in the magazine previously, \$280 of the proceeds of those sales at Armidale are being donated to the Australian Red Cross. Thank you to

all those members who purchased the DVD and I hope they enjoyed viewing it as much as I enjoyed making it.

Kevin Greenaway

*[Note: Kevin and Marg arrived safely in Sweden and were picked up by a Volvo stretched limo! Kevin, I really enjoyed the DVD - thanks for your efforts. Ed.]*

## VOLVO HISTORICAL IMAGES NOW AVAILABLE

Hi Greg,

I found the following article in the current Classic and Sports Car magazine (June issue) which arrived from UK earlier this week and thought it worthy of inclusion in the next edition of Rolling Australia....

"Volvo has dug into its archives to offer a feast for fans of the Swedish marque. More than 1300 marketing images from 1927 until 2004 are now available for order at [www.volvoprints.com](http://www.volvoprints.com)

Each shot has been cleaned electronically and the selection includes the car maker's models against such iconic backdrops such as Manhattan".

Further detail on sizing, costs, paper or canvas are available on the website.

Great to see so many excellent images of our favourite wheels...

Kind regards,

Alan Milligan, member of the Volvo Club of Queensland and participant in the National Rally (Metallic blue 740 GL)



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# VIC Events Coverage

## My experience as a guide dog?

You may be wondering what this story is about with a heading like that, but as a passenger in a left-hand drive 1800ES, there are certain things you have to do. This is where the story starts. I got invited to go along with Greg to Armidale - he said he needed a guide dog, and somebody he could trust. So off we go. The first leg wasn't too bad - nice country roads by ourselves. Then the freeway...we got to Seymour at about midday on Tuesday, and walked around town twice while we waited for Lance & Pam Phillips in the S60 and Len Ward in the 144. Eventually they turned up, and we found a bakery for lunch. After filling ourselves up, our little convoy headed towards Tocumwal on the NSW border. This is where it got interesting. Bumpy roads, lowered sports suspension and lots of overtaking. It was not the smoothest ride at times, but still fun. We finally



got to Tocumwal and couldn't wait to stretch our legs. Once there, we settled in a couple Morris cars arrived, as they were headed to a National Rally in Parkes. One of the gents was familiar to Len; turned out that he had been Len's replacement at a job many years ago - small world. Later we headed off to the golf resort's restaurant for tea, where we had a nice meal and reflected on the trip so far. Then it was straight to bed for the next long haul.

The next morning, we headed for our next overnight stop at Dubbo. With 560 kms ahead of us, it was going to be a long day. Our little convoy finally stopped for lunch at West Wyalong. It's quite funny the looks you get when you drive a yellow 1800ES through a small town, but we had more fun sitting at the

counter watching the world go by while we ate lunch. My iPod was working overtime while the miles rolled over (not that we could hear it some of the time over the exhaust!) At this point my job was made a lot harder, as we had a few rather wide loads coming towards us. My directions to Greg were "wide load coming, get over, get over further!" as I would have been the first to cop it. Two went past, and they were big. Then what we nicknamed "Big Yellow" came along, a combine harvester half in our lane and the other half in the dirt. At this point I directed Greg to go right off the road. That was a little too close, that one, but my job was done successfully, and Greg didn't yell at me. The amazing bit was that we had Pam's S60 AWD as the leader, the 1800ES in the middle, and Len's 144 pulling up the rear - 3 cars spanning 5 decades, and all sticking together like glue. Volvo knew what they were doing when they built these things! All present were loving every minute of the trip, as it's not too often that you get to drive your car long distances and enjoy the comfort that it provides.

We got into Dubbo at what seemed like peak hour, the most traffic we had seen since Melbourne. A break was required before going out for tea. Before heading out, I grabbed my beanie and my jacket. I was laughed at for complaining it was too cold, but after tea walking back it started raining. I was the only dry one. We were contacted by Peter Collard (fellow club member) who had just arrived in Dubbo from Sale, and he wanted to join our convoy, so we had grown in size. Peter met us in the morning at the motel, and we headed on our way to Armidale, which was about 540 kms. The start



of this journey was all right, until we got out of Tamworth. Then we started climbing the mountains, which meant using more petrol and seemed like the longest part of the journey. This is where

Lance pulled away from us in the S60, Greg got really busy dropping down gears and picking gears up



through the winding stretches. This is where Greg wished for a turbo and an extra gear. Poor old Len - the 144 single-carb auto ran out of puff about half way up, and Peter finally overtook Len. Eventually it got flat again - Greg and I were nearly deaf and stopped talking at this point. Our convoy re-formed for the final leg into Armidale. Once we got to the accommodation, we settled in and started looking around the car park. 1800s, 120s, 140s, and later on an S80 V8. That's another story all together. You could say it was a small slice of heaven for a Volvo nut like me. We all gathered for tea and wandered over to the bowls club, which was conveniently behind the motel, so we didn't have far to stumble. This was a good chance to have a chat with old friends and meet some new ones.

The following morning we all got washing the cars, the South Australian club members showed up as well as others from VIC, NSW and QLD (after some traffic delays and mechanical mishaps!) We were complete. Let the fun begin. Even Thorben made it just in time for the meet-and-greet. Volvo Australia also supplied a new S60 T6, and Jaedene Hudson (Public Affairs Manager - Volvo Cars Australia) joined us, which was a good experience for all. It's good to see Volvo supporting the clubs. That night the official functions started with the BBQ and the birthday cakes for the 50th anniversary of the P1800 and the 25th anniversary of the Volvo 1800/120 Club of Australia. It was a large, loud gathering, many

stories were swapped about new acquisitions and a general catch-up. It went on late into the night.

Saturday morning was the start of a big day. We had access to a rather large collection of cars. Only one Volvo 1800 in the collection. It spanned over two properties, five sheds, and it was like walking through time. The cars spanned from the 20s to the 90s, and everything in between. The cars' conditions spanned from wrecks that needed full restoration, to original condition with original kms, and to fully restored, immaculate condition. The cars varied from Holden and Ford, to Vauxhall, Buick, Dodge, and the rest. My favourite cars were not the fully restored or the originals. It was two supercharged Cords sitting in a shed wasting away, but nonetheless, they were still stunning. The day was off to a good start. Then it was



on to lunch, which was at a nearby lake, where we invaded the park with Volvos. One member had a with Volvo memorabilia for sale, where I purchased several brochures to add to my small collection. After lunch we made our way back to the motel, parked the car and went for a walk around town, had a coffee enjoyed the hospitality.

Saturday night was the first banquet, held next door at the bowls club. After the meal, we had a trivia quiz on Volvos and just general knowledge. We swapped papers with the team beside us to do the scoring. Some of the answers were quite funny, and many prizes were handed out. An early night so we could rest up for the following day's display.

Sunday morning (display day) the car park was full of people polishing their cars. The sun glare on the chrome bumpers was blinding - sunglasses were required. Cars headed off in groups to the racecourse for the display. After organising the cars, it was time to take photos and do the people's choice voting. Once the voting was over, we had lunch in the canteen



and then continued to check out the cars. The judging for "best engine compartment" caused problems for some owners. David Raynor's 242GT bonnet failed to open, so I spotted a problem and stepped in to help. After some time, we managed to pry the grille out gently and release the bonnet. With help from other Volvo enthusiasts, we managed to get three cable ties onto the stretch bonnet release cable and pushed through the grille, and all worked fine as a temporary repair. I still got my hands dirty even though I didn't have a car there. After we left, we had photos taken and went back to the motel and got ready for the big awards banquet.

When it came to the awards, Thorben Hughes took out 1st place in the 242GT class, but in the end that was always going to go to a Victorian car as there were

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only 2 GTs at the display day, both from Victoria. We also had Gudrun Hoffman's S40 take out 1st place in the FWD class, so we walked away with a few awards. The emcee also had prizes for the winners of various "last person standing" categories. One of the categories was who travelled the farthest en route to the rally, won by Craig Rasmussen from SA. Another was for who slept IN their car overnight en route to the rally, won by Alexander Davis, also from SA. After it had all been done, I approached the emcee, and mentioned that he missed a category



- who owns the most Volvos? He agreed it would be a good idea. He stopped counting at 15 when I was the only one still standing, at which point he actually asked "how many cars are there?" I said "thirty-seven" so I managed to win a shirt, so at the end of the night I did walk away with a prize, and I was very happy. The following day, we prepared to drive back.

Let the fun begin. We had 660 kms, so it wasn't going to be a short day. Along the way we stopped for a break. As we drove in, there was a 740 turbo with the bonnet up, and a gentleman standing there with his jaw on the ground. When we got out of the car, he said "I can't believe I'm seeing this - I've never seen one of these in a wagon, and LHD as well!" After he'd finished admiring the 1800ES, he told us he had a flat battery and was charging it with a solar panel. We said our

goodbyes and back on the road again. I remarked to Greg that it was amazing how these things turn heads. Once we got out of Sydney, we finally got to Goulburn where we were staying the night. We managed to get a room just behind the giant ram (which was big!) We had a meal at the restaurant, and then crashed for the night.

We headed off the next morning after accidentally sleeping in. We were back on the road again. We finally got back to my house, and after saying our goodbyes, I think Greg was glad to see the back of me. He's still talking to me so it must be still good. It was an experience I won't forget, and I don't think Greg will forget it too soon either. On behalf of myself and other club members that were present, I would like to thank the committee on organising a successful rally and a memorable experience.

*Dion Nowatzky*

### **National Motoring Heritage Day - 15th May - AOMC Cavalcade of Transport**

We had a good roll-up of Volvos on the day for the AOMC "Cavalcade of Transport", including the Perkins' with 2x122s, Simon Barnett (122S), Mark Icton (121 wagon), Wendy & Laura Icton (262C), John Johnson (P1800S), Greg & Wayne (1800ES), Len Ward (144S), new members Jacco & Ruth Philipppo (66), Heino & family (242GT), Adrian



Beavis (240GLE) and Peter Digby (S70). Depending on where you started, the drive to Yarra Glen was either dry (from the west) or rainy (from

the south). Luckily the rain held off for the display, but it was quite cool



**Ford "Ranch Wagon"...'nuff said!**





stock Volvo XC90s to the Mount Everest base camp as part of a publicity event for a Chinese business owned by friend of John's. We will have a full story and more photos and details to accompany in an upcoming edition of Rolling once we get the information on DVD.

Suffice to say, the scenery was incredible, and the Volvos performed admirably on the varied road/track surfaces. Thank you both for the presentation!

### Kevin Holden's 262C V8

Here's a teaser shot of Kevin Holden's progress on his Bertone-Chevy V8 project. Looking good



Kevin - will we see it at the Display Day in 2012?

### Rumour Mill

Hi Greg,

Here is something really great... Chris Perkins took out the Robert Shannon Award at the RACV 2011 Classic Showcase...with his beautiful restoration of my old 1962 2 door, ex HPC-176.

Rumour is now very strong that young brother Nicholas is about to

### 242GT & 262C Register, continued from Page 3

David Caligari who displayed his V8-converted GT at the RACV Classic rated a mention in the Mercedes Benz Club magazine as an interesting European conversion. See full story on David's conversion in this edition of *Rolling Australia*.

Scott from Geelong has had his V8-converted GT (which was purchased from WA) engineered and registered in Victoria now so is looking forward to doing some cruising. The details of his car are below.

#### 05/1979 Volvo 242GT

- Holden 253ci (4.2lt) V8 fitted, extractors and 3-inch exhaust
- Supra 5 speed (rebuilt short shifter fitted)
- Poly bushes all round
- BMW M5 17x8 et 42 wheels fitted with 25mm front and 45mm rear adaptors to suit
- Volvo R-sport instrument cluster
- Early DL grill fitted and blackout with late 240 small bumpers fitted front and rear.
- Hot-rod stickers on rear windows!!



My 242GT is now on Club Permit after 31 years on BBE and will have its first run on the new plates soon.  
Lance Phillips



### Spotted in Armidale

Vanity plates gone mad? Letters may have been rearranged to protect the guilty (or are they innocent?)



and heavily overcast. There were hundreds of cars of all makes and models, so something for everyone. With a petting zoo, face painting and miniature train rides, the kids had something to stay entertained (who is having more fun on the train - Mark or Laura?) All in all, it was a good day to take our cars out for a drive, and the event's purpose of showing the public that there are a lot of avid car collectors was a success, with many "Club Plate" vehicles on the road heading to and from the event.  
Greg Sievert

### June night meeting presentation: XC90 to Mount Everest Base Camp

We had the great pleasure of meeting Robert Barber (Dealer Principal - Altitude Volvo) and John Reiner (sorry John if I have spelled it incorrectly)

at our June night meeting. Robert and John were members of a team who drove two factory-



### Chris's photo made the cover of the AOMC magazine

get a 122 of quite rare series to restore and try to outdo big brother Chris!

Cheers,  
John Fleming

[Congratulations again to Chris and we look forward to seeing another Perkins 122!]





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# Volvo Club of QLD Pages

*Dedicated to the Volvo Club of Queensland*

## **Lunch at Rosevale Hotel**

James Lister in his white 244GL was first at the meeting point of the Information Area at Boonah. We arrived in my red 740 and we were later joined by Alan Milligan (740), Gaye & Terry Carey (242GT), Vic and Eunice Austin (740 Turbo) and John Dempster (244). After a short hello we adjointed to Boonah to a local cafe

for morning tea – the licorice slice seemed a winner.

After that we took off via the Teviot Range where we saw a mixture of old and new farm houses and through the townships of Kalbar where we saw a horse and a rider in the main street, Harrisville and Warrill View where we crossed the Cunningham Highway towards

Rosevale. Most of us have travelled through Boonah and the Highway not knowing what a lovely piece of countryside was so close.

As we travelled along we knew

by the signposts that we were getting close to Rosevale, but we could not see any sizeable town so it was a surprise to find this lovely picturesque historic hotel surrounded by open farmland. We settled into the lovely beer garden and ordered our meals. The food was great and the conversation even better. It was great to see



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the great comradeship amongst our members and we would love some of our other members to come along to some of our other events.

About 2.30pm we headed off to Rosewood and the Austin's for coffee. I think we started to make tracks home about 4pm.

We can highly recommend the Rosevale Hotel as a place to go after a nice drive if you feel in the mood.

## National Rally - Armidale

Our members who attended the National Rally at Armidale were Jeff and Pam Moon in their lovely white 122, Terry and Gaye Carey in their red 122S, new members Lawrie and Alan Milligan in their blue 740, Terry, Karen with children Jacob and Madison in their white S70 and Grahame and myself in my red 740GL.

Thursday night saw the Moons and us get together with some of the Victorian crew together with the Rasmussens for dinner.

Friday was arrival day for the majority of attendees and it was great to meet up with old friends from previous rallies. Loved how Jacob and Mya who were 2 at the Toowoomba Rally seemed to renew their friendship two years later as if it were only a short time ago. The spirit of the Rally happens for all ages.

The Rally consisted of a Friday BBQ at the Bowls Club which was

17 July

RACQ Motorfest @ Eagle Farm

|                     |                                |
|---------------------|--------------------------------|
| <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  |

**Reminder:** get your entries in before 17 June - entries can only be done via the web site:  
[www.racq.com.au/about\\_us/community/events/motorfest](http://www.racq.com.au/about_us/community/events/motorfest)

**Contact Details** - Phone: **3872 8696** or  
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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

situated just across the road from our 2 motels and the Rally Headquarters at the motel next door to the Bowls club. We were on the lookout for Lawrie and Alan as this was their first VCQ event and managed to meet them towards the end of the night.

Saturday was a visit to a local collector of vehicles of all shapes, sizes, models and condition. It was a vast collection and an eye-opener. Saturday night saw us back at the Bowls Club for a sit-down dinner with trivia thrown in.

Sunday was the display day at the Racecourse and the presentation dinner was at the Bowls Club.

For only a small number of attendees we did very well in the People's Choice awards. Terry won 3rd in the 120 series and 1st in Best Engine Bay and I won the Rear Wheel drive section. Neil Summerson did a great job of MC for the night.

Monday was departure day. Overall the spirit of the Rally was alive and well and will continue to the next one, which I think the Victorian Club will be organising.



QLD RWDs (front to back): Helen Hunt's, Lawrie Milligan's, Rob Howard's



QLD gang at the lake picnic



Volvos at the Sandstock Motel

# 240/260 Register:

## Face-off: 240 vs. 122

MARK HOFFMANN

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Welcome, club members, to this issue's 240 Series Register Page. Reading through my copy of the last issue of *Rolling* I see that Grumpy, our prolific but elusive contributor, has finally reached the end of his long-running and entertaining series of articles chronicling his life's experiences in motoring from a young man to, well, a grumpy old one. As someone who knows how hard it is to pull entertaining and original narratives for these pages out of the proverbial hat each month, I'd like to take the opportunity to thank Grumpy for sharing his experiences with us so thoroughly and candidly. Now if only a few more would follow his example!

I was, however, a little bemused to read Grumpy proclaim, apparently after hundreds of thousands of miles driven here and abroad and after scores of different vehicles owned, loaned and t-boned, that the ultimate all-around motor car of the ages was the Volvo 120 Amazon. Huh? Wow, didn't see that one coming. There must be more articles to come (am I right?) where Grumpy motors into the 1970s and beyond? Where, might I ask, did the Volvo 240 series place in the rankings? If Grumpy is who I think he is, I know he has owned one. Fortunately I'm here with my soapbox to make the case for Volvo's most awarded and enduringly-popular model series, the 240, as one of the best all-around motor cars of all time.

Firstly, and before I raise the hackles on the back of the collective necks of our 120 enthusiasts any further, let me say that I drove an Amazon for the first time a couple of months ago, a 1964 121 wagon with the B18 motor, and I was reasonably impressed. The car was not one of the club's pristine restoration jobs, highly tuned and finished to a better-than-new level of performance, handling and comfort, but rather Mark Iceton's very original example, recently acquired from storage with

Greg Sievert and in need of some TLC, and with which Mark and I plan to tackle

the "Bay to Birdwood" run in South Australia again in September - or at least that's what I've been coerced into agreeing to again... I awaited a fairly primitive and unpleasant driving experience from a vehicle which felt like a full generation behind the 140 series, but instead found a well-balanced car which had plenty of torque, was roomy, felt typically Volvo solid in its build, and had surprisingly comfortable and supportive seats front and rear. And that's just from a five-minute drive around the block, so perhaps I should have had more faith? Only that huge and vague floor-mounted long-throw manual gearstick left me cold, compared to



the short and precise one I learned to drive on in the early 244, but no more so than on a 140. That little criticism notwithstanding, hopefully I now have our 120 owners back on my side and nodding in agreement.

So I arrive at the conclusion, without delving further into general 1960s automotive design and technology, that the Volvo 120 is probably a more capable, better-engineered and better-built car than most of its contemporaries. It is, after all, a Volvo, so I needn't preach to the converted. A Volvo 120 remains, however, a product of its era and like those contemporaries, it can't hope to compete with later-generation vehicles across the spectrum of automotive capability. The world, and automotive design and technology, have inevitably marched on and will continue to do so, and it's not until one becomes

accustomed to driving the late model cars with their refinement, practicality, ergonomics and power, then climbs back into a vintage one, that one realizes just how far things have come in a few short decades. If you're someone who updates to a new or newer Volvo every few years, it can be an incremental improvement that takes you by surprise when, years later, you climb back into an example of the early model car you once drove, and find it more of a step back in time than you might ever have imagined, even if the nostalgia feels great! If, like us Hoffmanns, you update rarely and then find yourself making a quantum leap forward, like Peter has recently done in moving to a new S80 from a 940, and before that to the 940 from a 1970s-era 244, the change is more profoundly obvious. Luckily I'm around to keep the older models, including Peter's old 244, running and in perfect condition so that we remain accustomed to them and never lose that familiarity!

So people still love the cars of the old days because they possess a character that's increasingly hard to find in modern mass-produced vehicles. They make us feel like we are truly driving a mechanical entity connected to the road rather than isolated in a cocoon of technology and luxury, and we can understand all their mechanical workings and undertake most everything on them ourselves. They can also remind us of driving in a gentler and more innocent age of motoring that might evoke happy memories of our younger years. But let's be honest - for all but a few keen enthusiasts or old-timers who cling to their trusty steeds over the course of decades, the sun has long since set on the Volvo 120 as a daily-use vehicle, as it has for the 140 series that succeeded it. There's a very good reason why we drive our 850s, V70s and/or any other modern-generation Volvo from Monday to Saturday, then take the 120 out of the garage for a leisurely jaunt on a sunny Sunday afternoon - it has a lot to do with all-around capability. But what if, today, we had to go back to living with the old cars on a daily basis, and subject them to the rigours of the daily commute, the school or shopping run, or long distance

holiday touring? People seemed to have managed back in the day, but now? Suddenly those quirks, charms and idiosyncrasies would become shortcomings, ineptitudes and inconveniences. Where is the air-conditioning, the power steering, the cruise control and all those other comforts and amenities we can no longer live without? More significantly, is the motor really that small, what's that contraption that substitutes for fuel injection, why are the headlights so small and dim, and why are the tyres so narrow? And goodness, look at that tiny exhaust pipe!

The point I'm driving at is that whilst 1960s cars were great in their era, it's hard for even a well-sorted example to cut it in today's driving environment, and that's in no way an indictment on those cars that were among the best of their era, like the 120. If I had to drive an original one every day for every purpose, I think I'd have serious concerns about keeping up with the general traffic, about sufficient torque for overtaking, about good enough tyres and brakes for handling and stopping, not to mention concerns about mechanical and electrical reliability from a vehicle approaching 50 years of age. Sturdy Swedish construction notwithstanding, even safety would be a nagging doubt in my mind on wet roads or among heavy highway traffic. The bottom line is that what was a great all-around car in its day and still is a great car for weekend fun isn't necessarily a good one for general daily use in the 21st century.

All this brings me, at long last, to the 240 series, which, unlike its predecessors and thanks in part to its lengthy 19-year production run, still earns its keep in plying

the roads here and elsewhere in significant numbers. The 240 remains Volvo's most awarded and ubiquitously-recognizable model series, the car that truly put Volvo on the automotive map and helped it to remain the biggest selling European car brand in this country for so many years throughout the 1970s and 1980s. To me, 240s occupy something of an automotive middle-ground between two extremes - the vintage and the modern - in their twilight years perhaps, but still very capable vehicles on today's roads with potentially many years of useful serviceability left in them. 240s are not new cars



by any means, with the latest

examples of the series already using time-honoured technology and design when new, now approaching 20 years of age. But those that end up on the scrap heap today and tomorrow are typically not worn out, just depreciated and thus uneconomical to resell or repair. But it's hard to think of 240s as being vintage in any sense either, bearing no commonality with the 120s and other "roundies" of an earlier era, plus being a significant step forward, particularly mechanically and in interior refinement, from Volvo's first "modern" offering from which the initial 240 series body style was

evolved, the 140 series.

Several years ago I recall reading a review article in which an Australian motoring journalist, showing an uncommon level of insight and wisdom for his kind, observe that one would be hard pushed to find anything a Volvo 240 did badly. Of course, he qualified that by remarking that nor did they excel in any particular area, but therein lay his point; a 240 may not be the fastest or most stylish vehicle (although one could argue the safest and among the most well-built of their era), but they have an inherent ability to do the job for which they were designed, that being to

transport their occupants in a safe, practical, comfortable and reliable manner whilst offering robustness, economy and ease of maintenance, such that they still make an excellent used-car choice for young drivers for example - if only those young drivers would realize it. [Thankfully they don't, as we don't want more of them crashed! Ed] Although most journalists missed the point, they were also designed to be an excellent driver's car, Volvo having long realized that a comfortable, relaxed and in-control driver was also likely to be a safe one, and so 240s had supremely comfortable and supportive seats, excellent all-around visibility, highly capable heating and ventilation systems, clear and easy-to-read instrumentation within a logical dash layout, and the list goes on and on. In fact I'm sure I've gone on and on and on about this very topic before in these pages - it's my pet subject! Suffice to say, pick up any sales brochure on the 240 series, early or late, and the contents are all basically the same in terms

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of those underpinning qualities and design philosophies. The important things never change.

So what about body style? No, Grumpy, I don't agree with your assertion that the 240 series is becoming uglier with the passage of time. Bullshit! Not everyone wants to drive a car that looks like it came out of a jelly mould. It's true, a 240 can look better from some angles than others, but that seems to be an element of design DNA I find common to most Volvos, the old and the new. I see the 240 as a thoroughbred of no-nonsense automotive design which is why it was only improved incrementally from year to model year and why it endured so long alongside newer concepts. Sometimes the simplest and most uncluttered design solutions are the best and most elegant, and Volvo might describe it as *Swedish minimalism* which continues to underpin today's offerings, even if the lineage might not be immediately apparent any more. A salesman at Volvo recently confided in me that if Volvo still built 240s today, they would probably still sell them, even in spite of any image problem, and somehow I don't doubt it. In fact, I often think it's a little ironic that the 240 is remembered as the quintessential square motor car, as it is in fact a symphony of subtle curves and clean lines from stem to stern with scarcely a straight line to be found anywhere - have another close look! It was an anti-fashion motor car in its day, where it stood out amongst the myriad of local and imported offerings with their "me too" styling which changed like the weather, and it remains so today. Significantly, the 240 shape afforded plenty of interior head and leg room with no rounded roof line on which to crown oneself getting in and out, and the wagon featured a cavernous and easily-accessible cargo area. A Volvo designer also explained to me that back in the day, the 240's characteristic upright pillars were necessary for the car to meet the required standard of crash-resistance, and Volvo determined that there was only so far that it made sense to go with aerodynamics as the benefits were marginal at or below normal highway speeds.

Conversely there is scarcely a curve, subtle or otherwise, to be



#### Gudrun with the Toyota

found on Volvo's angular 700-series cars, yet it was also a design that worked and was long-lived, and ultimately very popular. My understanding is that Volvo originally commissioned an independent foreign design house to pen the car that would become the new 760 luxury sedan, only to ditch that in favour of their own home-grown design which became the car we recognise, and I think we can be glad they did. My brief excursion here away from 240s or 120s and into the 700 series is prompted as again, I find myself respectfully disagreeing with Grump's assessment that the rear of the 700-series design somehow conflicted with the front, as it was a balanced design that was unmistakably Volvo, yet differed fundamentally from anything before it. The 700 series offered greatly improved interior ergonomics, lent itself perfectly to transition into wagon form, and evolved seamlessly into the 900-series range for the 1990s. I've heard some enthusiasts arrogantly proclaim the 940 as the pinnacle of Volvo design within the rear-wheel-drive platform, in contrast to the supposedly primitive 740s, without really understanding that Volvo could conceivably have called the 940 the "740 update". The frontal styling with which we associate the 940 for example, was progressively introduced to the 700 series beginning with the 760 as early as 1987, and only the tail end was revised with more rakish rear pillars and softer rear end styling. So if ever there was a model on which the front didn't quite match the rear... Much maligned in its day and since, don't think that the Volvo 700 series wasn't widely copied; think early Mitsubishi Magna, Nissan Pintara/Skyline, Mazda 929 and even the Toyota Corolla of the mid to late 1980s to

name but a few. The latter two were both owned in the family at some stage and the commonality in overall proportions and in some of the design cues is uncanny. Our 1987 Corolla sedan (see photo), owned from 1990 to 2006, was distinctly the baby 740, right down to the hubcaps!

Getting back on track, so what about the later model Volvos you ask, as progress eventually had to spell the end of traditional favourites like the 240, as good as we know they were, in order for the company to move forward and remain competitive. Smoother, quieter, more powerful, more economical and generally much more refined certainly, but always better overall? Not necessarily. Early scepticism by Volvo traditionalists of the move into transversely-mounted five-cylinder, front-wheel-drive models was born out in troublesome and costly engine oil leak and transmission problems in the first of the 850s for example, and even the early S60s and second-generation V70s, which I consider desirable cars, were beset with gearbox and throttle module troubles that cost their owners thousands to rectify. As for those early twin-turbo S80 flagships that took over from the tried and trusted 960/S90 of the 900 series platform, don't even go there! What this proves is that high technology often has its drawbacks and that even the best automakers have trouble getting it right in ushering in the latest in mechanical innovation, meaning that drivers who want to get about in late model prestige vehicles need to expect to have to dig deep when the some part of the mechanical or electronic wizardry "fails to proceed" - it simply goes with the territory, even after those cars have depreciated to an affordable initial purchase price. These days, engines are equipped with an endless array of sensors, any of which can trigger a fault code and consequent dashboard warning at the slightest of operating anomalies. A trusty Haynes manual and some basic tools no longer help in rectifying these situations, and instead the vehicle needs to be connected to specialist high-tech equipment to diagnose the source of the fault and reset the warning. Add the cost of use of said machine to the predictably-hefty parts and labour costs.

Even seemingly innocuous accessories for late model Volvos can stun in their cost and complexity. We've recently been scanning the Volvo accessories website for some gratuitous add-ons for Peter's new S80 after having already knocked over the essentials of floor mats, headlight protectors and luggage area mat, etc., so the lure of an exclusive leather and wood-grain gear selector beckoned, as did a rear-view mirror with built-in compass - a little frivolous perhaps, but nonetheless adding to the driving enjoyment. But if the price tag of the accessory itself wasn't enough to take your breath away and put you off (and it was), I learned that the mirror would need to be installed by a factory workshop and then the car's central computer reprogrammed, again with the use of specialist equipment, to accept the new part. I felt like saying that I just wanted to buy an accessory, not have an organ transplant. I'm surprised I wasn't told the car would need ongoing treatment to ensure it doesn't reject the accessory. It's enough to make one yearn for the simpler days of plastic floor mats and coin trays.

So who wants an ageing and comparatively simple vehicle like a 240 today? More than just a handful of enthusiasts certainly, judging by the numbers still around and the robust trade in the classifieds. Women with children and retirees, people who typically show more common sense than emotion in their choice of cars, always favoured them

and continue to, and I'm constantly speaking to folks of all ages who have acquired a 240 after admiring them for years, or have had one for a longer period, and simply found qualities absent in other vehicles they've owned. Today, a new generation are showing interest, and the wagons are even popular with young surfers in coastal towns who value their carrying capacity and unbreakable nature - the new Kombi van? Back in suburbia, I recently asked a woman local to me why she still drives the 240 Anniversary wagon she bought new back in 1990, and the answer says a lot: because it

**#1 reason to keep your Volvo 240: because it still gets the job done, and the money from selling it wouldn't buy a quarter of a car that is half as good**

still gets the job done, and the money from selling it wouldn't buy a quarter of a car that is half as good.

And now, to bring this all to some kind of a conclusion, I need to offer a summary in support of my initial claim to fame for the 240 series as one of motoring's enduring greats. So let's look at how a 240 stacks up then and now in six areas where it counts for a car:

**1. Economy:** Apart from representing excellent value for money in their day, any 240 is now sufficiently depreciated that anyone can get themselves into one. The same can't be said for the later models, nor the vintage ones, in which a lot more money is typically involved. A few thousand at most will buy a clean and original late

model 240 with plenty of service life left, and quality genuine service parts and consumables have always been reasonably priced. With a little DIY knowledge and a workshop manual, their ease of maintenance ensures that you can also do most of the routine maintenance yourself, which can save thousands (if you can't, use an independent Volvo specialist!), and comprehensively insuring a 240 is unlikely to break the bank either. Spare parts and panels remain almost as cheap and plentiful as locally-produced vehicles, so there's no need to ply eBay for costly and rare vintage spares, nor to fork out big bucks for later model components. Four cylinder economy (and electronic fuel-injection from 1986), ensure that 240s still fare well at the

pump compared with most modern family-sized cars, and hardened valve seats enable even the early models to run fine on unleaded fuel without the need for costly additives.

**2. Safety:** Sure, 240s pre-date such modern primary and secondary safety features as stability-control and multiple airbags, but none of those things help when the worst happens and a car disintegrates around you and ends up unrecognizable as a vehicle, as we frequently see on the evening news. Let's face it, automakers have to do little more today to earn a 5-star safety rating than to cram their offerings full of airbags, which is why Volvo engineers sometimes use the expression "Safety beyond stars" for their ongoing investment in advanced

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safety technology. But if all motor cars, past and present, were required to have the basic physical integrity of a 240 with the rigid passenger "safety cell", the road toll would be a fraction of what it is - tell the government that "inconvenient truth". All 240s have capable disc brakes and the first 240s, with their impact-absorbing "shovel nose" design, were a big step forward from earlier Volvos. In a worst-case scenario, I'd still choose to be in one any day over a new Falcon, Commodore or Camry thanks very much.

**3. Power:** Forget the troublesome early V6s which did little more than the fours except guzzle fuel and overheat - they've all but disappeared from the roads anyway, as have the few entry-level four-cylinder carburettor models. The well-proven fuel-injected overhead-cam 2.1 or 2.3 litre four cylinder motor in most 240s has plenty of low end torque where it's needed to keep up with traffic and cruise easily and quietly at freeway speeds.

**4. Comfort & Ergonomics:** 240s have infinitely-adjustable orthopaedically-designed seats, plenty of interior room, and as many or as little creature comforts as you'd want. Don't have electric windows or mirrors, or alloy wheels? Head down to the wreckers where there are stockpiles. Heating, ventilation, visibility and general ergonomics are all excellent. I cringe when I hear new car buyers complain of fiddly switchgear and hard-to-read instrumentation in today's local and Japanese cars, as it's clarity and logic all the way on the 240's dash where the controls were all designed to be operated with gloved hands if necessary, and gauge readings are immediately clear and unambiguous. As Volvo used to say of the 240 instrumentation: "Don't look twice".

**5. Longevity:** Volvos originate from a land that is hard on motor vehicles to say the least. Ice, snow and salt-covered roads ensured that 240s needed to be made of sterner stuff than most cars, and Volvo's attention to pre-paint body preparation is legendary. That means that here in our comparatively temperate environment 240s stand the test of time very well. On the inside, the wagon load area is as close to "hose-out" as any imported car can be, and the hard-wearing vinyl and

plastic interior trims on all models stands up pretty well to wear and tear, especially compared to Volvo's own 700 and 900 cars where the brittle plastic trims seem to begin to recycle themselves after a decade or so! Engines and mechanicals are generally bullet-proof and thrive on neglect, such that a well-maintained vehicle that's had its recommended services can expect to deliver years of trouble-free motoring.

**6. Style:** Sometimes, and all too often, it all comes down to appearances. If you're like me, you will appreciate the 240 design for its simple, uncluttered elegance, in addition to all the car's other qualities, and that never changes. But for others, what was once unfashionable is now retro cool - just like Abba! Good design always gets appreciated - for some it just takes a while.

So there's my case for the Volvo

240 as one of motoring's enduring greats; a car of the 1970s and 80s that was well-respected and acclaimed in its day and remains accessible, practical and economical into the 21st century. Perhaps I should add a little disclaimer in so far as to say that the above is merely one enthusiast's thoughts and opinions - mine - and others may disagree on some of the sentiments, but that's the privilege of writing a regular column! Next time around, I think I'll give the heavy philosophy a rest and offer some tech tips instead. So until then and as always, I wish all members pleasant and safe motoring. Should I, in the mean time, be run off the road by a vengeful Amazon driver, I guess I'll know why. I'll let you know.

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

Mark Hoffmann

## New at VP Tuning, products from Volvogue NL

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All kits are made of the highest quality 3M™ material (silk-screen) and designed after the original Volvo parts (both parts are out of production at Volvo as you may know).



Woodgrain kit for right hand drive 200 series 1981-onwards is also in development. Please contact Mark Richardson for more details on release and colour options.

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**Magazine Submissions**

to Craig Rasmussen

craig.s.rasmussen@team.telstra.com

**Bay to Birdwood Classic is 25th September 2011. Get your entry forms in ASAP to avoid disappointment as numbers are limited!**

# Volvo Club of SA Pages

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

## A Splendid Sunday

The Volvo Car Club of South Australia recently motored to Maria and Theodoor's residence, nestled in close proximity to the picturesque Mount Crawford Forest.

Metropolitan club members were treated to a stunning location, set within rolling hills amongst forestry backdrops.

Some readers may be aware that Mount Crawford Forest is one of the circuit hosts for the Rally SA event, with the Australian Rally Championships being held during 29 to 31 July 2011.

Highlights of the day included the initial scenic convoy, a terrific bbq and a nature walk around the homestead. Some members were keen to stretch their legs further and hiked to the nearby summit. Located at the peak of this summit exists a stone castle and an old trigonometrical station. Keeping with tradition, hikers carried a stone to add on to this castle monument.

The hike also provided Ralph the opportunity to test his mushroom hunting skills.

An additional feature of the day was when Maria and Theodoor's

these vehicles share the same life journey, with first owners residing in Queensland.

Overall, the event turned out to be a great day with many members in attendance. We thank Maria and Theodoor for their hospitality.

## McLaren Vale Vintage and Classic Run Sunday 11 April 2011

Dodging showers seemed to be the order of the day for the 2011 McLaren Vale Vintage and Classic,



silver 262C Bertone met with Michael's gold 262C Bertone. Both vehicles manufactured in 1980, were once again reunited. Ironically,



but the parade itself caught a sunny spell. The main street of McLaren Vale was lined with car enthusiasts



watching a fantastic variety of vintage and classic cars make their way down the road.

Four club vehicles attended the run and joined the Sporting Car Club at Leconfield Winery where vehicles were all placed on display to be admired, while owners ate, drank and chatted with fellow enthusiasts

A great day even if it was a bit on the wet side.

## National Rally - Armidale

A number of SA members and their cars attended the rally in Armidale - with Craig winning the "Numb Bum" award having travelled to the rally from SA via his folks' house in Bundaberg. Photos: Ken Bayly (V70), Craig's 122



and Alexander Davis (145), Phil & Brenda Rasmussen (122), Chris Allen (122).

## Volvo Car Club of SA 2011 Events

**July**  
**8**

### Annual General Meeting

**7.30pm** – Glandore Community Centre

Members with vehicles on Historic Registration please remember to bring along you log books for stamping.

**17**

### Mid Year Lunch – Mystery Drive

A great day to catch up with club members over a relaxing lunch.

**10.00am** – Meet McDonalds Corner Cross & Goodwood Roads

To assist with booking the venue please advise of your attendance by 8 July.

**August**

**7**

### Mannum – Lunch at the Pretoria Hotel

**10.00am** – Meet McDonalds Car Park, Tea Tree Plaza

To assist with booking the venue please advise of your attendance by 17 July.

**September**

**9**

### Club Meeting

**7.30pm** – Glandore Community Centre

**24**

### Dinner with Interstate Visitors

Details closer to the event.

**25**

### Bay to Birdwood

The 2011 Classic will be for vehicles manufactured between 1 January 1956 and 31 December 1977. Note that eligibility has not "rolled on" by 2 years from the 2009 event.

[www.baytobirdwood.com.au](http://www.baytobirdwood.com.au) for more information and registration forms.

**October**

### Weekend Get Together

Details closer to the event.

**November**

**11**

### Club Meeting

**7.30pm** – Glandore Community Centre

**12**

### Christmas Pageant

**December**

**18**

### Christmas Lunch

12.00 noon – Rivabella Ristorante Caffè Pizzeria, Shop 8-11 3 Alexa Road, North Haven. Enjoy lunch overlooking the beautiful Gulf Point Marina and hopefully spot a dolphin or two. Ala carte Menu and a visit from our special guest Please advise numbers by 1 December.

# Brickbats & Bouquets:

## I WAS WRONG!

Wrong? Well sorta. You see I have had a dim opinion of the small Hyundai Excel. I remember it being advertised as “A\$12,000 – no more to pay”. I read the reviews by the motoring scribes who uniformly panned it for vague steering, poor ride and an uninspiring 1.5 litre engine. The sort of damning reviews we used to get for new model Volvos. I talked to a few owners and mechanics and the conclusion was that this was one tinny car that suffered 50% depreciation after 12 months. One thing that particularly irritated me was when driving behind an Excel the large red fog-light was on most of the time...glaring by day and blinding at night – apparently the drivers were unaware that it was on.



Initially well received, the Excel's faults soon became apparent; cost-cutting measures caused reliability to suffer. With an increasingly poor reputation for quality, Hyundai sales plummeted, and many dealerships either earned their profits on repairs or abandoned the product. At one point, Hyundai became the butt of many jokes (i.e. Hyundai stands for “Hope you understand nothing's driveable and inexpensive”)

### 1985-87 Hyundai Excel 5-door

In Australia, it was priced at A\$12,000. Sales soon dropped as serious quality problems emerged with the car.

In response, Hyundai began investing heavily in the quality,



design, manufacturing, and long-term research of its vehicles. It added a 10-year or 100,000-mile (160,000 km) power train warranty (known as the Hyundai challenge) to its vehicles sold in the United States. By 2004, sales had dramatically increased, and the reputation of Hyundai cars improved. In 2004, Hyundai tied with Honda for initial brand quality in a survey/study from J.D. Power and Associates, for having 102 problems per 1000 vehicles. This made Hyundai second in the industry, only behind Toyota, for initial vehicle quality

Fast forward to today and I see Hyundais everywhere, and instead of the rather stodgy bodies they look sleek even if they have copied the latest BMW 3 series shape. Also they have a complete range from the little i20 to the large i45 and the iX45 light 4-wheel drive.

I guess they are tapping into the modern “must have” gadgets like the iPhone and iPad.

A few years back I drove a rental 2-litre Hyundai Elantra in New Zealand for two weeks.



At first I was a little reluctant to accept the Hyundai asking the rental bloke “Do you have anything [better]? But the Elantra was all they had in the 2-litre group. So I said to myself “It is about time you really tried out the current Hyundai and form your own opinion, and not rely on the road tests.”

At first I was happy with the appearance of the car and it drove and performed like the average Japanese car, but on a long trip I suffered bad pain in my lower back and crawled out of the car at the motel bent over like Quasimodo from Phantom of the Opera. A sure sign of poor lumber support in the driver's seat – how I longed for a decent Volvo seat!



A week or so later I was in Tasmania renting a 2-litre Nissan Pulsar. Outside the cars were similar in shape and size and similar inside.

Now came the acid test – in every way the Nissan was better. Not dramatically so but the steering was more precise, the ride better, the automatic transmission smoother in gear changing, and blissfully the driver's seat was great on long trips. The odometer on the Nissan showed that had travelled some 25,000 more kilometres than the Hyundai. So it was not a case of comparing a worn Hyundai with a near new Nissan.

Some years ago I did a two-year course in ergonomics, and travelled to major cities as part of my job with an Occupational Safety and Health Unit. At the time there were a lot of problems with the wholesale introduction of computers in the workplace. Operators were suffering repetition strain injuries to their wrists, lower back pain and headaches. These were due to the intense nature of the work and very poor ergonomics. Desks were too high or too low, placing the forearms at a bad angle resulting in RSI or carpal-tunnel syndrome. The chairs in some cases lacked any adjustment resulting in no lumber support – in some cases operators with adjustable chairs were winding the back up to support their shoulders and had to be persuaded that their lower back needed support if they were to spend 3 to 4 hours banging away at a computer keyboard.

Headaches were cured by providing them with special glasses to see the computer screen at an optimum distance of 40 centimetres.

Since the science of ergonomics has been around for over sixty years it beats me as to why car manufactures spend millions [billions?] designing new cars and still can't get the seats right!

Footnote to the beginnings of Hyundai – did you know that Mr Honda started out after the end of World War II selling a little petrol motor to bolt on to the front wheel of a push-bike to give the war-ravaged Japanese basic transport. So maybe I was too hard on Hyundai...you have to start somewhere.

*Grumpy*

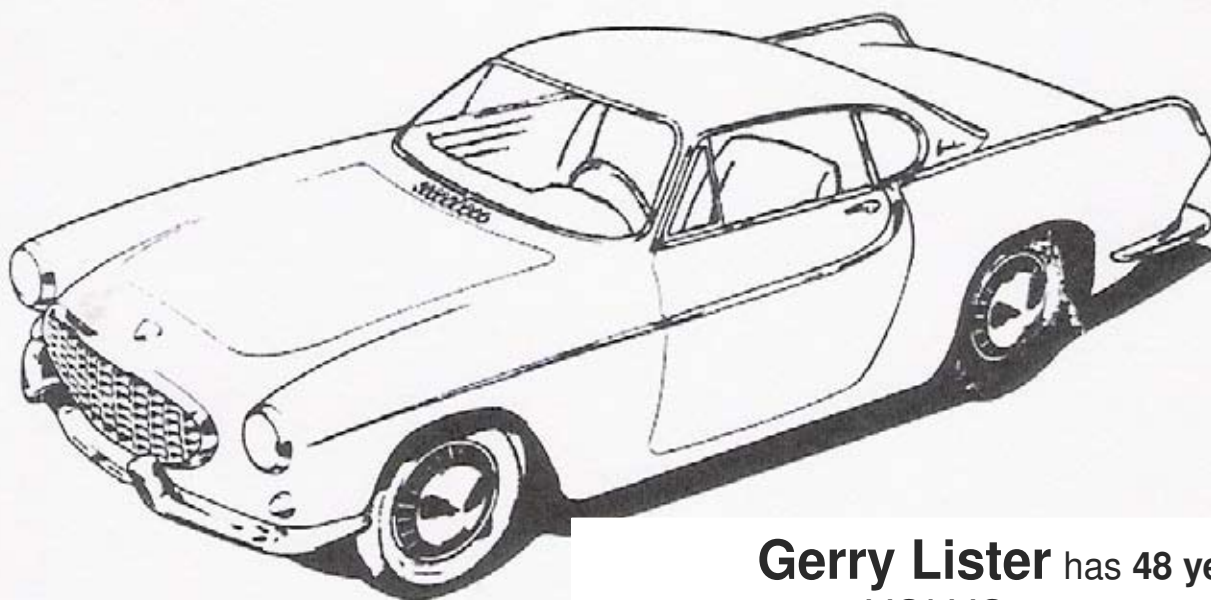
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## President's Report

Words cannot describe my elation at the success of our Armidale National Rally for 2011. Jeff Turner our Rally Coordinator and the committee can be justifiably proud of the success of our event. The food & company were superb. The cars on display were of a very high standard indeed and a good time was had by all and sundry.

Our Rally started with a check in and welcome on Friday 22 April. We collected our rally packs, filled with goodies supplied by our sponsors. We all caught up with old friends whom we hadn't seen since the last Rally. Many excited words were exchanged. Cars were washed and prepared for the big display on Sunday.

Some of us were lucky enough to have their cars photographed at the beautiful UNE grounds. We met up with Volvo's PR lady Jaedene Hudson. We all wish Jaedene every success with Volvo.

Saturday saw us engaged in more animated conversation again until it was time to leave for the brilliant display of classic cars owned by the Hardmans. Incredible!!! A lifetime of work awaits the man brave enough to take on the collection. Our lunch for the day was at the lovely Dumaresq Dam. A pleasant drive and welcome lunch was enjoyed by all who attended. I had the pleasure of a return trip in a '69 144 – very much enjoyed.

Sunday was the culmination of our efforts with the display of 60+ cars at the Armidale showground. And what a display it was! Our classic Volvos glistened in the warm Autumn sun. Winners were voted for in the various categories. If you are like me, there were many moments of drooling with all of these cars on display.

Sunday evening was a delightful dinner at the Bowls Club. Our MC for the evening, Neil Summerson, did a cracking job and the evening was enjoyed by all who attended. Prizes were handed out for those with the most deserving cars in their respective categories; I think there were a few surprises though!

Thanks again to all those who attended and made the weekend thoroughly enjoyable. I can only hope our next Rally is as enjoyable. I understand that the Victorian Club will be hosting our next National Rally, so I eagerly await hearing of their plans.

Stay tuned for further enjoyable events on the local scene!

Until then.....

**Volvo for life**

Robert Bakker

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# New Book - Now Available

## Volvo P1800

**from idea to prototype  
and production**

By: Kenneth Collander and Mats Eriksson

The Volvo 1800-120 Club shipment of the P1800 book has arrived and we have started posting them to those who have ordered and paid for them. Almost 40 copies have now been sold. Do not miss out on this one. If you would like one please let me know ASAP.

This is a much better quality book than I was told at the time. It's a hard covered book with 280 pages. A lot of reading and a lot of pictures that have never been published before. The main theme is as the title of the book says. The whole idea, the Italian prototypes, the Jensen prototypes and the first 6000 P1800s built. It is full of history and would make great reading for anyone with an 1800 or an interest in this car. Volvo Sweden made their archives available to the authors who were given a lot of help in writing this book.



We also have some badges from the Armidale Rally. The one on the left is the Anniversary Badge and the one on the right is the Armidale Rally Badge. These are at \$30 each plus postage. If you order the book at the same time there will be no extra postage.

So, book on its own is \$65.00. Book with one badge is \$95.00 OR book with both badges for \$125.00. Please let me know for any other combination including our other books and Polo shirts.

George Minassian



## Volvo 1800-120 Parts

New Parts for your Classic Volvo  
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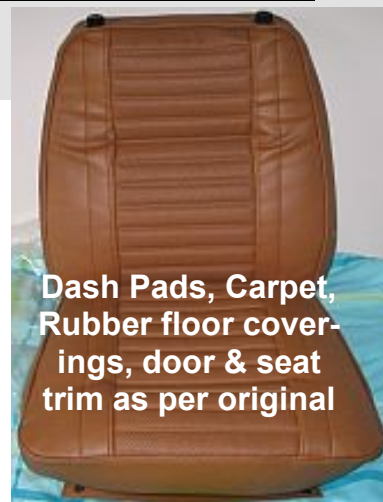
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## Rally Report *Jeff Turner*

As the 2011 National Volvo Rally recedes, a look over my shoulder is in order. I personally enjoyed the Rally totally and I have had such wonderful positive feedback, I'm sure all who attended did so too. All that I had hoped for was achieved. The biggest threat was the weather but we were greatly blessed, it was superb and Armidale put on a lovely display of autumn colours.

May I express my most profound thanks to all who were involved in its organization. My committee were wonderful providing both physical and psychological assistance at every turn. There are always highlights however, among them being, Tina Bakker's computer and aesthetic skills. I had many ideas to promote interest and encouragement to attend, Tina took these ideas and her creations, such as our initial flyer, were all wonderful, thank you Tina.

I worried mightily regarding the financial security of the event, I need not have. George and Vicki Minassian took this worry from me and I am advised we made a small profit, thank you George and Vicki.

My President, Robert, even though he runs an extremely busy legal office, was always just at the end of the telephone. He showed wisdom far beyond his years, thank you Robert.

I cannot but mention Neil Summerson's contribution in acting as MC at our prize-giving dinner. It was full of interest and laughter, just wonderful, thank you Neil. Richard Brabazon's contribution in creating our name tags was greatly appreciated.

I could not have done it without the help and encouragement of my wife, Rosemary, she truly is my partner in life. I look forward enormously to the Rally in 2013.

## A word from *Neil Summerson*

I joined the Volvo 1800 Club in 1987 and purchased a lovely 1800E that year. I was President in 1989-1991 during which time the 1800 Club and the 120 Club merged. As a result I have been to most of the rallies over the years.

What was so pleasing about the Armidale rally was the exceptionally high standard of vehicles - higher than any other rally I have been to. It seems that owners are recognizing the value of their cars and are maintaining them accordingly. This is similar to what occurred in the US but a decade ago.

The Armidale meet was held in splendid weather, the trees were just showing their autumn colours and the accommodation just perfect. The organizing committee under the stewardship of Jeff Turner did a great job.

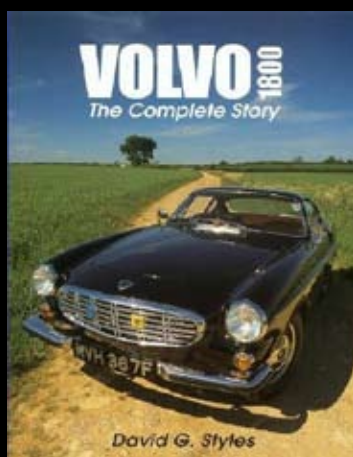
The visit to the Hardman family home to see 60 cars in sheds was a real eye opener. This is a lifetime of car collecting and in many respects were ordinary everyday cars of a by-gone era.

The display day saw 60 Volvos all shining in a beautiful autumn sun. The presentation evening saw the winners beaming with pride and everyone having a lot of fun. Who would have thought amongst our members we had a person with 37 Volvos.

I think we'll all look forward to the next rally - wherever it may be.

### Photos Opposite Page

- |  |                                  |
|--|----------------------------------|
| 1. Terry & Gaye Carey 122S                   | 9. Allison & Dave Dinsdale 1800E |
| 2. Rick & Joyce Forno V70                    | 10. Peer & Maida Skaarup 122S    |
| 3. Gudrun & Peter Hoffmann S40               | 11. Craig Rasmussen 122S         |
| 4. Marian & Roger Pearson 1800ES             | 12. Chris Allen 122S             |
| 5. Vic Andrews 1800E                         | 13. Lawrie Milligan 740          |
| 6. Greg Reynolds in John Reeves' 122S        | 14. Kerry Reynolds S60           |
| 7. Tina & Robert Bakker S80 V8 R design      | 15. Jeff & Pam Moon 123GT        |
| 8. Kevin 'Volvo' & Hetty Elliott 145 Express | 16. George Ramon 1800S           |



Volvo 1800 - The complete Story  
By David Styles

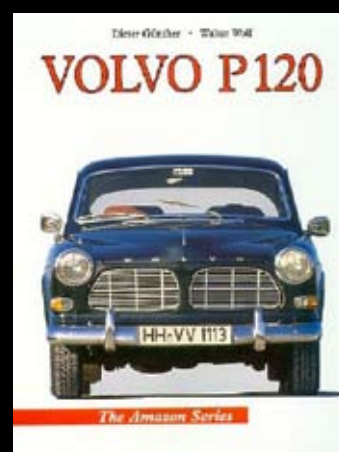
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Volvo P120 - The Amazon Series  
By Dieter Gunther



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# Volvo National ARMIDA



# Rally Australia L E 2 0 1 1





# presentations



## People's choice Winners:

### Volvo 1800

1st Fernando & Doris Lecuna P1800  
2nd Paul Scholz 1800E  
(driven to Rally by Jenny & Neil Summerson)  
3rd Marian & Roger Pearson 1800ES

### Volvo 120

1st Ian & Pat Beiers 122S  
2nd Peer & Maida Skaarup 122S  
3rd Terry & Gaye Carey 122S

### Volvo 140/160

Bernard Northey 142GL

### Volvo 242/262

Thorben Hughes 242GT

### Volvo 240/260

Robert Howard 244GL

### Volvo Rear Wheel Drive

Helen & Grahame Hunt 740GL

### Volvo Front Wheel Drive

Gudrun & Peter Hoffmann S40

### Best Engine Bay

Terry & Gaye Carey 122S

### Club with Highest Attendees

Volvo 1800-120 Club

### Attendee with most cars at Rally

Toft Family 1800S, 1800E, 1800E

### Numb Bum Award

Craig Rasmussen 122S

## Special Thanks to all our Rally Sponsors

### **Our major Sponsor was Volvo Australia**

Their contribution paid for our Friday BBQ and subsidized, among other things, our Saturday and Sunday meals. Thank you Volvo Australia.

### **Trophies**

These were sponsored by GLT Car Centre in Brisbane, Volvo Downunder and Volvo 1800-120 Parts. Thanks to all.

### **Rally Bags**

Thanks also to all our other sponsors whose contributions filled up the Rally Bags.

A special thankyou to both Jeff Turner and Robert Bakker who chased up all those above for support for our Rally.

### **Photos**

The majority of the Rally photos you see on those pages were taken by Jenny Summerson and Julie Thomson. Thanks to you both.



volvo  
downunder spares  
CLASSIC VOLVO PARTS



**SHARE THE PASSION**



## More Armidale Rally Reports & Emails

### Rosemary's Report:

The 2011 Volvo Rally took a year of planning. Jeff and I commenced our preparations at Easter 2010 when we went to Armidale to check out locations for meals, accommodation and the Show and Shine and then at Easter 2011 it was with great excitement and a little apprehension that we packed Ingrid (our beloved 1800) to the hilt and set off around 8:00am.

We had 2 celebration cakes, goodies bag contents, Rally signs, banner and of course our clothes for the weekend.....it really is amazing how much Ingrid can carry. There was much discussion as to which way to go to exit Brisbane and arrive at Tenterfield without too much hassle. Brisbane floods had caused severe heartache on our roads but we put our faith in the most direct route over Cunninghams Gap. We had organised a convoy and met up with a few others prior to the turnoff and upon reaching Cunningham's Gap we were told there had been several accidents near the summit and the wait could be up to four hours.....well we didn't have four hours to spare so did a quick turnaround and headed back to the Warrego Hwy, turned left at Gatton and on through to Warwick. Things weren't getting off to a great start but there were no more problems although we did lose some of our travelling companions due to other faults. After an extremely long day we finally arrived in Armidale around 6:30pm. There were a small crowd of Rally participants already across at the pub so we joined them for dinner then came back and unpacked.

Friday morning the boys put up the banner and flags at our motel. I must acknowledge the owners of the New England Motor Inn, they went out of their way to make our stay so hospitable, allowing us use of their office and helping out in numerous other ways. We set about getting all the goodies bags filled. Volvo had very generously provided T-shirts, some caps, pens and other sponsors provided toiletry items. The office working bee continued for several hours with the help of members from other clubs. It was lovely putting faces to names we had read about in Rolling. Friday night's BBQ was lovely, superb food, delightful company and of course the cutting of the cakes.....Jeff really did make them himself!

Saturday arrived and I joined 17 other ladies on the bus for a tour of interesting areas around town. We all enjoyed this immensely. Armidale really is a beautiful town especially in Autumn. After that we headed in convoy up to the Dam, another picturesque spot. Our caterer here had surpassed himself with all that he provided for a minimal amount. I had told some friends of the gorgeous little church covered in red vine at Gostwyck and the lovely town of Uralla just south of Armidale and several couples decided to go and sightsee. Dinner on Saturday night was once again superb and the Trivia contest I had devised was enjoyed by most I'm sure.

Sunday arrived and our major event, the Show and Shine, all those Volvos gleaming at the Racecourse, it was arduous deciding which car to vote for, they all looked superb. I was privileged to be asked to drive the gleaming red demonstration model supplied by Volvo around from the motel.....no fellas it wasn't mine! Now the 2011 model is extremely different to the 1970 1800, I had to have President Bakker's young son, Henry with me to advise how to handle the beast!! The local Vintage Car Club visited us at the Racecourse and as they were checking out our cars we looked over their cars.

Sunday night the presentation dinner was once again most enjoyable. Jeff and I were extremely pleased with our choice of the Bowls Club as the main venue, again the staff went out of their way to please us and ensure everything was how we wanted it.

Monday dawned and it was time to say our good-byes. We headed home to Brisbane with the thought that most participants had enjoyed themselves. We had met some wonderful new friends and are looking forward to continuing our association with the Volvo 1800-120 Club of Australia.

**Rosemary Turner**

**Photo opposite: L to R .... Robert Bakker, Jeff Moon, Jeff Turner, George Minassian, Graham Jones and Ian Beiers with Jeff & Rosemary Turners 1800E**

Hi Committee,

I would like to give a special thanks to the club for the invitation to attend and enjoy the 25th anniversary rally. Being a new member and not knowing many members I was a little apprehensive about going to Armidale. What a joy and surprise for me awaited at Armidale. So many friendly and enthusiastic members willing to share their stories of their cars and genuine interest in my car. My car absolutely flew down there and back. It obtained 32.4 mpg during the 702 mile trip and it was driven like the Volvo brochure told me - "treat it like you hate it". I will be keeping in touch with fellow members.

Thanking everyone,

**Gavin Janson** 1800S - I am the guy that does not wash his car everyday.

We did have a safe trip back but it took 9-1/2 hours. We drove down the Thunderbolt Road, which turned out to save 50 km compared to travelling on the New England Highway. However, after a very quick trip to Raymond Terrace, we caught up with all the holiday traffic returning to Sydney and it took more than four hours from that point onwards with 'stop and start' traffic as well as rain to contend with but no accidents that we saw. We arrived back here at 5.00 pm, somewhat tired and jaded.

Thank you once again for all the organising of the Rally and hard work and time that you had to do - I am so glad that Russell was able to make it as he thoroughly enjoyed himself.

**Judith Arnold** 1800S



## Volvo 1800-120 Club Membership Form

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

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

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

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

**Very Important:** For bank transfers, please  
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membership!') as the reference.

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**P.O.Box 6522 Tweed Heads South NSW 2486**

# Volvo Car Club of NSW Inc.

## President's Message

At the time of publishing there will only be a few weeks before the CMC's Eastern Creek Classic. During this event our club will be featuring and celebrating the 50<sup>th</sup> anniversary of the Volvo P1800.



I am really excited and looking forward to this event. Judging by the amount of interest we have received so far, I know that a lot of our members are looking forward to this milestone.

If you would like to be part of this historic event please contact any of our committee members for more information.

It's going to be great to have some of our Interstate members join us on the day and making this event very successful and memorable.

Unfortunately Ralph and I don't currently own a P1800, but I believe one of our members has purchased the P1800ES we owned in the 90's and we are very much looking forward to seeing this vehicle again.

The Xmas in July would have come and gone and it's great to have two Christmases every year.

Hope to see most of you in August.

Take Care

**Dolly**

## Monthly General Meetings

### Ashfield Bowling Club

Cnr Orpington Street & Parramatta Road, Ashfield  
8pm on the first Wednesday of each month  
Next General Meeting is 3rd August 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.

## SOCIAL EVENTS

### 2011 Calendar

- \* July - Christmas in July - Details to be emailed / mailed.
- \* 20 & 21 August - Shannons Eastern Creek Classic
- \* Sunday 30th October - Clayton's Show 'N' Shine - **Location to be confirmed**
- \* 3rd December - Christmas Party - Thompson Residence (**note revised date**).

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

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

## A Brief History of the P1800

The project was started in 1957 because Volvo wanted a sports car, despite the fact that their previous attempt, the P1900 had been a disaster, with only 68 cars sold.

The man behind the project was an engineering consultant to Volvo, Helmer Petterson who in the 1940s was responsible for the Volvo PV 444. The design work was done by Helmer's son Pelle Petterson, who worked at Pietro Frua at that time. Volvo insisted it was an Italian design by Frua and only officially recognized that Pelle Petterson designed it, in 2009. The Italian Carrozzeria Pietro Frua design firm (then a recently acquired subsidiary of Ghia) built the first three prototypes, designated: P958-X1, P958-X2 and P958-X3. 1957 Prototype P958-X1



In December 1957 Helmer Petterson drove X1, (the first hand-built P1800 prototype) to Osnabrück, West Germany, headquarters of Karmann. Petterson hoped that Karmann would be able to take on the tooling and building of the P1800. Karmann's engineers had already been preparing working drawings from the wooden styling buck at Frua. Petterson and Volvo chief engineer Thor Berthelius met there, tested the car, and discussed the construction with Karmann. They were ready to build it and this meant that the first cars could hit the market as early as December 1958. But in February, Karmann's most important customer, Volkswagen VAG, forbade Karmann to take on the job.

*Courtesy of Wikipedia*

They were afraid that the P1800 would compete with the sales of their own cars, and threatened to cancel all their contracts with Karmann if they took on the coach building of this car. This setback almost caused the project to be abandoned.

Other German firms NSU, Drautz and Hanomag were contacted but none of them were selected because Volvo did not believe these firms met their manufacturing quality control standards.

It began to appear that Volvo might never produce the P1800. This motivated Helmer Petterson to obtain financial backing from two financial firms with the intention of buying the components directly from Volvo, and marketing the car himself. At this point Volvo had made no mention of the P1800 and the factory would not comment. Then a press release surfaced with a photo of the car, putting Volvo in a position where they had to acknowledge the car's existence. These events influenced the company to renew its efforts, the car was presented to the public for the first time at the Brussels Motor Show in January 1960 and Volvo turned to Jensen Motors whose production lines were under capacity, and they agreed to a contract of 10,000 cars. The Linwood, Scotland, body plant of manufacturer Pressed Steel was in turn contracted by Jensen to create the unibody shell, which then shipped via rail to be assembled at Jensen in West Bromwich, England. In September 1960, the first production P1800 (for the 1961 model year) left Jensen for an eager public.



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# 2011 Invitation Motor Sport Events



## Fiat Car Club Motorkhanas - 2011



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 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 sup regs and entry form can be obtained from TCC website -  
[www.thornleighcarclub.org](http://www.thornleighcarclub.org)

## Show 'N' Shine 2011

One just has to ask – "What is going on"

Well let me explain – we ran the first event of this year on Sunday 13<sup>th</sup> Feb – The Show 'n Shine.

Yes, I did look out the window on Saturday and again Sunday morning to check the weather, and yes it was cloudy and overcast.

Now in previous years the weather has been similarly irregular. There was one year when it was so hot on the day one could fry the proverbial egg on the bonnet of the cars – this was of course after several days of torrential rain.

The council closed the park and we spent several hours and considerable personal funds ringing club members to tell them that the event had to be cancelled. Well that did not stop 20 or so cars turning up to the non-event. AND some people even had a go at me!

Then a few years later the weather was crook again and we announced that the event would be cancelled. There was rain again leading up to the day but again on the day – no rain appeared. So the again 20 or so members who turned up sat in the parking area and nattered on for the rest of the afternoon until it did start raining.

There was also another show and shine 2 years ago where Armageddon was predicted on the day – temperatures of 40 C and above predicted, and it did not happen.

All this happened in Woronora in February – so .

So, we moved the event to October and a different venue – great attendance.

We should have learned our lesson and kept it in October – well might you say this.

So why am I repeating all this drivel that you already know? Well there was no way we were going to cancel the event this year, yet the weather was not all that conducive to Showing and Shining. HOWEVER – I did spend the entire morning cleaning and detailing our new vehicle for the event, and there was no rain.



## Show 'N' Shine (cont'd)

A bit of wind and a bit chilly at times but no rain. There had not even been enough rain to dampen the surface of the park.

So what happens? 15 cars turn up. There were more when the event was cancelled. Anyway "we few, we happy few, we band of brothers and sisters" braced ourselves to the elements – it did not rain at all.

The most disturbing occurrence of the day was the sulphur-crested cockatoo that pooped on one of the members (whose luck definitely had turned) and that also contributed additional roughage into our coleslaw salad in the form of bark chips – none of us had the appropriate 'device' to move the culprit on, it being 20 or so metres up the tree. So we just went on with our picnic with the satisfying, albeit crunchy, feeling that somehow we had gotten closer to nature. Well especially Syd Neale – he was actually wearing a bit of it. I did recount to him that better it be a cockatoo that sh\*\*s on ones self – and not a pelican! (but that is another story)

Kevin Allen turned up in his magnificent modified 122 race car. It is a real credit to Kevin's skills and attention to detail even for a race car.

Syd and Dani arrived in their red 122 with their newly installed overdrive – that actually works – Syd is now the club expert on this conversion.

Russel Arnold brought his magnificent P1800 and an equally magnificent pair of genuine Volvo driving gloves in fine black leather with tan highlights. Russel's gorgeous daughter Alison brought along a brand new Volvo S60 in the new golden Tan colour for showing – it even has a TV camera in the front grille!

Harold and Jen Pedley also brought a new S60 as well (but without TV camera) but Harold gave everyone a demo of the headlight washers. Both these cars were there courtesy of Volvo Australia.

It was great to see Robert Gaffney in his very nice 242GT looking very nice but, it was competing in that category with Vic Kalgovas' exceptional 242GT – it looked like Robert might have taken out the prize but Robert's car antenna was not properly fitted (it was falling out!) and this cost him plenty!

There was a magnificently prepared Volvo XC70 on display with exceptionally clean wheels and shining exterior. People were alarmed to find out that Jan Warner had sold her beloved 240GL estate after only 21 years and 490,000ks and purchased the XC70 – an oiler version as well.

It was great to see Merv Mitchell along with his shiny green 140 Estate. The car looked and sounded healthy as did Merv.

Dolly arrived with pink shoes on! Sadly we do not print in colour.

A big thank You to all who supported the event – we now know that Chris Smith would have been there had it not been for a calendar malfunction.



Picture of Happy Band of Brothers and Sisters.

## Denman Weekend

Denman is a little town in the upper Hunter Valley and the town folk put on a Food and Wine Fair and the Volvo Club organised a trip there for the weekend.

Where is Denman? –Well might you ask two dogs – it is between Sandy Hollow and Jerry's Plains

Ourselves, the Neales, Fergusons and Pedleys made up the eight intrepid travellers bound for these rather cooler places in the North West then 2 (The Pedleys) dropped out. This latter unexpected turn of events turned out to be rather fortuitous as it meant there was a spare cabin in the caravan park right in Denman meaning we six-pack band of Brothers and Sisters could be all together in the one place. The Fergusons were going to camp at Sandy Hollow. The caravan and cabins park was a short and very pleasant walk to the centre of town.

We had brought considerable quantities of thick warm clothing – but by 11:30 on the Saturday we were down to shirtsleeves. The weather was just perfect – really just perfect.

There were hundreds of people there – great wine tasting, food tasting. We had fresh prawns, a lovely cheese platter and plenty of wine "samples" to sip on with the fruit and seafood and cheese – just a perfect day and then to be entertained by 2 fantastic jazz bands, or if you didn't like jazz there were modern musicians at either end of town. Around the corner from the main drag was entertainment for the kiddles, hundreds of whom seemed to be thoroughly enjoying themselves, the local shops had sales on and the local café did a roaring trade. There were a number of coffee outlets selling sensational coffee. Just fantastic.

We all arrived on the Friday night, went to Syd and Dani's luxury, deluxe cabin and settled in by knocking down a bottle of Hanwood Port. (Well who else would have had the deluxe luxury cabin?)

Saturday was a blast and we had made a booking at the local hotel for dinner Saturday night – well the food was really good AND we had a few nice bottles of wine – can't exactly remember what the variety was but who cares.

Then on Sunday we arose late and set off late for the lower Hunter – not for wine but --- Ah Ha – said I – Jan wanted me to find the dress shop we visited the last time we were in the Hunter so that we could once again contribute a slice of cash to the local economy. Even though I said I could not exactly recall where it was and acted enthusiastically when we thought we had found the location but had not really, you guessed it – we found it – it is called 'De Vine', it is at Pokolbin.

The lady who runs the shop always manages to find items of clothing that Jan likes – which is good.

They are always different to the normal things she does not like in Sydney shops. So we parted with a large slice of cash there and then moved onto another store and shed a few dollars there also.

Jan was happy, I was happy that she was happy, we reminisced on this also perfect day as we passed the site of the camping area we spent our honeymoon some 38 and a half years ago. Then pulled into the servo where the weekend turned sour when the unleaded in the diesel saga began.

But it all ended happily albeit we got home a bit late.

Jan and I cannot speak more highly of our NRMA – their tow truck driver was fantastic. The taxi driver they sent to pick us up – just couldn't be more helpful.

We do pay for the premium membership for this car and it was well worth the bit extra.

Here are a few photos – no that is not Hugo in the cow outfit!



## Uncle Ted's Tips



I have a great tip for you all particularly if you own one of the increasingly popular diesel powered vehicles.

**DO NOT PUT PETROL INTO THE TANK – if you do – DO NOT START OR ATTEMPT TO DRIVE THE VEHICLE –**

Well just in case you have not already guessed, I will fess up that this recently happened to me with the new XC70.

Reason for this rank stupid action – well I put it down to there being a black handle on the unleaded pump that was just next to the diesel pump at this SHELL country servo. The girl at the counter informed me “yep – that happens a bit”. I did suggest that the probable cause was the similar coloured pump handles, but she said they had “bin like that for quite a while”. To which I candidly replied, “Perhaps this has something to do with the frequency of it happening,” maybe I should not have used the word “frequency”.

Look she could not have been more helpful, typically country folk, nothing was a problem.

I knew what I had done almost within seconds of me doing it – putting the unleaded in the diesel tank – but about 20 litres got in.

Fortunately we have the premium cover on our NRMA – ROAD SERVICE

The NRMA were just fantastic – they had the car picked up and taken to our service people and the tank drained. We were in the Hunter Valley and home is Sutherland. It only had about 30 litres in it. I had to swear on the soul of my Mother and my selection of 122S parts – these two items being the most revered items in my life – hang on – better add the wife, mother-in-law and children and grandchildren to that – just in case they read this, – that “NO I DID NOT START OR ATTEMPT TO START THE ENGINE”. Just to be a little more convincing I slashed my wrist and wrote an affidavit to this affect on a sheet of my own skin with my own blood – look I am only joking – I did not use my skin – I made that part up! Well the car is going great – as it should – BUT WAIT THERE IS MORE.

I happened to tell my brother who also has an XC70 Diesel – well he did the same to his. AND in the Herald recently an article that stimulated a lot of interest was the person who filled up his Mercedes Benz diesel with petrol and it sounds like he drove around with it – \$23,000.00 to do the repairs was the quote from MB – I think the person is now in hospital recovering from a heart attack.

The newspaper did not report what happened after he got the quote, so I took a bit of editorial licence and made it up – don't they all??

Just another TIP – I recently received a “bluey” in the mail. Yes the RTA maintains that I was recklessly speeding along a section of Cleveland St doing 60 in a 50 zone and wanted my \$90.

Look I am not grumbling – it is just that the speedos in these XC70 Volvos are atrocious – yes VOLVO – atrocious – the needles do not illuminate and are very thin and thus difficult to read. Well I thought about the place and time and thought “That is close to work but why would I be driving in the particular direction indicated on the notice? Now you may not believe this but I have only had one speeding fine in 45 years of driving – well 2 actually but the second was a set up – you know- change the speed limit on Wednesday, do not indicate anything has changed and even leave the 60 written on the roadway and put up one 50 sign on one side of the road in the 500metres of roadway on the opposite side of the road to my direction of travel (this was 1998 and there is still only one sign) and have a “copper” with a radar sit there on Thursday and wait for we innocent lambs. Well not this little lamb – I took the RTA and police to task and the fine and the offence were dropped- otherwise there would have been trouble.

Well getting back to the recent issue – DID YOU KNOW – one can view your “offence” on line.

And there it was – THE WRONG VEHICLE. THE DUMB S\*\*TS AT THE RTA CANNOT TELL THE DIFFERENCE BETWEEN A ‘V’ and a ‘U’ – but you would not credit it, the vehicle with rego all the same as mine except for the ‘v’; is a dark coloured XC90! Problem solved. See you at the meetin's ....**Ted**



The 122

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# My Bit & Laugh Lines

Arrrrgh! Half way through the year already. We'll be seeing Chrissie decorations in the shops next. Have you noticed how they turn up earlier every year? Then immediately after Christmas will come the Hot Cross Buns & Easter eggs. Guess who'll be hitting the shops any day? Not me.....I'm the last of the 'last minute shoppers'. Anyway, here I go again with the "I couldn't resist these" line. What *would* we do without emails? I would be struggling to find any funnies for you all to have a giggle at. This is the latest batch. Enjoy.

Jules

## Expressions - Priceless



Whatever man.....



Get Outta My FACE!!!!



Tonight, you die in your sleep !!!



Yeah.... I just farted

***This has to be the best ever email.....***

**Bonus Question: Is Hell exothermic (gives off heat) or endothermic (absorbs heat)?**

**The answer by one student was so 'profound' that the professor shared it with colleagues, via the Internet, which is, of course, why we now have the pleasure of enjoying it as well:**

Most of the students wrote proofs of their beliefs using Boyle's Law (gas cools when it expands and heats when it is compressed) or some variant.

One student, however, wrote the following:

First, we need to know how the mass of Hell is changing in time. So we need to know the rate at which souls are moving into Hell and the rate at which they are leaving, which is unlikely. I think that we can safely assume that once a soul gets to Hell, it will not leave. Therefore, no souls are leaving. As for how many souls are entering Hell, let's look at the different religions that exist in the world today.

Most of these religions state that if you are not a member of their religion, you will go to Hell. Since there is more than one of these religions and since people do not belong to more than one religion, we can project that all souls go to Hell. With birth and death rates as they are, we can expect the number of souls in Hell to increase exponentially. Now, we look at the rate of change of the volume in Hell because Boyle's Law states that in order for the temperature and pressure in Hell to stay the same, the volume of Hell has to expand proportionately as souls are added.

This gives two possibilities:

1. If Hell is expanding at a slower rate than the rate at which souls enter Hell, then the temperature and pressure in Hell will increase until all Hell breaks loose.
2. If Hell is expanding at a rate faster than the increase of souls in Hell, then the temperature and pressure will drop until Hell freezes over.

So which is it?

If we accept the postulate given to me by Teresa during my Freshman year that, 'It will be a cold day in Hell before I sleep with you,' and take into account the fact that I slept with her last night, then number two must be true, and thus I am sure that Hell is exothermic and has already frozen over. The corollary of this theory is that since Hell has frozen over, it follows that it is not accepting any more souls and is therefore, extinct..... leaving only Heaven, thereby proving the existence of a divine being which explains why, last night, Teresa kept shouting 'Oh my God.'

THIS STUDENT RECEIVED AN A+.

## Targa Tasmania 2011

### Leg Three – Launceston – Devonport - Launceston

Short note tonight – very early start for a very long day tomorrow where we head down the West Coast to Strahan.



Day 3 loops out of Launceston to the west for a lunch stop in Devonport before heading back through the classic mountain roads that made Targa Tasmania famous. M This was the loop that last year saw our Targa challenge abbreviated on the last stage of the day by a Mitsubishi Evo parking itself in our boot (trunk).

This year no such dramas – the offending Evo from last year having taken an off-road excursion late yesterday notwithstanding.

Our battle today though was trying to make amends to our additional 80 second penalty time accrued from yesterday's camshaft pulley failure. Having closed the day 10 seconds down from the fourth placed Fiat, our work was cut out for us.

The morning stages were all quite short beginning with a fast run on the undulating 'High Plains'. Stage. We "cleaned" (no penalty time) the stage along with the

Freestone Holden, the Kent Mustang and our fellow Volvo drivers, the Battens. Unfortunately, the little Fiat almost did the same, dropping only one second.

Next, through the farms and across the railway tracks of 'Dunorlan' we picked up another fourth place, ahead of the Stuart/Steuart Ford Anglia and the Fiat. This closed us to within a second of fourth place overall to the Fiat. Finally 'Stoodley', a quick run through the hills near Railton, saw us clean the stage again along with the Freestones, Battens and Kents and saw the Fiat drop seven seconds. This moved us into fourth overall, six seconds ahead of the Fiat but still another 55 seconds to the third placed Kent Mustang.

The fourth stage of the day, Paloona, is a favorite of ours through undulating farm country with sharp turns at intersections finishing with a blast past Paloona Dam



*Stuart /Steuart Anglia – Harry called and wants his car back*

and a climb through forests. This saw us up to third to the Batten Volvo and the Kent Mustang,

Mt Roland, at 27km, is the longest stage of the event so far running across much of the world famous Cethana stage in reverse. Not a strong performance for us and we were back to fifth and dropped 11 seconds to the Fiat. On Deloraine we snagged a second place to the Freestone Holden, equaling the Mustang. The final stage, Quamby Brook, saw us post a fifth placing and we closed the day out still 12 seconds back from the Fiat, and 1 min 16 sec down from the third placed Mustang. Some more work to do tomorrow.



On non-handicap time, we're running 32<sup>nd</sup> just ahead of the McClintock BMW, and we'll claim the status of third fastest Category 2 (pre-1962 cars) entrant. The pace of the Batten Volvo and the Freestone Holden is impressive – against all Classics they are running 8<sup>th</sup> and 9<sup>th</sup> fastest on outright time.

Our other regular competitors, the Ulrichs in their Jensen, had a nasty finish to their day yesterday, spinning in loose gravel on the Longford town stage and hitting the kerb. The axle was easily replaced, straightening the housing was more of a challenge. They were back in the rally today and are running 10<sup>th</sup> on outright time just seven seconds down from the Freestone Holden.



Tomorrow is a long slog – by the middle of the day we'll have completed only half the rally. The last day and a half is a mix of endurance and sprint. It's unlikely we'll have internet access at all over on the West Coast. As such, our next note will hopefully come from the final stop in Hobart on Sunday night where we make it to the finish.

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## Targa Tasmania 2011 Leg Four: Launceston – Strahan and Leg Five – Strahan to Hobart

The last two days of the rally comprise over half the total distance – in fact, we reach the halfway point about lunchtime on the fourth day. This is where the endurance element of the event kicks in.

### *Leg Four – over to the West Coast*



Having closed out Leg Three in 5<sup>th</sup> place, we were still in with a chance for a podium finish should misfortune beset those ahead of us. But, if they kept it all together, it would be a very difficult task to keep at all close to the Fiat Abarth given the handicap difference, not the least in trying to take the fight to the Mustang GT 350 that sat in 3<sup>rd</sup> place. On our calculations, the almost two minute margin to the Batten Volvo and the Freestone Holden would put them safely ahead of us for the remaining legs, so our focus was to do whatever we could to be as close to third Classic team on the podium as the Fiat was a sure thing.

On the run over to Ulverstone for lunch, the roads remained dry and we posted fourth placings in two of the stages, with various combinations of the Freestone Holden, the Batten Volvo, the Mustang and the little Fiat ahead of us. Another two 5<sup>th</sup> placings took us to the lunch break, but we'd pulled up to fourth place on handicap on the back of the temporary demise of the Batten Volvo – a miscalculation of their weight saving minimal fuel strategy saw them ran out of fuel on the Cethana stage and fallback to eighth! The generosity of a local farmer and a splash from an old drum of fuel got them to the finish, and by lunch, although having clawed back to sixth, they were now some seven minutes behind us with no virtually no chance of a podium finish.



Dogged Fiat Abarth 750

Following lunch, our hopes also looked increasingly dim. We fought on with some third placings, but on the run down through Hellyer Gorge, we came upon increasingly damp roads, and, by the time we got to Mt Black and Roseberry, it was pouring. The last stage, Rinadeenah, saw us in driving rain and fogged up windows (we'd removed the artic-grade Volvo heater/demister as part of our weight reduction strategy and the meek little

replacements battled to keep the screen clear... you can see a theme emerging here on the weight saving strategies!). Worse news was that the dogged little Fiat had made it through on dry roads, extending the gap. We were holding fourth on handicap, but the Fiat was working its way up the podium. We closed the day some 2min 19sec down on the third placed Mustang.

Looking ahead to the final day, a revision to our vehicle setup and overall strategy was needed if we were to have a shot at a spot on the podium. Pleasingly, our outright times were very strong, having dropped only 12 seconds to the Mustang on the Mole Creek, four seconds on Gunns Plains, and 10 seconds on Mt Black. With the relatively small handicap difference to us and the Mustang, it was a remote but also feasible chance that a solid day's work on the Sunday by us could bump them out of third place. With regard that damned little Fiat though, on the mighty Mt Arrowsmith stage, they'll be given a five minute head start to us just to be able to equal his time, let alone make ground.

#### *Leg Five – the run to Hobart*

With heavy rains overnight, the roads were still wet as we climbed away from the west coast. Dropping tyre pressures by two pounds and backing off the stiffness of the shock absorbers, our aim was to take the fight to the Mustang as best we could. The weather was moving through quickly, and it was hard to assess whether it would get wetter or dry out – we took the gamble that rain might come through again soon, whereas the Mustang sat it out and used some late time in the hope that our car and others would dry the roads out somewhat.

We nailed the first stage, Strahan, picking up 19 seconds on the Mustang. We then won the Queenstown stage, some four seconds quicker than the Batten Volvo and picked up another 18 seconds on the Mustang. In outright, non-handicap time, we were 20<sup>th</sup> fastest of all Classics (all cars up to 1991).

Mt Arrowsmith is perhaps our favourite stage. Over 58kms long, it is an event in itself. We hammered through a mix of dry roads, very slippery sections through tight forest, and heavy rain again, coming second only to the Batten Volvo and some 22 secs ahead of the Freestone Holden. The little Fiat, despite its five minute head start, was almost a minute further back. Our gap now to the Mustang was only 39 seconds.

With just three more stages to go, the Fiat was still some two minutes ahead, but third place was a real possibility. Although the Mustang had got dryer roads on Mt Arrowsmith, they had not pulled the advantage expected.



Queenstown's 100 bends



Kent/Kent Mustang GT 350

Tarraleah saw us line up behind a 2007 model BMW 130i, normally something we'd not worry about catching on such a short stage with a long uphill finish (although we had caught them on the long Mt Arrowsmith stage where in actual time we ran the stage some 2½ mins quicker). This stage is a long twisty downhill run into a gorge that the hydro power water lines use, then up the other side to the power station. Focused on the 39-second gap to the Mustang, we soon closed on the BMW, somewhat to their dismay we are sure. They didn't yield, and we were on their bumper at 135km/h going in to a tightening lefthander over a crest, whereby they braked hard - somehow we avoided sacrificing our tear-off fibreglass bumper and exiting the corner with eight wheel discs locked, squeezing past and powering over the finish line to post a third on handicap for the stage. This pulled the Mustang's lead back to just 16 seconds. Maybe it was the visual chase to the BeeEm that spurred us on, but on outright time we placed 11<sup>th</sup> for the stage, some three seconds faster in actual time than the Mustang.



Closing on the BMW 130i at 135 km/h



In hot pursuit of those 16 seconds

With two stages to go, it was all, or nothing. We had not recce'd (course checked) these, so were relying on notes by others, although we had run the last stage, Grasstree, twice before in other years. Molesworth though is a scrappy, tight, bumpy and generally unpleasant stage. We were now bemoaning our frugality in not having had a close look as the chance to bump the Mustang's 16 second lead was becoming a nail-biter. From our side of the 'screen, we made a mess of it; the car seemed very tail-happy and not at all a tight run. However, we pulled in a second place equal to the Battens and only ten seconds down on the Holden. The Kents though made more of a mess, as we beat them by three seconds outright and ten seconds on handicap.

Heading on to the final stage, we didn't have the Molesworth results, so thought we were still chasing at least a 16 second Mustang deficit to the final finish line. We've always enjoyed Grasstree Hill, as although there's a long hard climb for the first few kilometres, the downhill run over the other side of the hill suits our car well.



Freestone Holden 48-215

With a consensus decision to "do or die", Andy dropped the clutch and smoked the little Volvo off the line. Winding our way up on over the mountain, a little sideways into each corner, we virtually threw the car down the other side, touching close to 160km/h over the finish line. We thought that if the Mustang could do better than that, then they deserved the podium result. At the least, we'd enjoyed the battle for third place and that they kept us honest to the final stage.

On then to the ceremonial finish at the Hobart Casino where the winners are announced and the trophies handed out. As has

happened before, our car was pulled to one side as a potential winner. Our thoughts were the Mustang must have the prize and only had to complete the transport stage back to Hobart. Once he arrived we would be relegated inside. We started the list of things to do for next year and looked forward to a beer or two.

However, it turned out our performance on Grasstree was rather solid – we completed the stage two seconds quicker in real time than the Mustang and garnered third place on the podium, finishing just 11 seconds ahead after five days of competition. To say we were/are a little chuffed was/is an understatement, enhanced by the thrill of the chase to the very last stage. We had been able to be outright faster than the Mustang all day (he was to finish 8<sup>th</sup> fastest outright) to pull back over two minutes to achieve our goal. The Fiat took the top spot on the podium, followed by the Freestone Holden just eight seconds back. For all Classics, we placed 11<sup>th</sup> on handicap and 24<sup>th</sup> on outright pace out of the 83 finishers (from 100 starters).



At the finish we were greeted by service crewman Terry (thanks again mate!), Andy's wife (and major sponsor) Sherrin who came down from Darwin to see the last couple of days, and Andy's Uncles, Ted and Harry, cousin, Steve and his nephew Jason (very Tasmanian); they were spectating on Tarraleah and witnessed the passing move on the BMW 130i and just had to detour via Hobart on their way back to Launceston. We all celebrated with the champagne, trophies and flags and then retired to the Targa Bar to share tall tales and true.

Matching jump suits add 5 km/h. Plates are not dishwasher safe.

Thanks again too for all of those who helped us get to the start, (especially the other major sponsor Heather), and through the event as well (Ashley's brother Norrie), sponsors Barry Brookes of Toperformance (those lovely adjustable Koni shocks) and Andrew Williamson of Pacific Motors in Pymble. That's all for 2011!!

#### EARLY CLASSIC RESULTS AFTER DAY FIVE (FINAL)

1. Jack Waldron / Vin Gregory, 1955 Fiat Abarth 750
2. Paul Freestone / Christine Freestone, 1948 Holden 48/215, + 0:08 sec
3. Andrew White / Ashley Yelds, 1961 Volvo 122, + 2m:18
4. Scott Kent / Wayne Kent, 1965 Ford Mustang, + 2m:29
5. Paul Batten / Mike Batten, 1961 Volvo PV544, + 6m:22



# VEHICLE PROFILE

by Robert Bakker

VEHICLE : 123GT (1968)  
OWNER : JEFF & PAM MOON  
(Toowoomba, QLD)  
REGO : 133-KRZ  
CHASSIS : 308577  
TYPE : 133352p  
COLOUR : 79-1 (WHITE)  
UPHOLSTERY : 424-551 (RED VINYL)



Here is another of the uber-rare 123GTs. Apparently, this example was the 3rd last GT into the country, so is #35. The Moons have owned him for about 5 years.

Jeff bought the beast care of Gerry Lister, but those with long memories will remember it as Flo Wild's car out of Sydney.

Jeff says it was "very original" when he bought it. (to be read "a bit run down"). During its time with him, Jeff has put new floors in the car and mats. Other than that, a good clean has brought it up to its current glory. Shiny "super light" mags adorn the car for a nice "bling" touch.

It is not a daily driver, but rather a "hobby car", which means he lives a pampered existence in the Moons' garage in Toowoomba, and makes an appearance at the odd rally.

Jeff also owns an 1800 in the same colour and a 142, so is no stranger to our beloved marque.

He says he would like to put in some effort to the engine bay, and wants to keep the car "user friendly", so I assume by that no modifications from original will be tolerated.

This is a good looking car - straight and just as it was made. The rare red interior sets it off as almost unique.

There is something about the 123GT. **VOLVO TAKE NOTE - *please make another one!***



# My V8 242GT (AKA the 282GT 4.0)

*by David Caligari, Volvo Club of Victoria*

My V8 242GT project started out as a "what if" discussion over a few drinks with my brother-in-law as I'd been thinking of dropping a V8 into something, but the type of vehicle was open to suggestion. As he'd been ratting 240 Volvo parts for a Mazda 1500 with RX7 turbo motor project he was playing with, I began to think outside the old Holden/Ford box.

As I'd always had a soft spot for the boxy, but good, Volvos, I decided a 244 might suit as it provided a 4-seater body, good suspension and brakes and was excellent value for money. Another bonus was it would provide the best "sleeper" result. Originally, the 4-door was the target vehicle, but then in May 2008 a 242GT in Bendigo came to my attention via Lance Phillips. A quick road trip and cash exchange followed and the new purchase was slowly driven home to Melbourne with a blown head gasket.



Getting it roadworthy was first job on the list so new head gasket, springs, struts, shocks, urethane bushes, brake pads and tyres quickly followed. The rego was a mere formality thereafter. After this, a couple of months of driving passed before the car again came off the road for its next mechanical make-over.

Before the conversion was undertaken, a number of motor/transmission/fuel types were considered, these being V6, V8, GM, Ford, petrol, gas, turbo, supercharged, etc. An internet search turned up an instructional booklet for a Chev conversion by JTR ("Jags that Run") in America, detailing the V8 conversion of a 240 series Volvo using a GM fuel-injected V8, and whilst not all components would have been available here in Australia, and some instructions were

specific to left hand drive vehicles, the book did prove to be very useful in areas of cooling, steering, braking and fuel systems to name a few.

I decided that if I were going to do this, I wanted a strong, light-weight, economical and newish motor that was different to the norm, but still provided a wow factor and V8 grunt.

I decided a Lexus 1UZFE motor would be my weapon of choice because of its aluminium construction and being equipped with quad cams, 4 valves per cylinder, 6-bolt main bearings and fuel injection. Compared to the iron block alternatives, it is very reasonably priced for the power it makes in standard trim and it can be modified if needed. Its width would be an issue because of the 90-degree V shape of the motor but its weight was well below that of the alternatives.

A 1995 Lexus SC400 1UZFE V8 motor was purchased along with a Supra 5 speed gearbox. As these motors never came with a manual, an aluminium adaptor plate was made, with a Toyota GT4 donating its flywheel, clutch and pressure plate, and because of the expected space issues underneath, a hydraulic throw-out bearing was mounted to the nose of the gearbox. To save time and frustration later on, the alternator and starter were given a freshen up, with new timing belt, idler bearings, leads, rotors and distributor caps also being installed.

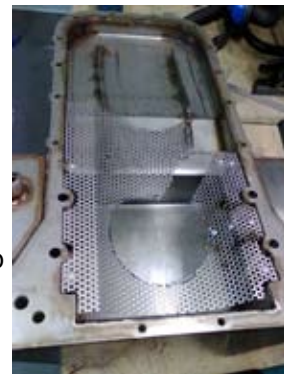
For the very first trial fit into the Volvo, I made a very shallow, flat crank protector as I knew the 1UZ sump would not fit and this would allow me to locate the motor and work out the design of the new sump. I should mention at this time that I wanted to avoid having to



cut or structurally modify the Volvo in order to do this transplant. If a modification was necessary, then the mechanical components would have to be changed. As it turned out, the motor and gearbox fit better than expected with no major clearance issues causing concern. Engine mounts were made to bolt to the original Volvo holes and the standard gearbox crossmember was relocated to the rearmost holes.

After a couple of hours at the local wreckers, I discovered a VC Commodore heavy-duty radiator fit the Volvo opening and a VS Commodore 2-piece tail shaft, which when fitted with the correct ends, would have its CV joint supported using the Volvo's original mounting holes. The 1UZ power steering pump works extremely well with the Volvo rack whilst a Nissan power steering cooler was incorporated to keep things operating as designed. A smaller Mitsubishi clutch master cylinder looks after the clutch operation and the accelerator cable is a shortened Volvo unit.

For the sump, I knew there was nothing "off the shelf" that would work, so I trawled various car forums for an answer. A custom sump was needed and I discovered another 1UZ conversion was being done into a Ford Capri not far from home. I was invited to inspect the conversion and to inspect the custom sump that was homemade. My initial thoughts



were I could gain information to create my own sump, or if willing, to pay this talented chap to make one for me. The visit resulted in a spare custom sump being offered for trial fitting as my rough measurements of what was needed were very similar to what had been made for the Capri conversion.

Luck was to be on my side as the sump fit behind the cross member perfectly, without modification. I

made up the cork gasket, modified the pick-up tube and customised the inside of the sump with baffles and oil guides.

As with all new model motors, there's enough wiring on and around the motor to induce a small panic attack, and whilst I was confident with automotive wiring, I knew my limits and had the loom professionally stripped of unnecessary wiring and new connections and relays installed, giving me a plug and play result. The original ECU has been retained to-date to simplify the conversion, however an aftermarket ECU is being considered to give more tuneability in the future.

It was whilst I was trying to find a location for the ECU under the dash that I decided the Volvo's original loom was out of control, so I purchased an aftermarket universal loom and fuse panel and undertook the re-wiring of the whole car from front to back lights. The task at first seemed daunting, but with the right tools, wiring diagrams and a bit of planning it all came together without short circuits or fires.



From the time I started the conversion to the first time I drove the vehicle on the road it was 8 months. This surprised me because I initially envisioned the project taking at least a year, but the conversion was more straightforward than I initially imagined. Sure there was the constant research for specific parts to make things work, and the amusing looks of bewilderment when I mentioned the Volvo/Lexus union when I was asked what car a new part had to fit.

As with all projects, not everything goes according to plan, and because of the variance



of parts and components used, problem solving can be difficult and time consuming. A fuel starvation problem was traced to a faulty, new, high-volume, in-tank fuel pump. It would reduce its pumping capacity after an unspecified period depending on the temperature and how hard it was being asked to perform. Then the radiator kept springing a leak even after professional repairs were carried out. But the most annoying and time-consuming problem was with the hydraulic throw-out bearing. Numerous attempts to correct a sticking problem (4 times the gearbox had to be pulled out!) resulted in a change to another brand, only to again suffer problems of sticking and non-release because of peeling of chrome plating on the new unit's shaft. Thank goodness the gearbox could be removed without having to pull the motor as well.

Whilst all this was going on, a myriad of other goodies were bought and installed. Some for comfort, some for safety, but like all project cars, the tinkering and



changing never stops. What I can say is I have enjoyed the journey of the conversion. Some asked why, some expressed relief the engine conversion was Lexus into Volvo and not the other way around and most questioned the use of a Volvo.

All I can say is - why be the same as everyone else?

A gallery of the project is available at this site: <http://s382.photobucket.com/albums/oo267/hrforever/Volvo%20re-engine/>





# ROLLING EYES

## The New S60 & Volvo's Dilemma!

Volvo has made no secret of the fact that the new S60 has been directly aimed at the BMW 3 series market, of which they want a greater share. Fair call! But at what cost?

The new S60 is a good looking car, as we all saw at the recent National Rally, the V60 (R-design) is the sexiest wagon I have ever seen.



**2011 V60 R-Design in Passion Red (612) - Volvo Cars Website**

On first appearance, I love the set out of the new console, I also love the new subtle changes inside that Volvo has made with this range with curves and chrome. The additional safety features are, as usual, second to none – BLIS, IDIS, LDW, DAC, ABL, DSTC, ACC, RAB & of course the brilliant CITY SAFE. Then it has all the protective safety features too long to mention like SIPS and WHIPS etc, etc, etc.

I have been excited about the S60 range since I first saw the concept model a few years back and even bought from England a scale model version of it. At the recent launch, which we were lucky enough to be invited to, I certainly was not disappointed but did think and suggest on the night that if Volvo really wants to compete with the 3 series BMW, an R-Design package should be what they were excited to launch and flaunt. Volvo you need to be promoting a SHOW STOPPER, because that will sell & will sell your lesser models also (and not just a SHOW STOPPER on your brochure).

I have been lucky enough to have the D5 for a few days, I've also driven the T5 and knowing what I do about modern Volvos I am hanging out to take a T6 on the road.

Due to circumstance I also had a 5 series BMW for a day a few years ago and so here are my honest views about the S60 (for what it's worth).

The drive is far too hard. Like the 535 I had, neither the kids nor I enjoyed the hard ride, particularly by the end of the day. The car is most likely going to attract the female market and I am sorry, contrary to popular male opinion, we DON'T want it that *hard* all the time...thanks anyway.

The new console that I was so impressed with at the launch, is neat and easy to use but hides the real danger that lurks behind it. Like the BMW (and yes, yes I know I am comparing 5 series not 3 series) the process and information on the actual screen is far **too busy!**

I can get into any VOLVO and know instantly, without looking, scan, search, find and save my favourite radio station, set up Sat Nav & Bluetooth. But in the new S60 (like the BMW) I had to pull off to the side of the road and concentrate. I found the screen annoying and not user friendly at all, & I am fairly tech savvy! A word of caution though, do not turn off the radio, only mute it or you won't be using your phone.



**2011 S60 Interior (LHD) - Volvo Cars Website**

Could you get used to it? Of course! After all the owners of the 535 would never drive anything else, just as this family would never drive anything other than a Volvo, the simple fact is we all love what we are used to. We also scoff at anyone who suggests otherwise about our vehicle (Just as you BMW owners are doing right now reading this story ☺).

But let's be honest here, **one** of the reasons that Volvo has been considered somewhere in the middle of the range (too expensive for low end and not quite luxurious enough for top end) is its very simplicity. The finish of a Volvo, while looking smart, modern, neat & tidy is also hardy. The longevity of Volvo was never more evident than at our recent Rally with original models and restored cars 50 years of age. Then there is the cost of purchasing a Volvo on the road, which is often pleasantly surprising and more affordable than most people think, particularly when they have package promotions on various models (another problem area for Volvo to overcome in the consumer market...they aren't as expensive as people think and during promotions are available at fabulous prices).

So Volvo has most definitely succeeded in creating a car that will compete with BMW and may entice their drivers to come across to our side.

But what are they doing to get that market other than produce this new S60? Clearly Volvo strategies have not been working for many years now with them selling the same number of cars each year in a market that has grown tenfold (sorry Volvo mathematics dictate that means you are now selling to a smaller share of the market).



**2011 S60 on the road in Portugal - Volvo Cars Website**

In order to gain strength in the market, I believe you must first know why you have sold to your existing customers. How can you find a new niche in the advertising market if you have no idea what makes your current customers tick?

The advertising needs to be smarter, and a lot more visible. Turn up to car rallies (all of the major ones around the country) with your vehicles displayed, perhaps even the road show vehicles

so, most importantly people can **DRIVE** your vehicles. It only takes a drive and perhaps a City Safe demo to become interested & equally, **CONVERTED**. But it's time you were **SEEN**, hell we don't even see you anymore at our Motor Show here in Brisbane.

Volvo Cars not only need to promote the family safety aspect for their cars, but also show that almost every car in your range can also be extremely "cool" and even "trendy" and "sexy".



**2011 S60 R-DESIGN in Passion Red (612) - Volvo Cars Website**

Dealerships should be addressing this issue of **SHOW STOPPERS** also. Hell, have your staff driving around in a **SHOW STOPPER** so people are turning their heads and noticing. Price better, features like R-Design, so that more people drive out of your showroom with that head turner that does have the people in their street talking about it and admiring every time one drives past.

When I had my C30 T5 R-Design, it was quite the little **SHOW STOPPER**. Like the brochure, it was Cosmic White/Java Pearl body kit. Now we've bought 6 new cars in 5 years but I never had so many people stop to look at my car as I did with her, in fact I know for a fact that my car sold at least 3 of the 7 C30's now living on our relatively small Redcliffe Peninsula because the owners have excitedly come up to me to tell me. Further proof that a **SHOW STOPPER** will also lead to the sale of more basic models.

Volvo we love you – **BUT** – are you listening???  
"There is more to life than a Volvo" but hell it makes the journey pleasurable.

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

**SWMBO xoxo**

# CLASSIFIED ADS: *Cars & Parts*

**FREE ADS for club members.** \$5 fee applies to non-member ads (+\$5 for photo) - fees waived at discretion of the editor. **Please notify the editor when vehicle or parts are sold.** Editor reserves the right to edit or withhold ads if necessary.

NOTE: All standard classified ads will run for 2 issues. **If you want to re-run your ad after 2 issues or cancel the ad after the 1st issue, you MUST LET THE EDITOR KNOW!** This does not apply to "ongoing" ads for services/new parts.

DON'T FORGET TO CHECK THE WEB SITE [www.volvovic.org.au](http://www.volvovic.org.au) for recent ads and colour photos!

**Parts for sale:** 120/1800 Globe Bathurst alloy wheels (x4). Size 14x6 with steel rim spare, all with Pirelli rubber. \$250. Dismantling 1965 122S 2-door. Body has rust and hail damage. Many parts available. BE QUICK! Momo leather steering wheel and boss for 122. Brand new. \$350. 2x 122 front crossmembers. 1@ \$40 and 1@ \$60. 1800 front nudge bar (painted). \$75. Momento - Matchbox car model 1800. Red or blue. \$5 plus post. All items available Sydney. Contact Graham Bennett 0408-600-475

**1974 144. Original owner.** RELUCTANT SALE! British racing green, brown/tan interior. Single carb, automatic. Excellent condition - paint still shines and no rust whatsoever. Car has always been garaged, and washed every week for the last 37 years (!) Located in Taylors Lakes. Phone Ron 03-9390-1665

**Volvo car brochures,** all in very good condition: 140 series, 20p. 1968, \$25; Volvo 1976--244/245/264/265, 6p. \$10; 120 series 4p. 1966 \$5; 120 series 2p. 1968 \$5. Volvo 145 Instruction (owner's) book, good condition, \$10. Prices include postage. John McRae (03) 6327 3011. Mob 0458 653 947. Email [john.mcrae@y7mail.com](mailto:john.mcrae@y7mail.com)

**Parts For Sale: Volvo 1800E doors,** both sides available, very good condition, \$150 each. Contact Peter 0457901532

**Project car: 1982 245.** The body shell has been taken back to bare metal and had a lot of minor modifications done and is now in

primer. It would be great for a custom car, an engine conversion or a race car, and therefore might be of interest to your members. Tom 0409-032-815

**ONLY 1 left - price drop to \$150: new-car take-off C30/S40/V50 17-inch wheels.** \$200 each. Zaurak style.



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

**Supercharged 240 sedan.**

Motor from late model 940. Adjustable cam timing gear. Volvo intercooler. Volvo 850 fan. 5-speed manual. Leather 850 front seats. Leather sports steering wheel. Full set Volvo gauges. Australian MicroTech computer engine management system.



Adjustable from inside car. Spacers on rear wheels. Also comes with spare supercharger and modified cylinder head. Large capacity battery in the boot. Electric windows and central locking. Will need timing belt shortly. Body needs attention. Unregistered. Offers over \$5,000. Rod Bakker (QLD) 0409-760-503

**VP Tuning JULY 2011 updates:** TME/Simons exhaust/downpipes - only a few sets left for the 850/X70. Still some left for C30, S40T5 + 2 downpipes. IPD sway bar kits getting low for 850 and 1x off for some others. Wheels some story as above. **Available in July for 850, X70, S60/V70n, XC90: Metal air intake pipe kits.**



This kit replaces the plastic tube between the air filter and turbo. Silicone hose connections are available in 3 colours. Price TBA. Also for July we will have the **Volvo**

**replica bumper stripe kits** in stock from Volvogue. This company also makes the "shadow" strips (under the windows / c-pillar) new (parts are discontinued from Volvo).



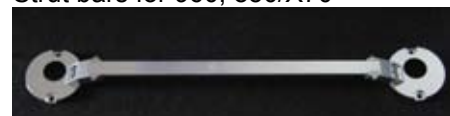
Hopefully we can get a wood-grain look dash kit which is on the drawing board for the 200 series soon in RHD! Volvo **850 touring car models** from Autoart



1:18-scale. First series has sold out but new ones are on the table (like Peter Brock version) so if you are keen to get one contact me. Same for the **240 touring car with limited edition of the Bathurst** car from John Bowe. This one will come with certificate and signed by John Bowe himself. Also back are the 850 angel-eye headlight kits with new kits for the S/V/C70 in RHD. DRL kits (day running lights) for the S/V40 '04, S60, V70n. Available in chrome or black look.



These kits are on special order but could have some for stock in July. Last but not least... Strut bars for 960, 850/X70



and S60, V70n +XC70/90. Contact Mark Richardson, VP Tuning 0403-814-545 or email [mark@vptuning.com.au](mailto:mark@vptuning.com.au)

**1991 740T Sedan.** White; Automatic. The car would suit restoration or parts only.



The car is intact but not used or driven for last 5 years. It had a new radiator, turbo and two new tyres fitted just prior to being mothballed. Vehicle is located in Nowra NSW. Best offer. Contact Glenn Marshall on 02 44464088, 02 44243419 or 0437897576 or email marsboys@tpg.com.au

**1979 244DL** White. Last registered 1997, ANL-017. Stored under cover since then. 4 speed manual, smaller headlights. Carburettor model. Motor sat too long. B230F motor to install, plus new parts for conversion. Good quality body, 3rd owner. Family car for many years. Complete, no rust. Want \$750 for the lot. **1979 245GL 7 seater wagon** Auto. Yellow. VIN 2454M6257990, was running when stored. Fuel injected, large headlights. Good quality body. Complete, no rust. Want \$450. Selling as I am not going to do anything to them now. They represent good value and should be used. I have them as the result of catering for daughters. I have a 1949 Humber that I have decided to work up after purchasing a fully reco-ed motor. Time to be rational even though I love 4 cylinder Volvos. I am currently in China but will be back April 2. Contacts: Neil Barclay 03 57 273573 (101 service for a message); Mobile 0418 384 636; Email nbmoncoll@hotmail.com write, or leave a number and I can Skype you.

**Volvo 2.5ltr red block engine (Penta).** Bottom end only but comes

with the pistons / conrods and crank (80mm stroke). Good running order but will need clean up. Price \$550.00. Also have one 80mm Penta crank only for \$275. **Good condition V-marked cam** @ \$125. Suitable for the 2/7/9 series. Mark Richardson 0403-814-545 or email mark@vptuning.com.au

**Tow bar to suit 120-series - complete.** \$50 ONO. Phone Colin - 0408-878-645 (QLD)

**740 Turbo Intercooler - 1986** (imported in 1992). Silver, 229,798 kms, 5 speed manual, leather interior, Blaupunkt CD player, sunroof. Last registered in 2004. Contact Judi: 03 5457 2214 (Murrabit)

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

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

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

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

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

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

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

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

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

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

**DON'T FORGET TO CHECK THE WEB SITE** [www.volvovic.org.au](http://www.volvovic.org.au) for recent ads and colour photos!

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**Volvo Performance Parts**

**Mark Richardson**

PO Box 2002  
Seaford Vic 3198  
Australia

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

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**ashleigh davies**

0412 709 695

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

# VOLVO CAR CLUB OF VICTORIA

## Membership Application/Renewal

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



| <p>( ) <b><u>New Application</u></b> (1 year membership from date of payment.)</p> <p>( ) <b><u>Renewal</u></b> (Members please fill in all details so we can keep our records current. Renewed memberships are for 1 year from your membership expiry date.)</p>   | <p>Annual Membership fee is \$40 for Adults and \$20 for Students and Pensioners for 12 months. Renewed memberships are for 1 year from your membership expiry date, not from when you pay your membership dues. New memberships begin from date of payment for 1 year. At the end of this 1 year period you will be asked to renew your membership.</p> |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|---|--|--------|----------|------------|------------|------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| <p><b><u>Your Details:</u></b></p> <p><b>First Name:</b> (Mr/Mrs/.....)..... <b>Surname:</b> .....</p> <p><b>Partner's Name:</b> (Mr/Mrs/.....).....</p> <p><b>Postal Address:</b> .....</p> <p>.....<b>State:</b> ..... <b>Post Code:</b> .....</p>  |  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| <p><b><u>Contact Details:</u></b></p> <p><b>Phone:</b> (.....) ..... <b>Mobile:</b> (.....) .....</p> <p><b>Email:</b> .....</p>  |  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| <p><b><u>Car(s) Details:</u></b> (You must list vehicles with CH plates. Engine number optional - can be found on Registration Certificate)</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Model</th> <th style="width: 10%;">Year</th> <th style="width: 15%;">Colour</th> <th style="width: 15%;">Reg. No.</th> <th style="width: 15%;">Engine No.</th> <th style="width: 20%;">Body Style</th> </tr> </thead> <tbody> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> <tr><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td><td>.....</td></tr> </tbody> </table> |  | Model  | Year     | Colour     | Reg. No.   | Engine No. | Body Style | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Model   | Year   | Colour | Reg. No. | Engine No. | Body Style |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
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| <p><b><u>Membership Type:</u></b></p> <p>( ) Adult Membership (\$40)</p> <p>( ) Student/Pensioner (\$20)</p>  | <p><b><u>Payment Details:</u></b> <b>Amount paid \$</b>.....</p> <p>( ) CHEQUE ( ) MONEY ORDER ( ) OTHER.....</p> <p>( ) DIRECT DEPOSIT [CBA Bank Details: Name: Volvo Club of Victoria<br/>BSB: 063-564 Acct. No. 10014322] (Include transfer receipt with form)</p>  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| <p align="center"><b>I/We wish to apply for NEW/RENEW membership in the Volvo Car Club of Victoria Inc.</b></p> <p align="center"><b>Signature</b> ..... <b>Date</b>.....</p>   |  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| <p align="center">For information about the club please contact the President Lance Phillips on 03-9707-2724.<br/> <b>For information about your membership please contact the Membership Secretary<br/> Greg Sievert on 03-9397-5976 (AH) or email <a href="mailto:greg.sievert@gmail.com">greg.sievert@gmail.com</a></b></p>  |  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| <p align="center">Please send this form with payment or direct deposit receipt to:<br/> <b>Volvo Club of Victoria, P.O. Box 3011, Moorabbin East, VIC 3189</b><br/> <b>If paying by direct deposit, you can email a scanned copy of this form and your<br/> direct deposit receipt information to <a href="mailto:greg.sievert@gmail.com">greg.sievert@gmail.com</a></b></p> <p align="center">Thanks for joining or renewing your membership with the Volvo Car Club of Victoria.</p>  |  |        |          |            |            |            |            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

# VOLVO CAR AUSTRALIA DEALER LISTING

| Dealer Name                  | Sales Address                  | Town             | State | Post Code | Phone No     |
|------------------------------|--------------------------------|------------------|-------|-----------|--------------|
| <b>New South Wales/ACT</b>   |                                |                  |       |           |              |
| Trivett Volvo                | 75-85 O'Riordan St             | Alexandria       | NSW   | 2015      | 02 8338 2147 |
| Alto Volvo                   | 387 Pacific Highway            | Artarmon         | NSW   | 2064      | 02 9412 7555 |
| Trivett Volvo Parramatta     | 70-72 Church St                | Parramatta       | NSW   | 2150      | 02 9841 4127 |
| Peter Warren Volvo Cars      | 13 Hume Highway                | Warwick Farm     | NSW   | 2170      | 02 9828 8123 |
| Purnell Volvo                | 990 King Georges Rd            | Blakehurst       | NSW   | 2221      | 02 8558 7000 |
| Hunter Viking Car Centre     | 16 Christo Road                | Georgetown       | NSW   | 2298      | 02 4960 1200 |
| Woodleys Motors              | 200 - 208 Marius St            | Tamworth         | NSW   | 2340      | 02 6763 1500 |
| Bellbowrie Motors            | Cnr Pacific Highway & Halls Rd | Coffs Harbour    | NSW   | 2450      | 02 6656 8700 |
| Tynan Volvo Cars             | 37-39 Burelli St               | Wollongong       | NSW   | 2500      | 02 4229 3033 |
| Allan Mackay Autos           | 239 Argyle St                  | Moss Vale        | NSW   | 2577      | 02 4869 1100 |
| Rolfe Motors                 | 29 Botany St                   | Philip           | ACT   | 2606      | 02 6282 4888 |
| Jason Wagga                  | 42 - 50 Dobney Avenue          | Wagga Wagga      | NSW   | 2650      | 02 6925 3211 |
| Annlyn Motors                | 93 - 99 York Rd                | Penrith          | NSW   | 2750      | 02 4722 9900 |
| 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:** The beautiful and very original Jensen-built P1800 of Fernando and Doris Lecuna. (Photo: Julie Thomson). The two commemorative badges of the Armidale Rally and 25th and 50th anniversaries of the Volvo 1800-120 Club and the release of the P1800. Layout, re-touching and design by John Ware.

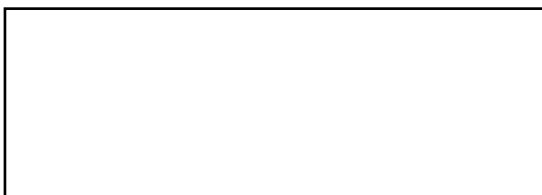
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